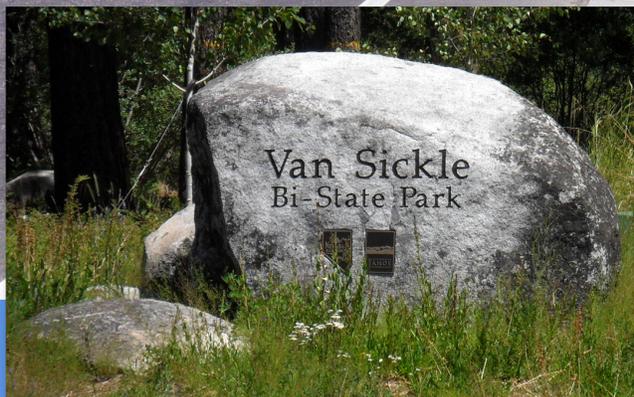


US 50 / South Shore Community Revitalization Project

CA SCH No. 2011112009

Public Draft
Environmental Impact Report/
Environmental Impact Statement/
Environmental Impact Statement



April 2017



PREPARED FOR:



US 50/South Shore Community Revitalization Project

Volume 1

Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS) and Proposed Section 4(f) *De Minimis* Determination

PREPARED FOR:

Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
Contact: Scott McHenry

The State of California
Department of Transportation, District 3
703 B Street
Marysville, CA 95901
Contact: John Holder

Nevada Division
705 N. Plaza Street, Suite 220
Carson City, NV 89701
Contact: Abdelmoez Abdalla

The State of Nevada
Department of Transportation, District 2
310 Galletti Way
Sparks, Nevada 89431
Contact: Nick Johnson

Tahoe Regional Planning Agency
PO Box 5310
128 Market Street
Stateline, NV 89449
Contact: Shannon Friedman

PREPARED BY:

Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448
128 Market Street, Suite 3F
Stateline, NV 89449
Contact: Russ Nygaard

April 2017

General Information about this Document

What's in this document:

The Federal Highway Administration, California Division (FHWA-CA), FHWA Nevada Division (FHWA-NV), California Department of Transportation (Caltrans), Tahoe Transportation District, and Tahoe Regional Planning Agency have jointly prepared this Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS), which examines the potential environmental impacts of the alternatives being considered for the US 50/South Shore Community Revitalization Project located in the City of South Lake Tahoe, California and Stateline, Nevada. FHWA-CA is the lead agency under the National Environmental Policy Act (NEPA). The Tahoe Transportation District is the lead agency under the California Environmental Quality Act (CEQA). The Tahoe Regional Planning Agency (TRPA) is the lead agency pursuant to the TRPA Compact, Lake Tahoe Regional Plan, and Code of Ordinances. The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- ▲ Please read the document.
- ▲ Copies of the Draft EIR/EIS/EIS are available for review at the following locations.

| | |
|---|--|
| Tahoe Transportation District 128 Market Street, Suite 3F Stateline, NV 89449 | Tahoe Regional Planning Agency 128 Market Street Stateline, NV |
| South Lake Tahoe Public Library 1000 Rufus Allen Boulevard South Lake Tahoe, CA 96150 | Zephyr Cove Library 338 Warrior Way Zephyr Cove, NV 89448 |
- ▲ The document may be downloaded at the following websites: www.trpa.org/get-involved/major-projects/ and www.tahoetransportation.org/us50.
- ▲ We'd like to hear what you think. Please attend the public hearings and/or send your written comments to TTD or FHWA by the deadline. Oral comments on the Draft EIR/EIS/EIS may be provided at a series of public hearings as listed below. Additional hearings or informational meetings, if scheduled, will be posted on TTD's website.
 - **June 9, 2017:** TTD Board of Directors Meeting, TRPA Board Rooms, 128 Market Street, Stateline, Nevada.
 - **June 14, 2017:** TRPA Advisory Planning Committee Meeting, TRPA Board Rooms, 128 Market Street, Stateline, Nevada.
 - **June 28, 2017:** TRPA Governing Board Meeting, TRPA Board Rooms, 128 Market Street, Stateline, Nevada.
- ▲ Send comments via postal mail to either of the following:

| | |
|---|--|
| Tahoe Transportation District Attn: Russ Nygaard, Transportation Capital Program Manager PO Box 499 Zephyr Cove, NV 89448 | Federal Highway Administration Attn: Scott McHenry, Local Programs Manager, Project Delivery Team 650 Capitol Mall, Suite 4-100 Sacramento, CA 95814 |
|---|--|
- ▲ Send comments via email to: info@tahoetransportation.org or Scott.McHenry@dot.gov
- ▲ Be sure to send comments by the deadline: July 7, 2017

What happens next:

After comments are received from the public and reviewing agencies, FHWA-CA, TTD, and TRPA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Realign US 50 in the Stateline casino corridor area (postmile 79.00 to postmile 80.44) and convert the existing US 50 roadway, between a location southwest of Pioneer Trail in the City of South Lake Tahoe, California and Lake Parkway in Stateline, Nevada, into a two-lane local street (one travel lane in each direction).

**Draft Environmental Impact Report/Environmental Impact Statement/
Environmental Impact Statement and Proposed *De Minimis* Determination**

Submitted Pursuant to: (State) Division 13, California Public Resources Code (Federal) 42 USC 4332(2)(C) and 49 USC 303

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration-California Division, Federal Highway Administration-Nevada Division,
THE STATE OF CALIFORNIA
Department of Transportation, and
THE STATE OF NEVADA

Department of Transportation, and Tahoe Transportation District, and Tahoe Regional Planning Agency

2/14/17
Date of Approval

Carl Hasty
Carl Hasty, District Manager
Tahoe Transportation District, CEQA Lead Agency

4/24/17
Date of Approval

Vincent Mammano
Vincent Mammano, Division Administrator
Federal Highway Administration, California Division

4/21/2017
Date of Approval

Susan Klekar
Susan Klekar, Division Administrator
Federal Highway Administration, Nevada Division

4/17/2017
Date of Approval

Ray Zhang
Ray Zhang, Acting District Director
California Department of Transportation¹

4-19-17
Date of Approval

Rudy Malfabon
Rudy Malfabon, P.E., Director
Nevada Department of Transportation

The following persons may be contacted for additional information concerning this document:

Russ Nygaard
Tahoe Transportation District
128 Market Street, Suite 3F
Stateline, NV 89449
(775) 589-5500

Scott McHenry
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5854

Abstract

The purpose of the proposed project is to address existing transportation deficiencies and projected transportation requirements along the US 50 corridor between Pioneer Trail and SR 207, to alleviate cut-through traffic in local neighborhoods in the City of South Lake Tahoe, and to support community revitalization goals in the California/Nevada state line area while minimizing environmental impacts. The build alternatives would potentially result in the short-term and/or long-term adverse effects related to: traffic noise and community character and cohesion. Comments on the public draft EIR/EIS/EIS are due by July 7, 2017 and should be sent to Russ Nygaard at PO Box 499, Zephyr Cove, NV 89448 (or email at info@tahoetransportation.org) or to Scott McHenry at 650 Capitol Mall, Suite 4-100, Sacramento, CA 95814 (or email at Scott.McHenry@dot.gov).

¹ FHWA is the lead agency under the National Environmental Policy Act (NEPA), in cooperation with Caltrans.

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ACRONYMS AND ABBREVIATIONS

| | |
|--------------------|--|
| °F | degrees Fahrenheit |
| µin/sec | micro inch per second |
| 2017 RTP | 2017 Regional Transportation Plan |
| AASHTO | American Association of State Highway Transportation Officials |
| AB | Assembly Bill |
| ACHP | Advisory Council on Historic Preservation |
| ADA | Americans with Disabilities Act |
| ADL | Aerially deposited lead |
| afy | acre feet per year |
| Alquist-Priolo Act | Alquist-Priolo Earthquake Fault Zoning Act |
| APC | TRPA Advisory Planning Commission |
| APE | area of potential effect |
| APN | Assessor Parcel Number |
| ARB | California Air Resources Board |
| ASR | Archaeological Survey Report |
| AST | aboveground storage tank |
| ATP | <i>Linking Tahoe: Active Transportation Plan</i> |
| bgs | below ground surface |
| BMP | best management practices |
| BTEX | benzene, toluene, ethylbenzene, and xylene |
| BWQP | Bureau of Water Quality Planning |
| CAA | Clean Air Act |
| CAAA | Clean Air Act Amendments of 1990 |
| CAAQS | California ambient air quality standards |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal OES | California Office of Emergency Services |
| Cal/OSHA | California Occupational Safety and Health Administration |
| CalEEMod | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| California TRPA | CTRPA |
| Caltrans | California Department of Transportation |
| CBC | California Building Code |
| CCAA | California Clean Air Act |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CDP | Census Designated Place |
| CDPR | California Department of Parks and Recreation |

| | |
|---------------------|---|
| CEQ | Council on Environmental Quality |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| CFA | commercial floor area |
| CFR | Code of Federal Regulations |
| CGS | California Department of Conservation, California Geological Survey |
| CHP | California Highway Patrol |
| CNDDB | California Natural Diversity Database |
| CNEL | community noise equivalent level |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| CO Maintenance Plan | Carbon Monoxide Maintenance Plan |
| COC | Chemicals of Concern |
| Code | TRPA Code of Ordinances |
| Conservancy | California Tahoe Conservancy |
| CRHR | California Register of Historical Resources |
| CTC | California Tahoe Conservancy |
| CUPA | Certified Unified Program Agency |
| CWA | Clean Water Act |
| | |
| dB | decibels |
| dbh | diameter at breast height |
| DCMP | Douglas County Comprehensive Master Plan 2035 |
| DTSC | California Department of Toxic Substances Control |
| DVTE | daily vehicle trip ends |
| DWR | California Department of Water Resources |
| | |
| EIP | Environmental Improvement Program |
| EIP | Lake Tahoe Environmental Improvement Program |
| EIR | environmental impact report |
| EIR/EIS/EIS | Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement |
| EIS | environmental impact statement |
| EPA | U.S. Environmental Protection Agency |
| EPCRA | Emergency Planning and Community Right-to-Know Act of 1986 |
| ERC | Environmental Resources and Conservation |
| ESA | Endangered Species Act |
| | |
| FEMA | Federal Emergency Management Agency |
| FHSZ | Fire Hazard Severity Zones |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FTE | full-time equivalent |

| | |
|--------------------|---|
| FTIP | Federal Transportation Improvement Program |
| gC/m ² | grams of carbon per square meter |
| GHG | greenhouse gas |
| gpm | gallons per minute |
| HAP | hazardous air pollutant |
| HFRA | Healthy Forests Restoration Act of 2003 |
| HRA | hydrologically related area |
| HRER | Historical Resources Evaluation Report |
| Hz | hertz |
| IEC | Initial Environmental Checklist |
| IPaC | Information, Planning, and Conservation System |
| IS/IEC | initial study/initial environmental checklist |
| km | kilometers |
| Lahontan RWQCB | Lahontan Regional Water Quality Control Board |
| LCD | land capability districts |
| L _{den} | Day-Evening-Night Level |
| L _{dn} | Day-Night Level |
| L _{eq} | Equivalent Continuous Sound Level |
| L _{eq[h]} | 1-hour A-weighted equivalent sound level |
| LID | Low Impact Development |
| L _{max} | Maximum Sound Level |
| LOS | Level of Service |
| LPF | linear public facilities |
| LRWQCB | Lahontan RWQCB |
| LTAB | Lake Tahoe Air Basin |
| LTBMU | U.S. Forest Service, Lake Tahoe Basin Management Unit |
| LTGRP | Lake Tahoe Geographic Response Plan |
| LTT | Lake Tahoe Transportation |
| LTUSD | Lake Tahoe Unified School District |
| LUST | Leaking Underground Storage Tank |
| L _{xx} | Percentile-Exceeded Sound Level |
| MCAB | Mountain Counties Air Basin |
| MEP | Maximum Extent Practicable |
| mgd | million gallons per day |
| MLD | Most Likely Descendent |
| MOA | Memorandum of Agreement |
| MOU | Memorandum of Understanding |
| mPa | micro-Pascals |

| | |
|-----------------|--|
| mph | miles per hour |
| MPO | Metropolitan Planning Organization |
| MS4s | municipal separate storm sewer systems |
| MSAT | mobile source air toxics |
| MTBE | methyl tertiary butyl ether |
| MUTCD | Manual on Uniform Traffic Control Devices |
| | |
| NAAQS | national ambient air quality standards |
| NAC | Nevada Administrative Code |
| NAC | noise abatement criteria |
| NAHC | Native American Heritage Commission |
| National AAQS | National Ambient Air Quality Standards |
| NDEP | Nevada Division of Environmental Protection |
| NDMV | Nevada Department of Motor Vehicles |
| NDOT | Nevada Department of Transportation |
| NDSL | Nevada Division of State Lands |
| NEHRP | National Earthquake Hazards Reduction Program |
| NEPA | National Environmental Policy Act |
| NEPA | National Environmental Policy Act of 1969 |
| NESHAP | national emissions standards for HAPs |
| Nevada OSHA | Nevada Occupational Safety and Health Administration |
| Nevada SHPO | Nevada State Historic Preservation Office |
| Nev-OSHA | Nevada Occupational Safety and Health Act |
| NHPA | National Historic Preservation Act |
| NNHP | Nevada Natural Heritage Program |
| NO | nitric oxide |
| NO ₂ | nitrogen dioxide |
| NOI | Notice of Intent |
| NOP | Notice of Preparation |
| NO _x | oxides of nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| NRCS | Natural Resources Conservation Service |
| NRHP | National Register of Historic Places |
| NRS | Nevada Revised Statutes |
| NSP | Nevada Division of State Parks |
| NTU | Nephelometric Turbidity Units |
| NVCRIS | Nevada Cultural Resource Information System |
| | |
| OEHHA | Office of Environmental Health Hazard Assessment |
| ONRW | Outstanding National Resource Water |
| OSHA | Occupational Safety and Health Administration |
| | |
| PAOT | persons at one time |
| PAS | plan area statements |

| | |
|-------------------|---|
| PCAPCD | Placer County Air Pollution Control District |
| PCB | polychlorinated biphenyls |
| PCE | perchloroethylene |
| pCi/L | picocuries per liter |
| PDT | Project Development Team |
| PeMS | Performance Measurement System |
| PM ₁₀ | respirable particulate matter with an aerodynamic diameter of 10 micrometers or less |
| PM _{2.5} | fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less |
| PPV | peak particle velocity |
| PRC | Public Resources Code |
| REC | recognized environmental condition |
| RHMA | rubberized hot-mix asphalt |
| RMS | root-mean-square |
| ROD | record of decision |
| ROG | reactive organic gases |
| ROW | right-of-way |
| RPU EIS | Regional Plan Update Environmental Impact Statement |
| RTP | Lake Tahoe 2035 Regional Transportation Plan |
| RTP/SCS | Tahoe Regional Transportation Plan/Sustainable Communities Strategy |
| RTP/SCS EIR/EIS | Sustainable Communities Strategy Environmental Impact Report and Environmental Impact Statement |
| RWQCB | regional water quality control boards |
| SARA | Superfund Amendments and Reauthorization Act |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCS | Sustainable Communities Strategy |
| SDC | Seismic Design Criteria |
| SER | Standard Environmental Reference |
| SERC | Nevada State Emergency Response Commission |
| SEZ | stream environment zone |
| SGC | Southwest Gas Corporation |
| SHPO | State Historic Preservation Officer |
| SIP | State Implementation Plan |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SO ₂ | sulfur dioxide |
| SPCC | Spill Prevention, Control, and Countermeasure |
| SPL | sound pressure level |
| SQIP | Scenic Quality Improvement Plan |
| SR | State Route |
| SRA | State Responsibility Area |
| SSAP | City of South Lake Tahoe and the South Shore Area Plan |
| SSAP | South Shore Area Plan |

| | |
|-----------------|--|
| SSMH | sanitary sewer manhole |
| STPUD | South Tahoe Public Utility District |
| STR | South Tahoe Refuse |
| SWPPP | storm water pollution prevention plan |
| SWRCB | State Water Resources Control Board |
| | |
| TAC | toxic air contaminant |
| TAU | tourist accommodation unit |
| TAUs | and tourist accommodation unit |
| TCAP | Tourist Core Area Plan |
| TFFT | Tahoe Fire & Fuels Team |
| THPO | Tribal Historic Preservation Officer |
| TMDL | total maximum daily load |
| TMPO | Tahoe Metropolitan Planning Organization |
| TOD | transit-oriented development |
| TPH | total petroleum hydrocarbons |
| TPY | tons per year |
| TRPA | Tahoe Regional Planning Agency |
| TTD | Tahoe Transportation District |
| | |
| Unified Program | Unified Hazardous Waste and Hazardous Materials Management Regulatory Program |
| Uniform Act | Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 |
| US 50 | US Highway 50 |
| USACE | U.S. Army Corps of Engineers |
| USDOT | U.S. Department of Transportation |
| USFS | U.S. Forest Service |
| USFWS | U.S. Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| UST | underground storage tank |
| | |
| VdB | vibration decibel |
| VEC | vapor encroachment conditions |
| VMT | Vehicle miles traveled |
| VOC | volatile organic compound |
| | |
| WRCC | Western Regional Climate Center |
| WUI | wildland-urban interface |
| WWTP | Wastewater Treatment Plant |

SUMMARY

The Tahoe Transportation District (TTD) is proposing the US 50/South Shore Community Revitalization Project (project), which is designed to improve the Tahoe Basin's transportation network while addressing affordable housing, community revitalization, and mobility needs, and contributing to environmental gains. The project has been contemplated in regional and local planning documents for decades and is one of the region's largest capital improvement projects. As proposed, the project would realign U.S. Highway 50 (US 50), enabling the creation of a pedestrian-oriented, "Main Street" through the middle of the existing tourist core, where the highway is now located. Walking, bicycling, and reliable transit would be attractive and safe transportation options and community gathering places would be available in the tourist core. Commercial core revitalization is intended to increase visitor spending and catalyze, adjacent private construction investment.

The project is not only intended to revitalize the South Shore of Lake Tahoe, but would also help implement the adopted Lake Tahoe Regional Plan and Regional Transportation Plan/Sustainable Communities Strategy by enhancing mobility in support of existing and planned projects, including the:

- ▲ Nevada Stateline-to-Stateline Bikeway, a shared-use path system that will ultimately extend the length of the Nevada side of the lake;
- ▲ Harrison Avenue Improvement Project;
- ▲ US 50 Water Quality and Bicycle and Pedestrian Improvement Project – Ski Run to Trout Creek;
- ▲ Linear Park Multi-Use Trail;
- ▲ Van Sickle Bi-State Park;
- ▲ transit shelter and service improvements; and
- ▲ proposed, future South Tahoe Greenway share-use path and Lake Tahoe Passenger Ferry Project.

TTD, Tahoe Regional Planning Agency (TRPA), and Federal Highway Administration (FHWA) are the lead agencies preparing a joint environmental document for the US 50/South Shore Community Revitalization Project. The environmental document is an environmental impact report (EIR) for TTD pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.); an environmental impact statement (EIS) for TRPA pursuant to the Tahoe Regional Planning Compact (Public Law 96-551) and 1980 revision (Compact), Code of Ordinances, and Rules of Procedure; and an environmental impact statement (EIS) for the FHWA pursuant to the National Environmental Policy Act (NEPA) (42 U.S. Code [USC] Section 4321-4347), the Council on Environmental Quality (CEQ) Regulations Implementing NEPA (40 Code of Federal Regulation [CFR] Section 1500-1508), and FHWA Environmental Impact and Related Procedures (23 CFR Section 771). TTD is also the project proponent.

S.1 PROJECT LOCATION AND SETTING

The project is located along US 50 from approximately 0.25 mile west of Pioneer Trail in South Lake Tahoe, California, to Nevada State Route (SR) 207 in Douglas County, Nevada. Existing US 50, also called Lake Tahoe Boulevard, bisects the tourist core areas of Stateline, Nevada and South Lake Tahoe, California. It is one of the most densely developed areas within the Lake Tahoe Basin. Currently, the majority of traffic moving through the tourist core uses US 50, with increasing numbers of vehicles bypassing the highway and

cutting through the existing Rocky Point neighborhood on local roads, west of Heavenly Village Center. Within the project site limits, US 50 is a four-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. On the western side of the project site, Lake Parkway and Montreal Road (which is the continuation of Lake Parkway to the south from Heavenly Village Way) are two-lane roadways (one lane in each direction). Exhibit S-1 shows the boundaries of the project site, which contains the transportation improvements contemplated in one or more of the project alternatives evaluated in this EIR/EIS/EIS.

The study area for this EIR/EIS/EIS (see Exhibit S-1) is a larger area surrounding the project site that is intended to capture the extent of potentially significant environmental impacts that may occur as a result of one or more of the alternatives. It is located between the foot of East Peak on the southeast and the Lake Tahoe shoreline on the north. To the east and west, the study area extends approximately one block beyond the project site boundary. The terrain within the study area slopes gently from the southeast toward the shore of Lake Tahoe. The study area contains the entire tourist core, including the resort-casinos of Stateline and Heavenly Village of South Lake Tahoe; commercial land uses to the east and west along US 50; residential and commercial land uses north of the tourist core; portions of Van Sickle Bi-State Park and adjacent forest; and the Rocky Point neighborhood.

S.2 PURPOSE, NEED, AND OBJECTIVES

NEPA requires disclosure of a project's purpose and need. CEQA requires a description of the basic objectives of a project. TRPA does not have specific requirements for a project to identify the purpose, need, or objectives of the project. This section provides the information necessary to present the purpose and need and basic project objectives of the proposed US 50/South Shore Community Revitalization Project.

One of TTD's operating principles is to develop value-added projects for the communities in which they work. In May 2016, consistent with TTD principles and in response to public feedback on the project, the TTD Board adopted project principles that formalize their commitment to providing replacement housing, including deed-restricted affordable and moderate-income housing, for displaced residents. This commitment is reflected in the project objectives below.

PURPOSE

The overall purposes of the US 50/South Shore Community Revitalization Project are described as follows:

- ▲ improve the corridor in a manner consistent with the Loop Road System concept;
- ▲ advance multi-modal transportation opportunities;
- ▲ improve vehicle, pedestrian, and bicycle safety;
- ▲ improve the environmental quality of the area;
- ▲ reduce traffic congestion;
- ▲ improve safety for residents, pedestrians, and bicyclists in local neighborhoods;
- ▲ implement regional and local plans, including the Lake Tahoe Regional Plan and Regional Transportation Plan/Sustainable Communities Strategy;
- ▲ enhance visitor and community experience; and
- ▲ promote the economic vitality of the area.



Source: Adapted by Ascent Environmental Inc. 2018

Exhibit S-1

Project Site and Study Area Location

Need

The purposes of the project would fulfill the following specific needs:

- A. *Loop Road System concept.* Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551), 1980 (Compact), requires a transportation plan for the integrated development of a regional system of transportation within the Tahoe Region. The Compact requires the transportation plan to include consideration of the completion of the Loop Road System in the States of California and Nevada. Improvements are required to the corridor to meet the intent of the Loop Road System concept.
- B. *Multimodal mobility and safety.* Ongoing and proposed resort redevelopment in the tourist core area has increased pedestrian traffic, creating a need for improved pedestrian safety, mobility, and multi-modal transportation options. Improvements to pedestrian facilities, bicycle lanes, and transit are needed to connect the outlying residential and retail-commercial uses with employment and entertainment facilities, including hotels and gaming interests. Currently, there are no bicycle lanes on US 50 through the project area, and sidewalks are either not large enough to meet the increased demand, or do not exist. These issues adversely affect pedestrian and bicyclist safety and the visitor and community experience of the area. These needs could be addressed through development of a complete street—a street designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities—in the main tourist corridor of the Stateline area. Injury and fatality accident rates for pedestrians and vehicles through the project area are 14 percent above the statewide average rates for the latest three-year period of available data (Caltrans 2016, NDOT 2016).

The roadways within the project site also have inadequate facilities for pedestrians, bicyclists, and vehicles. The inadequate facilities detract from community character and quality of life of both residents and visitors. The poor transportation facilities and pedestrian/bicycle environment create constraints to the economic vitality of the study area (TTD 2013:3). There is a need for enhanced connectivity, transit use, walkability, and bicycle use in the study area to reduce dependence on private automobiles.

- C. *Environmental quality in the area.* Environmental improvements are needed in the area to help achieve TRPA's adopted environmental threshold carrying capacities (thresholds), including for water quality and air quality. Paved roadways are the primary source of the fine sediment particles that are impairing the clarity of Lake Tahoe (Lahontan Regional Water Quality Control Board [RWQCB] and Nevada Department of Environmental Protection [NDEP] 2010). Improvements to stormwater runoff collection and treatment facilities are needed to meet TRPA, NDEP, and Lahontan RWQCB regulations and requirements for protecting the water quality and clarity of Lake Tahoe. As supported by analysis in the *Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy Final Environmental Impact Report/Environmental Impact Statement*, reduction of vehicle congestion and numbers of vehicles on the roadway through enhanced pedestrian and multi-modal opportunities and opportunities for compact, mixed-use development in the tourist core is needed to provide for a reduction in mobile-source greenhouse gas emissions (TMPO and TRPA 2012:3-57 – 3-61). Landscape improvements are needed to enhance the scenic quality of the project site, to facilitate compliance with TRPA's scenic thresholds, and to enhance the community and tourism experience. Currently, the three TRPA roadway travel units in the project site (Roadway Travel Unit #32, Casino Core, a portion of Roadway Travel Unit #33, The Strip, and a small portion of Roadway Travel Unit #45, Pioneer Trail [North]) are not in attainment and are targeted for improvement in the Scenic Quality Improvement Plan and other adopted agency plans that apply to the area (TRPA 2016).
- D. *Minimize congestion.* Study area intersections and roadway segments are currently operating at marginally acceptable levels during a typical summer PM peak hour (LOS D) (Wood Rodgers 2016:17); however, higher traffic during holidays, special events, and certain summer and winter peak periods results in long vehicle queues at upstream intersections, long delays throughout the tourist core area, and undesirable traffic operations. The study area is projected to experience substantial increases in

traffic congestion in the tourist core in the future that would result in LOS E or worse conditions during normal summer peak hours.

- E. *Neighborhood traffic operations.* Neighborhood “cut-through” traffic occurs as drivers seek ways to avoid the congestion during peak periods in the summer and winter months. By avoiding the congested highway, drivers find a faster travel route around the tourist core outside peak periods. Traffic volumes at the study area “gateways” have increased approximately 20 percent since 2011, while traffic within the tourist core area has slightly decreased (Caltrans 2016, NDOT 2016, El Dorado County 2016), indicating that vehicles are using the neighborhood streets to bypass the core. The cut-through vehicles cause congestion in residential neighborhoods and have been observed to travel at high speeds, which endangers local residents and changes the character of the neighborhood. The project is needed to improve safety and operations of local roads through neighborhoods by providing roadway changes that reduce congestion and provide a more efficient travel route in the tourist core area for through traffic.
- F. *Regional and local plans.* The project is needed to implement adopted regional and local plans for the area, including the Lake Tahoe Regional Plan, Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy, Lake Tahoe Environmental Improvement Program, Tourist Core Area Plan, and South Shore Area Plan. The transportation improvements and water quality improvements included in the project are identified in these plans.
- G. *Redevelopment and revitalization.* Another project purpose is to create opportunities for redevelopment and revitalization of the study area. Currently, the study area is more conducive to vehicular travel than other modes, which presents limitations to walkability and bicycle use. Improvements to the existing US 50 through the tourist core to create a safer environment for pedestrian and bicycle travel are needed to make the study area more inviting for residents and visitors to patronize existing businesses. Additionally, a portion of the study area is located within the City of South Lake Tahoe Tourist Core Area Plan (TCAP). One of the guiding principles of the TCAP is to establish a diverse and concentrated mix of uses that create a strong, lively market (City of South Lake Tahoe 2013:4-1), which would help achieve the vision for revitalization of this area.

PROJECT OBJECTIVES

Recognizing the needs for and fundamental purposes of the project, it would be intended to achieve the following basic project objectives identified by TTD:

- ▲ reduce overall vehicle delays through improved motor vehicle mobility on the state highway system, including for commercial access and a better resident and visitor experience;
- ▲ decrease dependence on the use of private automobiles;
- ▲ reduce the traffic volumes through the tourist core and “cut-through” traffic in adjacent neighborhoods, and develop a “complete street” for all users, including bicyclists, pedestrians, transit, and vehicles;
- ▲ improve visual and environmental conditions within the tourist core;
- ▲ improve connectivity, reliability, travel times, and operations of public transportation modes, including increased mobility and safety for bicycles and pedestrians and enhanced public access to Van Sickle Bi-State Park;
- ▲ make public transportation more effective with better visibility, connectivity, reliability, and travel times;
- ▲ comply with TRPA regional level-of-service criteria;

- ▲ facilitate the creation of a safe and walkable district that enhances pedestrian and bicyclist activities and safety and improves the City of South Lake Tahoe's and Douglas County's competitiveness with other regional and national tourist destinations;
- ▲ create gateway and streetscape features that create a sense of place, align with complete streets principles, are reflective of Lake Tahoe's natural setting, and provide effective way-finding;
- ▲ provide opportunity for redevelopment and revitalization within the project site;
- ▲ provide replacement housing for all residential units acquired for highway right-of-way purposes before groundbreaking for transportation improvements; and
- ▲ result in no net loss of housing in the South Shore area.

S.3 SUMMARY DESCRIPTION OF ALTERNATIVES

Five project alternatives are under consideration for implementation, consisting of four build alternatives (Alternatives B, C, D, and E) and one no-build alternative (Alternative A). Three build alternatives (Alternatives B through D) would realign existing US 50 from a point just west of the Pioneer Trail/US 50 intersection in California to the point where Lake Parkway meets US 50 in Nevada. By doing so, existing US 50 would be converted to a thriving "Main Street," a key objective of the project. In addition to the highway realignment, all of the realignment alternatives (Alternatives B through D) would also include a new pedestrian bridge over realigned US 50 providing a new walking and bicycling connection between the tourist core and Van Sickle Bi-State Park, enhanced bicycle and pedestrian facilities and connectivity, enhanced transit features, environmental improvements, replacement housing and relocation assistance for residents and businesses that would be displaced by realigned highway construction, and the potential for new mixed-use developments within the study area that could accommodate those that would be displaced. One build alternative (Alternative E) would construct a raised pedestrian walkway over existing US 50 alignment within the portion of the tourist core between the resort-casinos, rather than realign the highway.

Alternative A: No Build (No Project or No Action)

With Alternative A there would be no improvements to existing US 50, Lake Parkway, or other roadways within the project site boundaries. No bicycle, pedestrian, or transit improvements would be made. The current road alignment and lane configuration would remain the same.

Alternative B: Triangle (Locally Preferred Action)

Alternative B would construct a realignment of US 50 to the southeast of existing US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada. Realigned US 50 would begin at a relocated Pioneer Trail intersection located to the west of the existing intersection, and proceed south along existing Moss Road. It would then turn east onto the Montreal Road alignment, passing behind (southeast of) the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments before ending at a new two-lane roundabout at the existing US 50/Lake Parkway intersection. This EIR/EIS/EIS also contemplates an option that would retain a signalized intersection at US 50/Lake Parkway, instead of a roundabout. TTD has designated Alternative B as the "locally preferred action," because TTD believes it best meets the objectives of the project and it emerged as the most supported alternative following public scoping.



Main Street Concept Illustration

ROAD NETWORK CHANGES

Realigned US 50 would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways. New signalized intersections along realigned US 50 would be located at Heavenly Village Way and the driveway entrance to Harrah's. The existing right-of-way of the segment of US 50 between Pioneer Trail and Lake Parkway—the new Main Street—would be relinquished to the City of South Lake Tahoe in California, and Douglas County in Nevada. Realigned US 50 would become Caltrans and Nevada Department of Transportation (NDOT) right-of-way.



Proposed Pedestrian Bridge to Van Sickle Bi-State Park

Between Park Avenue and Lake Parkway, the new Main Street would be reduced to one travel lane in each direction, with landscaped medians, and left-turn pockets at major intersections and driveways. Bicycle lanes and sidewalks would be added and/or upgraded throughout the project site. A pedestrian bridge would be constructed over realigned US 50 approximately 250 feet south of the proposed new intersection at the Harrah's entrance driveway near the California/Nevada state line; the pedestrian bridge would connect Van Sickle Bi-State Park to the tourist core.

RIGHT-OF-WAY ACQUISITION NEEDS

The Alternative B realignment of US 50 would require the acquisition of right-of-way. The right-of-way needs would include both partial and full acquisition of parcels within the project site; a total of 99 parcels would be affected by Alternative B. Table 2-1 in Chapter 2, "Proposed Project and Project Alternatives," of this EIR/EIS/EIS summarizes the total number of affected parcels, by state. Table 2-2 provides a summary description of the types of uses and number of units affected for those parcels listed as full acquisitions in Table 2-1. A full list of specific parcels affected by Alternative B (and other realignment alternatives) is included in Appendix B. Appendix B also includes exhibits that distinguish full and partial parcel acquisitions the realignment alternatives.

MIXED-USE REDEVELOPMENT SITES

Alternative B includes the redevelopment of three sites within the project site to include a mix of residential and commercial uses. The purpose of the redevelopment sites would be to provide relocation opportunities for dislocated residents and business owners in the immediate vicinity.



Realigned US 50 Near Pedestrian Bridge

Alternative C: Triangle One-Way

The alignment of Alternative C would be the same as Alternative B for the route along existing Montreal Road and Lake Parkway. However, Alternative C would involve one-way travel within the tourist core and on the realigned highway to the southeast. It would reduce right-of-way needs relative to Alternative B, as described below.

ROAD NETWORK CHANGES

Alternative C would split eastbound and westbound directions on US 50 from the Park Avenue/Heavenly Village/US 50 intersection in California to Lake Parkway/US 50 intersection in Nevada. Eastbound US 50 would remain on the same alignment as the existing highway, while westbound US 50 would be realigned

along Lake Parkway southeast of existing US 50. Both eastbound and westbound US 50 would have turn pockets at major intersections and driveways, and would add and/or upgrade bicycle lanes and sidewalks.

Travel lanes along the eastbound and westbound segments would be 11-feet wide. New signalized intersections would be located on westbound US 50 at Heavenly Village Way and the entrance Harrah's driveway off existing Lake Parkway. Caltrans and NDOT would be required to accept the right-of-way along both segments of US 50 for those portions in their respective state, and the City of South Lake Tahoe and Douglas County would need to relinquish the right-of-way along Lake Parkway, Montreal Road, and other local roadways affected by Alternative C. A pedestrian bridge, similar to Alternative B, would be constructed over westbound US 50 near the California/Nevada state line connecting the Van Sickle Bi-State Park to the Stateline area.

RIGHT-OF-WAY ACQUISITION NEEDS

The Alternative C realignment of US 50 would require the acquisition of right-of-way similar to Alternative B. The right-of-way needs would include both partial and full acquisition of parcels within the project site; a total of 97 parcels would be affected by Alternative C.

MIXED-USE REDEVELOPMENT SITES

Alternative C includes the redevelopment of the same three sites within the project site as Alternative B for the purpose of providing relocation opportunities to the dislocated residents and business owners.

Alternative D: Project Study Report Alternative 2

Alternative D is similar to Alternative B in that it would realign US 50 to the southeast of existing US 50 from the Pioneer Trail intersection in California to Lake Parkway in Nevada. The relocated US 50/Pioneer Trail intersection would be further north than the Alternative B alignment.

ROAD NETWORK CHANGES

The realignment of US 50 associated with Alternative D would begin at a reconstructed Pioneer Trail intersection, and proceed east on a realigned highway segment between existing Echo Road and Fern Road. It would then turn north onto the Montreal Road alignment, passing behind the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments before ending at a new two-lane roundabout at the existing US 50/Lake Parkway intersection. This EIR/EIS/EIS also contemplates an option that would retain a signalized intersection at US 50/Lake Parkway, instead of a roundabout.

Realigned US 50 would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways. New signalized intersections would be located at US 50/Heavenly Village Way and the driveway entrance to Harrah's from US 50. The existing segment of US 50 between Pioneer Trail and Lake Parkway would be relinquished to the City of South Lake Tahoe in California and to Douglas County in Nevada. Realigned US 50 would become Caltrans and NDOT right-of-way.

Between Park Avenue and Lake Parkway, the existing US 50 would be reduced to one lane in each direction, with landscaped medians and left-turn pockets at major intersections and driveways, similar to Alternative B. Bicycle lanes and sidewalks would be added and/or upgraded throughout the project site. A pedestrian bridge would be constructed over realigned US 50 near the California/Nevada State Line connecting the Van Sickle Bi-State Park to the Stateline area.

RIGHT-OF-WAY ACQUISITION NEEDS

The Alternative D realignment of US 50 would require the acquisition of right-of-way. The right-of-way needs would include both partial and full acquisition of parcels within the project site; a total of 78 parcels would be affected by Alternative D.

MIXED-USE REDEVELOPMENT SITES

Like Alternative B, Alternative D includes the redevelopment of three sites within the project site to include a mix of residential and commercial uses that could be relocation opportunities for dislocated residents and business owners.

Alternative E: Skywalk

Alternative E would feature a concrete deck over the entire width and length of existing US 50 within the tourist core between a location about 100 feet south of Stateline Avenue and a location near the northern end of the Montbleu Resort (about 450 feet south of Lake Parkway). The deck would serve as a pedestrian “skywalk” facility or pedestrian walkway between the resort-casinos. The width would be approximately 75 feet. The skywalk would be constructed on 4-foot wide columns spaced approximately 20 feet on center running along both sides of the highway for the entire length of the bridge. The purpose of the skywalk would be to enhance pedestrian facilities and separate pedestrians from the highway through the tourist core near the resort-casinos to allow for improved traffic flow. Alternative E would avoid the need to acquire property and displace uses and people in the existing community.

ROAD NETWORK CHANGES

The configuration of US 50 would remain as it is today, except that the signal and at-grade pedestrian scramble between Hard Rock and Montbleu would be removed.

The improvements on Stateline Avenue would be the same as that which would occur for Alternative B.



Alternative E: Skywalk

RIGHT-OF-WAY ACQUISITION NEEDS

Alternative E would be constructed entirely within the existing US 50 right-of-way and would not require any property acquisitions. Alternative E would not displace any residents or businesses.

MIXED-USE REDEVELOPMENT SITES

Alternative E does not include the potential future redevelopment sites associated with Alternatives B through D. Because Alternative E would not displace any residents or businesses, it would not be necessary to provide replacement housing or commercial space as part of this alternative.

S.4 ISSUES SUBJECT TO PUBLIC CONTROVERSY

The State CEQA Guidelines require an EIR to include a list of areas of potential controversy and issues to be resolved.

Based on public input received during the scoping process and the outreach that followed, areas of controversy could include the purpose and need for the project, displacement of existing residents and businesses in the City of South Lake Tahoe, impacts on Van Sickle Bi-State Park, noise impacts in residential neighborhoods, effects on water quality, effects on air quality, and impacts on public safety. Additional project details requested by commenters and an assessment of suggested alternatives to the project are included in Chapter 2, "Proposed Project and Project Alternatives." Appendix A includes a complete list of comments received during the scoping period.

The following are key issues related to the project:

▲ Acquiring Project Funding

- TTD has funding to complete the environmental review process and full design (preliminary through final) of the approved alternative. TTD also has some Right-of-Way funds for property acquisition and relocation, which have been secured through State Transportation Block Grant (CA and NV) and Congestion Mitigation and Air Quality (CMAQ) grants. Funding for the remaining property acquisition, relocation, and project construction would come from a variety of federal, state, and local sources, including Federal Transportation Act funds incorporated into recently passed legislation, Greenhouse Gas Reduction Fund from revenues of the Cap-and-Trade program administered by the California Air Resources Board, and newly adopted taxes from Douglas County, among others.

▲ Community Impacts

- **Impacts on Rocky Point Residents and Adjacent Businesses:** The project's impact on the Rocky Point neighborhood and adjacent businesses has been one of the primary concerns of the public and decision-makers. The realignment alternatives would displace between 68 and 72 residential units and four to seven businesses to accommodate the realignment, depending on the specific alternative. The neighborhood affected by the project has a higher proportion of population that is below the poverty level and are minorities, compared to the general populations of the city, county, and Stateline Census-Designated Place (CDP). As a result, an environmental justice concern arises, because low-income and minority populations would disproportionately experience adverse environmental and displacement effects of the project. TTD has committed to constructing replacement housing and relocation assistance to affected persons prior to initiating construction of the transportation improvements and initiating the right-of-way acquisition process in California. 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.
- **Division of the Existing Rocky Point Neighborhood:** With implementation of the realignment alternatives, US 50 would be rerouted through an established neighborhood, 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. 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 need to maneuver around the realigned highway. The division would be offset to a degree by the enhanced bicycle and

pedestrian features (e.g., sidewalks and bicycle lanes) along the realigned highway and through the tourist core. These three alternatives (Alternatives B, C, and D) would physically divide residents 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. Minimizing the community division impact is a key issue for consideration during preparation of the final design plans.

▲ Impacts on Parks and Trails

- **Enhancing Access to Van Sickle Bi-State Park and Maintaining the Visual Connection to Tourist Core:** Providing enhanced access to Van Sickle Bi-State Park is one of TTD's basic project objectives. The realignment alternatives (Alternatives B through D) would encroach into the park, requiring acquisition of about 0.5 acres of park land. TTD has consulted with the California Tahoe Conservancy and the Nevada Division of State Lands, the managers of the park, on measures to compensate for this encroachment. Each of the realignment alternatives would provide a new, grade-separated pedestrian and bicycle bridge over the realigned US 50 from the tourist core to Van Sickle Bi-state Park near the state line. This would become a new gateway to the park for visitors from the tourist core. These alternatives also include improved signage, context-sensitive design treatments for highway retaining walls and the proposed pedestrian bridge, paths and trails for bicycles and pedestrians, and two signalized at-grade crosswalks at existing park access points (the crossing near the entrance to Harrah's has no traffic control, and the existing Heavenly Village Way/Lake Parkway intersection is stop sign controlled). These improvements would better connect Van Sickle Bi-State Park to the tourist core and would make access safer and easier for pedestrians and bicyclists, and would enhance long-term access to the park.
- **Extending the Linear Park Shared-Use Path through the Tourist Core:** The realignment alternatives would involve intersection and roadway construction along US 50 immediately adjacent to the Linear Park Multi-Use Trail on the west side of the project site. Construction of the new US 50/Pioneer Trail intersection and transportation improvements would require acquisition of between 0.08 and 0.09 acre, depending on the alternative, of the landscaped area, would reduce the width of the Linear Park in certain locations, and would realign a section of the Linear Park Multi-Use Trail. These alternatives would also include installation of a split rail barrier fence to separate the Linear Park from US 50 in certain locations where the path would be closest to the highway and would not meet minimum separation distances. The proposed transportation improvements and barrier fence would not decrease long-term access to the Linear Park and would retain the width of the existing 8-foot path. The realignment alternatives also provide the opportunities for the Linear Park Multi-Use Trail to be extended through the tourist core to the future segment of the Nevada Stateline-to-Stateline Bikeway alignment beginning at the corner of Lake Parkway and US 50. The fence adjacent to the Tahoe Meadows Historic District would be retained in its current location.

▲ Impacts on Utilities

- **Avoiding Utility Conflicts:** The transportation improvements related to the build alternatives and development of the mixed-use sites could result in conflicts with existing utility infrastructure and require relocation of utilities or access points to utility infrastructure (i.e., water, sewer, electrical, and natural gas services). TTD has coordinated with utility providers (i.e., South Tahoe Public Utility District, Douglas County Sewer Improvement District, Edgewood Water Company, Lakeside Park Association, Liberty Utilities, NV Energy, and Southwest Gas Corporation) throughout the preliminary design phase and in preparation of this EIR/EIS/EIS and would continue to do so through the final design plans and construction. Any relocation of affected utility infrastructure would be coordinated with utility providers.
- **Providing Adequate Snow Removal and Storage:** TTD would be required to provide for adequate snow removal and storage, as required by Douglas County, the City of South Lake Tahoe, TRPA, Caltrans, and NDOT. Melt water from snow storage areas carries concentrated amounts of nutrients, fine sediments, salt, sand pollutants from vehicles such as petroleum hydrocarbons, oil, or heavy metals

and materials from road and tire wear. Some of the parcels acquired through the right-of-way acquisition would be used for the purposes of snow storage. All potential snow storage locations would be designed to drain to best management practice (BMP) water quality treatment facilities capable of handling large sediment loads. In accordance with TRPA Code Section 60.1.4, all snow storage areas would meet the site criteria and management standards in the TRPA Handbook of Best Management Practices. In addition, snow storage areas may not be located within SEZs. The location of snow storage areas would be shown on all final design plans and a snow removal plan would be included with the improvement plan submittal.

▲ Multi-Modal Improvements

- **Enhanced Transit, and Pedestrian and Bicycle Facilities:** The realignment alternatives would include a variety of bicycle and pedestrian infrastructure improvements that would enhance connectivity in the study area. These improvements would include improved and expanded sidewalks (new sidewalks would be constructed along the realigned US 50 between Pioneer Trail and Heavenly Village Way, as well as on the mountain side of US 50 between Lake Parkway and SR 207), enhanced bicycle facilities (either new bicycle lanes or a Class IV, or Cycle Track, through the tourist core connecting the Linear Park Multi-Use Trail to the Nevada Stateline-to-Stateline Bikeway). The enhancements would also include improved transit service, as well as the construction of new bus shelters through the tourist core. One of TTD's basic project objectives includes improving connectivity, reliability, travel times, and operations of public transportation modes, including increased mobility and safety for bicycles and pedestrians and enhanced public access to Van Sickle Bi-State Park via the new pedestrian bridge.

▲ Visual Resource Effects

- **Visual Effect of a Sound Barrier:** Realignment of US 50 would redirect the majority of traffic through residential areas, exposing sensitive receptors to substantial increases in noise levels. A sound barrier (e.g., wood, brick adobe, and earthen berm, boulders, or combination thereof) is the most effective option to reduce noise exposure in these areas. However, although all feasible design treatments (e.g., landscaped berm to reduce visible mass and landscape screening) would be included to minimize visual effects on the Rocky Point neighborhood, the introduction of the highway and sound barrier into the neighborhood's visual setting could be problematic. A sound barrier or other noise treatment would ensure the TRPA's noise thresholds are not violated. TTD would need to carefully consider context-sensitive design solutions in the final design plans to minimize these effects.



Illustration of Sound Barrier along Realigned US 50

▲ Water Quality Enhancements

Implement Water Quality Enhancements Beyond the Lake Tahoe Environmental Improvement Program: Through coordination with stakeholders and a review of the strengths and weaknesses of the existing stormwater management systems within the study area, the project design team identified several measures that would enhance the ability of existing systems to protect water quality, and would create water quality benefits through the capture of currently untreated stormwater runoff. The enhancements to the stormwater system would be designed to more than offset increases in impervious surfaces resulting from the realignment alternatives, so they would implement water quality improvements above and beyond those contemplated in the Lake Tahoe Environmental Improvement Program.

S.5 SUMMARY OF IMPACTS AND MITIGATION

As discussed above, the US 50/South Shore Community Revitalization Project is a joint project proposed by TTD, TRPA, and FHWA, and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with CEQA; TRPA's Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure; and NEPA. TTD and TRPA have determined that an EIR and an EIS, respectively, would provide the appropriate level of environmental analysis. Impacts described in this document were found to be potentially adverse under NEPA, requiring preparation of an EIS.

After receiving comments from the public and reviewing agencies, a final environmental document will be prepared. The lead agencies may prepare additional environmental and/or engineering studies to address comments. The final environmental document will include responses to comments received on the Draft EIR/EIS/EIS. If the decision is made to approve an action alternative to implement the project, a Notice of Determination will be published for compliance with CEQA and FHWA will issue a Record of Decision (ROD) for compliance with NEPA.

Chapter 3, "Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures," of this Draft EIR/EIS/EIS describes in detail the environmental effects that would result from implementation of the project alternatives. Impacts are determined to be: 1) no impact; 2) not adverse, for the purposes of NEPA, or less than significant, for the purposes of CEQA and TRPA; 3) adverse, for the purposes of NEPA, or significant or potentially significant, for the purposes of CEQA and TRPA (potentially adverse changes in the environment, for which mitigation measures are required); and 4) adverse, for the purposes of NEPA, or significant and unavoidable, for the purposes of CEQA and TRPA (adverse changes in the environment that cannot be feasibly reduced to less-than-significant levels with mitigation measures). Where appropriate, for the purposes of CEQA and TRPA, beneficial impacts associated with the project alternatives are also noted.

Table S-1 (at the end of this chapter) summarizes the potential environmental effects that would result from implementation of the build alternatives; describes avoidance, minimization, or mitigation measures to address adverse and significant and potentially significant environmental effects; and identifies the significance of impacts both before and after mitigation.

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|--------------------------|---|---|--------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| 3.2 Land Use | | | | | |
| <p>Impact 3.2-1: Conflict with or impede implementation of existing land use plans and policies</p> <p>Implementation of Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, would have the potential to conflict with certain policies in relevant planning documents (see Appendix E and summarized herein). However, a conflict with a specific policy alone does not constitute “inconsistency” with a land use plan. The environmental effects of any policy conflicts are addressed in the individual resource sections in Chapter 3, “Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures,” of this document. Mitigation is incorporated to avoid or minimize significant effects to the extent feasible. Because Alternatives B, C, and D would implement the broader vision and goals of the overarching land use plans (i.e., RTP/SCS, TCAP, SSAP, and ATP), these alternatives would not be in conflict with existing land use plans.</p> <p>Because Alternative A would not construct a realigned US 50 around the tourist core along with other pedestrian and bicycle improvements, Alternative A would not meet the planning goals of the RTP/SCS, TCAP, and SSAP; however, Alternative A would not preclude construction of future transportation improvements in the study area. Similarly, Alternative E would only meet some of the goals of these plans related to safe pedestrian movement along US 50 in the resort-casino portion of the tourist core, because of the limited extent and nature of the improvements. Neither Alternative A nor Alternative E would preclude the possibility for a future proposal to implement similar transportation improvements as those identified in Alternatives B, C, and D. For these reasons, while Alternatives A</p> | The design features of Alternatives A, B, C, D, and E would avoid or minimize conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or feasible to implement. | Alts A, B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, B, C, D, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|---|-------------------------------------|--|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| and E would not meet planning goals, they would not be in conflict with existing land use plans. | | | | | |
| <p>Impact 3.2-2: Include uses that are not listed as permissible uses in the applicable PASs, community plans, and area plans or expand or intensify an existing non-conforming use</p> <p>Alternative A would be a continuation of existing conditions, and as such Alternative A does not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. The transportation improvements proposed for Alternatives B, C, and D, including the realigned US 50, pedestrian overcrossing, and pedestrian and bicycle improvements, meet TRPA's definition of a transportation route. The raised pedestrian walkway proposed with Alternative E also meets this definition. These project features are identified as either allowable or special uses in applicable planning documents. Because existing regulations preclude the development of prohibited uses, and require that findings for any special uses be made before project approval, Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing, and Alternative E would not include uses that are not permissible, nor would they expand or intensify an existing non-conforming use.</p> | The design features of Alternatives B, C, D, and E would avoid or minimize the potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or feasible to implement Alt A = NI | Alts B, C, D, E = LTS Alt A = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts B, C, D, E = LTS Alt A = NI |
| 3.3 Parks and Recreational Facilities | | | | | |
| <p>Impact 3.3-1: Temporary disruption of public access to public lands and recreation areas</p> <p>During the construction period, Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing would result in temporary disruption of public access to recreation areas and public lands (i.e., Van Sickie Bi-State Park, the Linear Park, and Edgewood Tahoe Golf Course) as a result of construction activities that</p> | Mitigation Measure 3.3-1 has been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible temporary disruption of public access to public lands and | Alt A = NI Alts B, C, D, E = S | <p>Mitigation Measure 3.3-1: Provide detours and maintain access to recreation facilities and public lands during construction</p> <p>The following mitigation applies to transportation improvements and mixed-use development including replacement housing included in Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.</p> | Alt A = NI Alts B, C, D, E = NAdv | Alt A = NI Alts B, C, D, E = LTS |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| could occur along US 50, Lake Parkway, and Montreal Road. Because the Linear Park is within the limits of mixed-use development Site 1 for Alternatives B and C, future redevelopment of this site could prolong the disruption in access to this recreation facility. Alternative E would result in temporary interference with pedestrian and vehicle access to Edgewood Tahoe Golf Course associated with the option to restripe Lake Parkway on the lake side of US 50. Alternative A would not result in disruption of public access. | recreation areas. No Impact for Alternative A Alt A = NI | | The project proponent shall ensure that the Transportation Management Plan (TMP) prepared for the project addresses all modes of transportation used to access recreation areas, including vehicle, pedestrian, and bicycle modes. To mitigate short-term decreases in access to recreation resources, the TMP shall include detour plans that meet, at a minimum, the following specifications: <ol style="list-style-type: none"> 1. During construction of the relocated US 50/Pioneer Trail intersection, the pedestrian and bike trail within Linear Park may be required to be temporarily closed in the construction area. If this closure is required, all bicycle and pedestrian traffic shall be detoured to a temporary trail/path on the highway, separated from vehicle traffic by a physical barrier such as "K-Rail." Signage will be provided at the western end of Linear Park, at the intersection of Wildwood Avenue and US 50, and approaching the construction zone to alert trail users about the timing, duration, and nature of any construction-related closures and detours. 2. During construction of the new US 50/Heavenly Village Way intersection, roadway improvements eastward along the realigned US 50 alignment, and the pedestrian bridge over the new US 50 ROW, vehicle, pedestrian, and bicycle access to Van Sickle Bi-State Park shall be maintained through the use of detours and traffic control for all modes. Signage will be provided along roadways and sidewalks approaching the construction zone and in parking areas and trailheads within Van Sickle Bi-State Park to alert pedestrians, bicyclists, and motorists about the timing, duration, and nature of construction-related closures and detours. | | |

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| | | | 3. During the restriping of Lake Parkway, vehicular access to Edgewood Tahoe Golf Course shall be maintained by the use of detours and traffic control. Measures will be taken to keep the public informed of the project construction activities. When closures and/or detours are required, warning signs and signs regarding restricted access and detours will be posted to ensure adequate public safety. Detour routes will be clearly marked, and construction fencing or physical barriers will be installed to prevent access to the construction site and to clearly delineate the detour route. Full closure of trails or recreation facilities by the contractor(s) will be prohibited from July 1 through Labor Day weekend unless an approved detour has been established. All bicycle and pedestrian detours will be identified in the TMP and will be reviewed and approved by the project proponent, Caltrans, and TRPA before the start of earth-moving activities. | | |
| Impact 3.3-2: Long-term change in public access to public lands and recreation areas Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing would include improvements that facilitate enhanced access from the tourist core by creating an improved setting for walking and bicycling throughout the core area. Alternatives B, C, and D would increase public access to Van Sickle Bi-State Park and/or Linear Park as a result of the pedestrian/bicycle bridge over realigned US 50 that would increase connectivity for visitors to the tourist core. Alternatives B, C, D, and E would not result in a long-term decrease in public access to Edgewood Tahoe Golf Course, because of the option to restripe Lake | The design features of Alternatives B, C, and D would avoid or minimize long-term changes in public access to public lands and recreation areas such that no additional mitigation measures are needed or feasible to implement. Alts A, E = NI | Alts A, E = NI Alts B, C, D = B | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, E = NI Alts B, C, D = B |

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| Parkway west of existing US 50, which would occur within the existing road footprint. | | | | | |
| <p>Impact 3.3-3: Increased demand for or physical deterioration of recreation facilities</p> <p>To offset displacement of low- and moderate-income housing units acquired to accommodate project construction, Alternatives B, C, and D propose to construct replacement housing as part of mixed-use development at three locations within the South Lake Tahoe portion of the project site. If the number of housing units that are constructed is equivalent to those displaced, there would be no net increase in demand for recreation facilities, physical deterioration of the study area recreation facilities would not increase, and additional recreation resources would not be required.</p> <p>However, the mixed-use development at Sites 1, 2, and 3 as conceptualized in Alternatives B, C, and D could include construction of additional housing units above and beyond those necessary to replace units displaced by the project. Alternative B could result in a net increase of 139 housing units, Alternative C an additional 144 housing units, and Alternative D an additional 132 housing units. Because the type of higher density development and recreation demand associated with the mixed-use development including replacement housing has already been contemplated in the TCAP environmental review and Regional Plan, Alternatives B, C, and D would not substantively increase demand for recreation facilities, increase physical deterioration, or require additional recreation resources.</p> <p>Alternatives A and E would not include mixed-use development and the Alternatives B, C, and D transportation improvements would not result in an increase in demand for recreation facilities, physical deterioration of the study area recreation</p> | The design features of Alternatives B, C, and D would avoid or minimize the recreation demand environmental consequences such that no additional mitigation measures are needed or feasible to implement. Alts A, E = NI | Alts B, C, D = LTS Alts A, E = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts B, C, D = LTS Alts A, E = NI |

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| facilities would not increase, and additional recreation resources would not be required. | | | | | |
| <p>Impact 3.3-4: Changes to the quality of recreation user experience</p> <p>Because Alternatives A and E would not include any infrastructure improvements in the vicinity of Lake Tahoe, public lands and/or recreation areas, Alternatives A and E would not affect the recreation user experience in the study area.</p> <p>The effects of Alternatives B, C, and D transportation improvements on the quality of recreation user experience at the Linear Park and Edgewood Companies mountain parcel would not be substantial because recreation user experience at these facilities is currently influenced by similar vehicle traffic on adjacent US 50 and Lake Parkway and the user experience would be similar to existing conditions. The mixed-use development including replacement housing proposed for Alternatives B, C, and D would be located adjacent to or near the Linear Park; however, these alternatives would not result in a substantial change in the quality of recreation user experience at this recreation facility, because the Linear Park is currently adjacent to existing US 50 and the user experience would be similar to existing conditions.</p> <p>Alternatives B, C, and D transportation improvements would increase traffic and traffic noise levels in some areas of Van Sickle Bi-State Park; however, noise level changes at these locations would not be discernible by users at the park facilities (also discussed in Impact 3.15-3). These alternatives would use design solutions that reflect the local character, is appropriate for the site, and is compatible with the surrounding environment in the changes at the main entrance to the park,</p> | <p>The design features of Alternatives B, C, D, and Alternative E would avoid or minimize the change in the quality of recreation user experience environmental consequences such that no additional mitigation measures are needed or feasible to implement.</p> <p>Alt A = NI</p> | <p>Alts A, E = NI Alts B, C, D = LTS</p> | <p>No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA.</p> | <p>NA</p> | <p>Alts A, E = NI Alts B, C, D = LTS</p> |

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| the pedestrian overcrossing into the park, and the retaining wall along the mountain side of existing Lake Parkway. For these reasons, and taking into account the park setting in proximity to an urban area, Alternatives B, C, and D transportation improvements would not substantially diminish recreation user experience. Recognizing the influence of the combination of both detractors and enhancements to recreation resource site conditions (i.e., adverse for forest use, beneficial for access and amenities) and reasonably anticipating that user expectations take into account the setting, nearby urban area, and existing use patterns, the effect of the project's infrastructure improvements would have little effect on the quality of recreation user experiences in the study area. | | | | | |
| 3.4 Community Impacts | | | | | |
| 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 | Alts A, E = NI 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. | Alts A, E = NI Alts B, C, D = S | 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"). | Alts A, E = NI Additional mitigation measures have 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. | Alts A, E = NI Alts B, C, D = SU |

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|--|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| <p>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.</p> <p>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.</p> <p>Because Alternative A would include no changes and Alternative E would not include project components located</p> | | | | | |

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|---|--|-------------------------------------|---|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| within an established neighborhood community, these alternatives would not adversely affect community character or cohesion or disrupt or divide an established community. | | | | | |
| <p>Impact 3.4-2: Alter the location, distribution, or growth of the human population for the Region during construction</p> <p>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</p> | Alt A = NI 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. | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |

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| 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. | | | | | |
| <p>Impact 3.4-3: Alter the location, distribution, or growth of the human population for the Region during operation</p> <p>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.</p> <p>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.</p> | Alt A = NI 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. | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |

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|--|--|--------------------------------------|---|---|--------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| 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. | | | | | |
| Impact 3.4-4: Housing supply availability, including affordable housing 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. | Alts A, E = NI 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. | Alts A, E = NI Alts B, C, D = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, E = NI Alts B, C, D = LTS |

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| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| 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. | | | | | |
| <p>Impact 3.4-5: Displacement of businesses</p> <p>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.</p> <p>Alternative A would include no changes and Alternative E would not require acquisition of private property and, thus, would not displace businesses.</p> | Alts A, E = NI 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. | Alts A, E = NI Alts B, C, D = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, E = NI Alts B, C, D = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|------------------------------------|--|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| 3.5 Public Services and Utilities | | | | | |
| <p>Impact 3.5-1: Conflicts with existing utility infrastructure Transportation improvements and construction of mixed-use development, including replacement housing, for Alternatives B, C, and D could result in conflicts with existing utility infrastructure and require relocation of utilities or access points to utility infrastructure (i.e., water, sewer, electrical, and natural gas services). Depending on the alternative, utility infrastructure that could be affected by the build alternatives is generally located at and around the existing US 50/Pioneer Trail and Pioneer Trail/Echo Road intersections and along existing US 50, Fern Road, Moss Road, Montreal Road, and the lake side of Lake Parkway. TTD would be required to coordinate with utility providers to address the project's conflicts with utility infrastructure. However, the extent to which existing utility infrastructure could be adversely affected, and plans for relocation, have not yet been determined, and plans for any necessary relocation have not yet been determined.</p> | Alt A = NI Mitigation Measure 3.5-1 has been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible the environmental consequences related to conflicts with existing utility infrastructure. | Alt A = NI Alts B, C, D, E = PS | <p>Mitigation Measure 3.5-1: Prepare and implement a Utility Relocation Study This mitigation measure is required for Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, and Alternative E, for the purposes of NEPA, CEQA, and TRPA. Before the start of construction-related activities, including demolition of displaced residential, hotel/motel, and commercial buildings, the TTD (and the project proponent for the mixed-use development) shall coordinate with STPUD, DCSID, EWC, Lakeside Park Association, Liberty Utilities, NV Energy, and Southwest Gas Corporation to relocate utility infrastructure, which is dependent on the alternative and could include infrastructure at and near the existing US 50/Pioneer Trail and Pioneer Trail/Echo Road intersections and along US 50, Fern Road, Moss Road, Primrose Road, Montreal Road, and the lake side of Lake Parkway. The final design plans for the transportation improvements submitted to Caltrans and NDOT shall identify all utility relocations affected by the transportation improvements. To minimize disruption to utility services, relocation of the utility lines shall occur after any required clearing and demolition within the study area and before construction of the realigned US 50 and other transportation improvements. Actions needed to comply with this mitigation measure include coordination with each affected utility company to prepare a utility relocation study that would, at a minimum, include the following: ▲ plans that identify the utility infrastructure elements that require relocation as a result of constructing</p> | Alt A = NI Alts B, C, D, E = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|---|-------------------------------------|--|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | the project transportation improvements and mixed-use development, including replacement housing; <ul style="list-style-type: none"> ▲ safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines; ▲ timing for completion of the utility infrastructure relocation as part of construction of the transportation improvements and mixed-use development, including replacement housing, which shall be scheduled to minimize disruption to the utility companies and their customers; ▲ reparations, if required, and certification of necessary additional environmental evaluations and pertinent processes (e.g., CEQA, NEPA, and/or TRPA documents and requirements), all of which shall be completed, as necessary, before final plans for the mixed-use development, including replacement housing, are permitted; ▲ preparation and approval by a licensed civil engineer; and ▲ approval as adequate by the affected utility companies and Caltrans, NDOT, TTD, and TRPA, as necessary. | | |
| Impact 3.5-2: Increased demand for water supply Alternatives B, C, and D transportation improvements would generate water demand for dust suppression during construction that would be met by water trucks as necessary. Implementation of Alternatives B, C, and D mixed-use development, including replacement housing, would require water supplies for operation of residential and commercial uses and for fire suppression. Water demand associated with the mixed-use development, including replacement housing, | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize water demand environmental consequences such that no additional mitigation | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|---|-------------------------------------|--|---|--------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| would require additional water supplies; however, projected demand under each alternative would be substantially less than available supplies. Alternative E would generate water demand for dust suppression during construction, which would be met by water trucks as necessary. | measures are needed or feasible to implement. | | | | |
| <p>Impact 3.5-3: Increased demand for wastewater collection, conveyance, and treatment</p> <p>Alternatives B, C, and D transportation improvements and Alternative E would not result in an increased demand on wastewater collection, conveyance, and treatment because construction workers would use portable toilets rather than public wastewater facilities.</p> <p>Construction of mixed-use development, including replacement housing, for Alternatives B, C, and D would require additional wastewater collection, conveyance, and treatment to serve the additional residential and commercial development. Adequate capacity is available in the wastewater treatment plant to serve the wastewater flows generated by the mixed-use development, including replacement housing. However, the addition of wastewater flows from the mixed-use development would exceed the capacity of one segment of pipe in the wastewater collection and conveyance system near the McDonald's on Lake Tahoe Boulevard and contribute flows to another segment of pipe on Lakeshore Boulevard south of Park Avenue that is already over capacity.</p> <p>Because no project activity would be implemented with Alternative A, there would be no change in demand for wastewater collection, conveyance, and treatment.</p> | Alts A, E = NI Mitigation Measure 3.5-3 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment | Alts A, E = NI Alts B, C, D = PS | <p>Mitigation Measure 3.5-3: Ensure sufficient capacity in the STPUD wastewater collection and conveyance system</p> <p>This mitigation measure is required for Alternatives B, C, and D mixed-use development, including replacement housing, for the purposes of NEPA, CEQA, and TRPA.</p> <p>Prior to completion of project-level environmental review for the mixed-use development, including replacement housing, the project applicant shall coordinate with STPUD to determine the wastewater conveyance demand for a detailed project design, including the number of housing units and square footage of commercial floor area. If STPUD finds that the project-generated peak wastewater flows cause the STPUD line between SSMH BJ182 and SSMH BJ181 to surcharge, then STPUD and the project applicant shall develop plans for and construct improvements that would allow for conveyance of buildout wastewater flows. The project applicant shall be responsible for covering the cost of improvements that would be needed to serve the mixed-use development. The improvements shall be constructed to meet peak wet weather flows in the sewer line between SSMH BJ182 and SSMH BJ181, located near McDonald's and Lake Tahoe Vacation Resort on Lake Tahoe Boulevard. The plans shall identify the timing of the improvements, and that the capacity of the line will be available when needed by the mixed-use development. Replacement of this</p> | Alts A, E = NI Alts B, C, D, E = No additional mitigation measures would be needed or are feasible to implement. | Alts A, E = NI Alts B, C, D = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|---|-------------------------------------|--|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | sewer line shall be completed prior to occupancy of the mixed-use development. If STPUD finds that project-generated peak wastewater flows contribute to an existing surcharge condition at SSMH BJ25, then STPUD and the project applicant shall either develop plans for and construct improvements that would allow for the conveyance of buildout wastewater flows. Alternatively, the project applicant would be required to pay their fair share towards improvements at SSMH BJ25. The project applicant shall provide a will-serve letter from STPUD that indicates their wastewater treatment collection and conveyance infrastructure has adequate capacity to serve the mixed-use development, including replacement housing, and that any necessary improvements to the system have been completed prior to the issuance of occupancy permits by the City of South Lake Tahoe. | | |
| Impact 3.5-4: Increased generation of solid waste Under the build alternatives, waste generated during land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities would require disposal. Under Alternatives B, C, and D mixed-use development, including replacement housing scenarios, solid waste generation would increase over the long term as a result of new housing units and commercial units. However, the Lockwood Regional Landfill presently has a capacity of approximately 280 million cubic yards. Waste generated as part of the project would not represent a substantial proportion of remaining capacity at the landfill. Additionally, Alternatives B, C, D, and E would implement a Construction Waste Management plan and divert a minimum of 65 percent of construction and demolition waste from the landfill. | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize solid waste demand environmental consequences such that no additional mitigation measures are needed or feasible to implement. | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |

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|---|---|-------------------------------------|---|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| <p>Impact 3.5-5: Inefficient and wasteful consumption of energy The energy used for project construction would not require substantial additional power generation capacity or substantially increase peak or base-period demand for electricity and other forms of energy. New housing units associated with Alternatives B, C, and D mixed-use development, including replacement housing, would be required to meet Title 24 standards for energy efficiency. The mixed-use development sites would be concentrated within walking distance of retail, restaurants, and services. In addition, vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the Region.</p> | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the environmental consequences related to inefficient or wasteful consumption of energy. | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |
| <p>Impact 3.5-6: Increased demand for law enforcement and fire and emergency services Multiple local, state, and federal agencies provide police, fire, and emergency services to the study area throughout high and low tourist seasons. Because Alternatives B, C, and D transportation improvements would not result in an increased population, there would be no increase in demand for police, fire, or emergency services. With Alternatives B, C, and D mixed-use development, including replacement housing, population increases would not be substantial enough to require additional police, fire, or emergency services. Demand for law enforcement, fire, and emergency services would not increase with Alternatives A and E.</p> | Alts A, E = NI The design features of Alternatives B, C, and D would avoid or minimize environmental consequences related to demand for law enforcement, fire, and emergency services such that no additional mitigation measures are needed or feasible to implement. | Alts A, B, C, D, E = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, B, C, D, E = NI |
| <p>Impact 3.5-7: Increased demand for public schools Implementation of Alternatives B, C, and D transportation improvements would result in a decrease in population due to the removal of housing units. This is likely to reduce the number of students in the study area and would not require the construction of additional public schools. With Alternatives B, C,</p> | Alts A, E = NI The design features of Alternatives B, C, and D would avoid or minimize the environmental | Alts A, B, C, D, E = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, B, C, D, E = NI |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|---|---|---|---|---|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| and D mixed-use development, including replacement housing, the number of additional students would be minimal compared to the total student population of the school district and typical fluctuation in enrollment at nearby public schools. Schools would not be affected with Alternative A and E. | consequences related to demand for schools. | | | | |
| 3.6 Traffic and Transportation | | | | | |
| Impact 3.6-1: Impacts on intersection operations related to the redevelopment of the mixed-use development sites to accommodate replacement housing (Before Opening Day) Redevelopment of the mixed-use development sites to accommodate displaced residents would not affect intersection operations on the existing roadway network. For Alternatives B, C, and D, TTD would construct replacement housing and relocate residents before initiating construction of the transportation improvements in California. This analysis focuses on Site 3, because redevelopment of Site 1 before the transportation improvements is not feasible given its location on existing US 50, and Site 2 is located at the edge of the existing Rocky Point neighborhood and would displace businesses that generate similar traffic volumes where the impact on existing intersection operations is expected to be minimal. The Site 3 redevelopment potential would be the same under all three alternatives. Modeled intersections operations would remain at acceptable levels for Alternatives B, C, and D. Alternatives A and E would not displace residents and would not include any residential displacement or redevelopment. Intersection operations under Alternatives A and E would remain unchanged. | Alts A, E = NI The design features of Alternatives B, C, and D would avoid or minimize the impacts on intersection operations such that no additional mitigation measures are needed or feasible to implement. | Alts A, B, C, D, E = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, B, C, D, E = NI |
| Impact 3.6-2 Impacts of transportation improvements on intersection operations – 2020 (Opening Day) The US 50/South Shore Community Revitalization Project would not generate additional 2020 (opening day) vehicle trips | The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on intersection | Alt A = LTS Alts B, D, E = B Alt C = S | Mitigation Measure 3.6-2: Change the eastbound and westbound directional traffic on US 50 This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA. | Alts A, B, D, E = NA Alt C = No additional mitigation measures | Alt A = LTS Alts B, D, E = B Alt C = LTS |

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|---|--|--|--|--|---|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure and change circulation patterns within the study area. For Alternatives B, C, and D, US 50 would be realigned to connect to and approximately follow the existing Lake Parkway East alignment. Under Alternatives A and E, the existing US 50 roadway alignment would remain the same as existing conditions. Under Alternative E, LOS intersection operations would remain at acceptable levels in 2020 and LOS at the intersection of Old US 50/Stateline Avenue would improve substantially. Under Alternatives B and D, LOS would improve at several intersections compared to existing conditions. All intersections would operate at acceptable LOS under Alternative A. The implementation of Alternative C would result in unacceptable intersection LOS at the new US 50/Pioneer Trail/Old US 50, Old US 50/Park Avenue/Heavenly Village Way, and new US 50/Lake Parkway/Old US 50 (roundabout option) intersections during summer peak-hour conditions. Exhibits 3.6-10 through 3.6-18 show the lane geometry and study area volumes associated with each of the project alternatives. Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario. | operations in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-2 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on intersection operations in 2020. | | During subsequent design phases, the project proponent shall reverse the directions of traffic flow on US 50 such that eastbound US 50 would be realigned onto a new alignment along Lake Parkway southeast of existing US 50, and westbound US 50 would remain in place as under existing conditions. | would be needed or are feasible to implement. | |
| Impact 3.6-3: Impacts on roadway segment operations – 2020 (Opening Day) Under the opening day conditions, Alternatives B, D, and E would result in acceptable roadway segment LOS during annual average and summer peak hours. Alternative E would actually improve roadway segment LOS for both roadway study | The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on roadway segment operations in 2020 such that no | Alt A, B, D = LTS Alts E = B Alt C = S | Mitigation Measure 3.6-3: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2 This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA. | Alts A, B, D, E = NA Alt C = Mitigation Measure 3.6-3 has been incorporated into Alternative C, but there are no other feasible | Alt A, B, D = LTS Alts E = B Alt C = SU |

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|--|---|-------------------------------------|---|--|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| segments during summer peak conditions. However, with Alternative C, three roadway segments within the study area (eastbound and westbound existing US 50 between Pioneer Trail and Park Avenue and one-way eastbound US 50 between Park Avenue and Lake Parkway) would be reduced to unacceptable roadway segment LOS. LOS segment operations would remain at acceptable levels for all study area arterial segments with Alternative A. Because redevelopment of one or more of the mixed-use redevelopment sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario. | additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-3 has been incorporated into Alternative C to further reduce to the extent feasible the impacts on roadway segment operations in 2020. | | See Mitigation Measure 3.6-2 above. The same mitigation measure would apply. | mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to impact on roadway segment operations. | |
| Impact 3.6-4: Impacts on vehicle miles of travel – 2020 (Opening Day) Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3 in the <i>Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy Draft Environmental Impact Report/Draft Environmental Impact Statement</i> [RTP/SCS EIR/EIS]) and the RTP would have a net beneficial effect by reducing regional per capita VMT. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core, decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility | The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement. | Alts B, C, D = B Alts A, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts B, C, D = B Alts A, E = LTS |

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|---|--|--------------------------------------|---|---|--------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| enhancements and support of planned development in an urban center would be consistent with attaining the regional total VMT threshold (as required by the Lake Tahoe Regional Plan and evaluated in the Regional Plan Update EIS). The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3 and would support achievement of the Regional Plan VMT requirements, so the beneficial impact of the RTP on regional VMT would be sustained. Alternative A would affect VMT because it would not support revitalization of the tourist core and would retain the same length of US 50 in the corridor. For Alternative E, the existing roadway alignment would remain the same with separation of pedestrians on an elevated structure. It would not support revitalization in the tourist core as effectively as the realignment alternatives and the through-traffic trip length on US 50 would be unchanged. Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites are not analyzed under the 2020 (opening day) scenario. | | | | | |
| Impact 3.6-5: Impacts on bicycle and pedestrian facilities – 2020 (Opening Day) Because of their design, Alternatives B, C, D, and E would not disrupt or interfere with existing or planned bicycle/pedestrian facilities; rather, they would enhance the existing infrastructure and create a bicycle and pedestrian network with enhanced connectivity. Furthermore, Alternatives B, C, D, and E would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. No modifications to the existing bicycle or pedestrian infrastructure would occur under Alternative A. Because redevelopment of one or more of the three mixed-use | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2020 such that no additional mitigation measures are needed or feasible to implement. | Alts B, C, D, E = B Alt A = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts B, C, D, E = B Alt A = NI |

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|--|---|--|---|---|--|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario. | | | | | |
| Impact 3.6-6: Impacts on transit – 2020 (Opening Day) Alternatives B, C, D, and E would not disrupt or interfere with existing transit facilities and would enhance the existing transit infrastructure. Furthermore, the build alternatives would be consistent with adopted policies related to transit systems. No modifications to the existing transit infrastructure would occur under Alternative A. Because Alternatives B, C, and D mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing for these alternatives would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario. Transit demand associated with the replacement housing could shift within the project site, but there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit. | The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement. | Alts B, C, D = B Alts A, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts B, C, D = B Alts A, E = LTS |
| Impact 3.6-7: Construction-related traffic impacts – 2020 (Opening Day) Construction of the transportation improvements for Alternatives B, C, D, and E would result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. The transportation improvements could be constructed over three construction seasons. In accordance with Caltrans requirements, the construction phase of the | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are | Alts B, C, D = LTS Alt A = NI Alt E = SU | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | Alts A, B, C, D = NA Alt E = The design features of Alternative E would minimize the construction-related traffic impacts in 2020, but there are no other feasible mitigation, avoidance, or | Alts B, C, D = LTS Alt A = NI Alt E = SU |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|---|---|--|--|---|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| <p>Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable</p> | | | | | |
| <p>project would include a Transportation Management Plan (TMP) that would be implemented during construction operations. The TMP would be completed in coordination with Caltrans, TTD, TRPA, NDOT, City of South Lake Tahoe, and Douglas County. Implementation of the TMP would minimize transportation disruptions during construction. No construction would occur under Alternative A. Lane closures and temporary full closure of US 50 would occur with construction of Alternative E. The replacement housing would be constructed at one or more of the mixed-use development sites prior to construction of transportation improvements. Construction activities for the replacement housing would maintain access to businesses and residences and would conform with City of South Lake Tahoe standards, as applicable. Because construction of mixed-use development at the remaining site(s) would be constructed after 2020, Alternatives B, C, and D mixed-use development were not analyzed under the 2020 (opening day) scenario.</p> | <p>needed or feasible to implement; The design features of Alternative E would minimize the construction-related traffic impacts in 2020, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce construction-related traffic impacts.</p> | | | <p>minimization measures that could further reduce construction-related traffic impacts.</p> | |
| <p>Impact 3.6-8: Impacts on vehicular, bicycle, and pedestrian safety – 2020 (Opening Day) Alternatives B, C, D, and E would enhance the existing infrastructure and improve safety throughout the vehicular, bicycle, and pedestrian network within the study area. No modifications to the existing vehicular, bicycle, or pedestrian infrastructure would occur under Alternative A, however vehicular traffic would increase within the study area thus impacting bicycle safety and the existing above state average traffic accidents and injuries occurring at the US 50/Lake Parkway Loop intersection. Construction of replacement housing at one or more of the mixed-use development sites would not substantially alter vehicular travel within the study area and would have no effect on bicycle or pedestrian infrastructure. Mixed-use development at the remaining site(s)</p> | <p>The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement; there would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular,</p> | <p>Alts B, C, D, E = B Alt A = SU</p> | <p>No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA.</p> | <p>Alts B, C, D, E = NA Alt A = There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2020 from Alternative A.</p> | <p>Alts B, C, D, E = B Alt A = SU</p> |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|--|---|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| would be constructed between 2020 and 2040; therefore, the Alternatives B, C, and D mixed-use development at these sites is not analyzed under the 2020 (opening day) scenario. | bicycle, and pedestrian safety in 2020 from Alternative A. | | | | |
| <p>Impact 3.6-9: Impacts on emergency access – 2020 (Opening Day)</p> <p>The build alternatives could affect police services, fire protection, and emergency medical services response times and delivery of emergency services. Alternatives B, D, and E would reduce congestion along existing US 50 and thereby improve long-term emergency access within the study area. There would be no changes under Alternative A. Alternative C would result in increased congestion and reduced emergency access to a segment of existing US 50 due to the new circulation patterns. Because mixed-use development would be constructed between 2020 and 2040, Alternatives B, C, and D mixed-use development were not analyzed under this 2020 (opening day) scenario. Replacement housing constructed at one of the three mixed-use development under the 2020 scenario would not interfere with existing emergency access and would be constructed to meet City requirements for emergency access.</p> | The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-9 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to emergency access in 2020. | Alts A, B, D, E = LTS Alt C = S | <p>Mitigation Measure 3.6-9: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2</p> <p>This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA. See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.</p> | Alts A, B, D, E = NA Alt C = Mitigation Measure 3.6-9 has been incorporated into Alternative C, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to emergency access in 2020. | Alts A, B, D, E = LTS Alt C = SU |
| <p>Impact 3.6-10: Construction-related parking impacts</p> <p>Construction staging areas for transportation improvements associated with Alternatives B, C, D, and E could be located on one or more parking lots at Harvey's Lake Tahoe, Hard Rock Hotel and Casino, and Montbleu Resort and Casino. These property owners have indicated there is sufficient parking in their parking garages. A construction staging area on the Harvey's parking lot would not interfere with the annual summer concert series. The use of any of these sites would be implemented through a willing agreement between the property owner and construction contractor. Construction</p> | Alt A = NI Mitigation Measure 3.6-10 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to temporary loss of parking; The design features of Alternative E would avoid or minimize construction- | Alt A = NI Alt E= LTS Alts B, C, D = S | <p>Mitigation Measure 3.6-10: Prepare a detailed parking plan to meet Heavenly Village Center demand during construction, pursuant to Mitigation Measure 3.6-11</p> <p>This mitigation would apply to Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 for the purposes of NEPA, CEQA, and TRPA. See Mitigation Measure 3.6-11. The same mitigation measure would apply.</p> | Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|---|--|---|--|--|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| <p>Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable</p> | | | | | |
| <p>impacts on parking associated with project construction would be temporary in nature and would only occur leading up to 2020 (opening day).</p> <p>Although construction details associated with the mixed-use component, including replacement housing, of each of the build alternatives where it is proposed (Alternatives B, C, and D) are not known at this time; it is anticipated that these alternatives with mixed-use development would meet their needs for a construction staging area on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land. The mixed-use development, including replacement housing, would be subject to all applicable regulations and permit requirements. Construction staging for Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. Construction staging for Alternatives B, C, and D mixed-use development, including replacement housing, at Sites 1 and 2 would not result in temporary loss of parking beyond the loss of parking located at the businesses that would be displaced, which would no longer be required.</p> <p>There would be no construction activities as part of Alternative A.</p> | <p>related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.</p> | | | | |
| <p>Impact 3.6-11: Permanent parking impacts</p> <p>Alternatives B, C, and D transportation improvements would result in the loss of between approximately 40 and 80 parking stalls at multiple businesses and Alternatives B, C, and D mixed-use development, including replacement housing, would result in the loss of between approximately 250 and 310 parking stalls. The loss of parking from these alternatives with mixed-use development, including replacement housing, would not be in addition to the parking losses from the transportation improvements. The amount of parking at Montbleu Resort and</p> | <p>Alts A, E = NI Mitigation Measure 3.6-11 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to permanent loss of parking.</p> | <p>Alts B, C, D = LTS Alts A, E = NI</p> | <p>Mitigation Measure 3.6-11: Prepare a detailed parking plan to inform revision of Heavenly Village Center's Use Permit</p> <p>This mitigation would apply to Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 for the purposes of NEPA, CEQA, and TRPA.</p> <p>At the time of preparation of the project-level environmental plan for the mixed-use development, including replacement housing, at Site 3, the project applicant shall prepare a parking plan in accordance with</p> | <p>Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement.</p> | <p>Alts B, C, D = LTS Alts A, E = NI</p> |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| <p>Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable</p> | | | | | |
| <p>Casino would continue to be sufficient to meet city and county standards and the project would provide replacement parking equal to that lost at other businesses. Implementation of Alternatives B, C, and D mixed-use development, including replacement housing, at Sites 1 and 2 would not result in permanent loss of parking at businesses that would be displaced, which would no longer be required. Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 would cause the amount of parking at the Heavenly Village Center to fall below city parking requirements.</p> <p>Alternatives A and E would not result in any permanent losses of parking.</p> | | | <p>Section 6.10 of the City of South Lake Tahoe Code. The recommendations including in the parking plan to meet parking demand and achieve City of South Lake Tahoe parking standards would be implemented by the project applicant prior to ground-breaking of the mixed-use development, including replacement housing, at Site 3.</p> <p>The parking plan shall be submitted to the City of South Lake Tahoe, and referred to TRPA as necessary to obtain a use permit for modification of the parking demand ratios at the Heavenly Village Center. It would demonstrate the adequacy of the Heavenly Village Center parking that would remain after displacement of parking behind Raley's by construction of the mixed-use development, including replacement housing, at Site 3. The parking plan must demonstrate the following:</p> <ul style="list-style-type: none"> ▲ Adequate off-street parking would be provided for the proposed use as determined by a parking plan; ▲ The environmental impact of the use would be lessened by the reduction in parking spaces (City staff may condition the use permit); and ▲ Traffic safety for other vehicles and pedestrians would be enhanced by the lesser requirement. <p>The parking plan may propose a reduction in parking demand ratio at this shopping center from those set forth in City Code Section 6.10 based on a plan that proposes, but would not be limited to, one or more of the following:</p> <ul style="list-style-type: none"> ▲ A transportation management plan, which would outline transit incentives, such as a shuttle system or free or reduced cost transit passes for tenants/employees. | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|--|---|--|---|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | | | <ul style="list-style-type: none"> ▲ Additional parking, which could be constructed elsewhere in the project site for the US 50/South Shore Community Revitalization Project. ▲ Establishment of a shared parking facility, in which uses have different peak periods, parking demand would not overlap, and would meet peak demands. | | |
| <p>Impact 3.6-12: Impacts on intersection operations – 2040 (Horizon Year)</p> <p>Under 2040 horizon year conditions, improvements under Alternatives B and D transportation improvements and mixed-use development, including replacement housing, would operate intersections at annual average and summer peak-hour LOS C or better. Under Alternative A, operations at two intersections would be degraded to unacceptable levels. Alternative C transportation improvements and mixed-use development, including replacement housing, would degrade operations at three intersections to unacceptable levels or exacerbate already unacceptable operations. Improvements under Alternative E would operate intersections at annual average and summer peak-hour LOS D or better.</p> | <p>The design features of Alternatives B, D, and E would avoid or minimize the effects on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-12 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on intersection operations in 2040; there would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize Alternative A impacts on intersection operations in 2040.</p> | <p>Alts B, D, E = LTS Alt A = SU Alt C = S</p> | <p>Mitigation Measure 3.6-12: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2</p> <p>This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA. See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.</p> | <p>Alts B, C, D, E = NA Alt A = There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on intersection operations from Alternative A. Alt C = No additional mitigation measures would be needed or are feasible to implement.</p> | <p>Alts B, C, D, E = LTS Alt A = SU</p> |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|---|--|---|--------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| <p>Impact 3.6-13: Impacts on roadway segment operations – 2040 (Horizon Year) Under 2040 horizon year conditions, Alternatives B and D transportation improvements and mixed-use development, including replacement housing, and Alternative E would result in acceptable roadway segment LOS during annual average and summer peak hours. Under Alternative A, one roadway study segment would operate at unacceptable LOS. Under Alternative C transportation improvements and mixed-use development, including replacement housing, three roadway segments would be reduced to unacceptable roadway segment LOS.</p> | The design features of Alternatives B, D, and E would avoid or minimize the environmental consequences related to roadway segment operations in 2040; Mitigation Measure 3.6-13 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize Alternative A impacts on roadway segment operations in 2040. | Alts B, D, E = LTS Alt A = SU Alt C = S | <p>Mitigation Measure 3.6-13: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2 This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA. See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.</p> | Alts B, D, E = NA Alt A = Adverse effects on roadway segment operations in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures. Alt C = Mitigation Measure 3.6-13 has been incorporated into Alternative C, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040. | Alts B, D, E = LTS Alts A, C = SU |
| <p>Impact 3.6-14: Impacts on vehicle miles of travel – 2040 (Horizon Year) Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3 in the 2012 RTP/SCS EIR/EIS) and the RTP would have a net beneficial effect by reducing regional per capita VMT. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core,</p> | The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on VMT in 2040 such that no additional mitigation measures are needed or feasible to implement | Alts B, C, D = B Alts A, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | Alts A, B, C, D, E = NA | Alts B, C, D = B Alts A, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|-----------------------------------|---|---|-----------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility enhancements and support of planned development in an urban center would be consistent with attaining the regional total VMT threshold (as required by the Lake Tahoe Regional Plan and evaluated in the Regional Plan Update EIS).The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3 and would support achievement of the Regional Plan VMT requirements, so the beneficial impact of the RTP on regional VMT would be sustained. Alternatives B, C, and D would help implement the RTP's beneficial impact on regional VMT. Alternative A would affect VMT because it would not support revitalization of the tourist core and would retain the same length of US 50 in the corridor. For Alternative E, the existing roadway alignment would remain the same with separation of pedestrians on an elevated structure. It would not support revitalization in the tourist core as effectively as the realignment alternatives and the through-traffic trip length on US 50 would be unchanged. | | | | | |
| Impact 3.6-15: Impacts on bicycle and pedestrian facilities – 2040 (Horizon Year) Because of their design, Alternatives B, C, D, and E would not disrupt or interfere with existing or planned bicycle/pedestrian facilities; rather, they would enhance the existing infrastructure and create a bicycle and pedestrian network with enhanced connectivity. Furthermore, Alternatives B, C, D, and E would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. No modifications to the existing | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation | Alts B, C, D, E = B Alt A = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | Alts B, C, D, E = NA Alt A = NI | Alts B, C, D, E = B Alt A = NI |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|---|---------------------------------------|---|---|---------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| bicycle or pedestrian infrastructure would occur under Alternative A. | measures are needed or feasible to implement. | | | | |
| Impact 3.6-16: Impacts on transit – 2040 (Horizon Year) Alternatives B, C, D, and E would not disrupt or interfere with existing transit facilities and would enhance the existing transit infrastructure. Furthermore, none of the build alternatives would create an inconsistency with any adopted policies related to transit systems. The overall increased travel time under Alternative A would be minimal. | The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on transit in the 2040 horizon year such that no additional mitigation measures are needed or feasible to implement | Alts B, C, D, E = B Alt A = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts B, C, D, E = B Alt A = LTS |
| Impact 3.6-17: Construction-related traffic impacts – 2040 (Horizon Year) Construction impacts are temporary in nature and would only occur leading up to opening day for each of the alternatives. However, the mixed-use development for each of the build alternatives where it is proposed (Alternatives B, C, and D), could be constructed following the 2020 opening day. Construction of the mixed-use development as part of the build alternatives could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. Construction details associated with the mixed-use development are not known at this time and as part of approval and permitting process, any identified impacts would be addressed. The mixed-use development would be subject to all applicable regulations and permit requirements. Because there is no mixed-use development included for Alternative A or Alternative E, there would be no construction during the 2040 (horizon year) scenario. | Alts A, B, C, D, E = NI | Alts A, B, C, D, E = NI | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, B, C, D, E = NI |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|---|--|--|---|--|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| <p>Impact 3.6-18: Impacts on vehicular, bicycle, and pedestrian safety – 2040 (Horizon Year) Alternatives B, C, D, and E would enhance the existing infrastructure and improve safety throughout the vehicular, bicycle, and pedestrian network within the study area. No modifications to the existing vehicular, bicycle, or pedestrian infrastructure would occur under Alternative A; however, vehicular traffic would increase within the study area thus impacting bicycle safety and the existing above state average traffic accidents and injuries occurring at the US 50/Lake Parkway Loop intersection.</p> | The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on vehicular, bicycle, and pedestrian safety in 2040; there would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A. | Alts B, C, D, E = B Alt A = SU | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | Alts B, C, D, E = NA Adverse effects on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures. | Alts B, C, D, E = B Alt A = SU |
| <p>Impact 3.6-19: Impacts on emergency access – 2040 (Horizon Year) Alternatives B and D would reduce congestion along existing US 50 and thereby improve long-term emergency access within the study area. Alternative E would also reduce congestion along existing US 50 and additionally does not include any mixed-use development that would add trips to the roadway network and potentially affect emergency access during the construction phase. Alternative A would result in traffic conditions worsening during the summer peak along US 50 between Pioneer Trail and Lake Parkway resulting in impacts on emergency access. Alternative C would result in increased congestion and reduced operational emergency access to a segment of US 50 due to the new circulation patterns, impeding emergency access.</p> | The design features of Alternatives B, D, and E would avoid or minimize the environmental consequences related to emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-19 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on emergency access in 2040; there would be no mechanism by | Alts B, D = LTS Alt E = B Alt A = SU Alt C = S | <p>Mitigation Measure 3.6-19: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2 This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA. See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.</p> | Alts B, D, E = NA Alt A = Adverse effects on emergency access in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures. Alt C = Mitigation Measure 3.6-19 has been incorporated into Alternative C, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the | Alts B, C, D = LTS Alt E = B Alts A, C = SU |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|---|--|--|---|--|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A. | | | environmental consequences related to emergency access in 2040. | |
| <p>Impact 3.6-20: Daily vehicle trip ends (DVTE) impacts – 2040 (Horizon Year)</p> <p>Alternatives B, C, and D transportation improvements would not generate any additional DVTEs. However, these three alternatives would all generate greater than 200 net new DVTEs with the implementation of the mixed-use development. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs. Alternative A would include no modifications to the existing conditions. Alternative E would not generate any additional DVTEs.</p> | <p>Alt A = NI</p> <p>Mitigation Measure 3.6-20 has been incorporated into Alternatives B, C and D to further reduce to the extent feasible the environmental consequences related to generating additional daily vehicle trip ends; The design features of Alternative E would avoid or minimize the environmental consequences related to daily vehicle trip ends in 2040 such that no additional mitigation measures are needed or feasible to implement.</p> | <p>Alts B, C, D, E = LTS</p> <p>Alt A = NI</p> | <p>Mitigation Measure 3.6-20: Mitigate DVTE impacts through Air Quality Mitigation Fund Contribution</p> <p>This mitigation would apply to Alternatives B, C, and D mixed-use development for the purposes of NEPA, CEQA, and TRPA.</p> <p>The project proponent shall contribute to the Air Quality Mitigation Fund in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code. The air quality mitigation fee shall be assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure. Fees generated by the air quality mitigation fee are used to support programs/improvements that reduce VMT, improve air quality, and encourage alternative modes of transportation.</p> | <p>Alts A, E = NA</p> <p>Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement.</p> | <p>Alts B, C, D, E = LTS</p> <p>Alt A = NI</p> |
| 3.7 Visual Resources/Aesthetics | | | | | |
| <p>Impact 3.7-1: Degradation of scenic quality and visual character</p> <p>Build Alternatives B through E would involve physical changes within the project site that would be visually evident to the public. Depending on the nature and intensity of project-related</p> | <p>Alt A = NI</p> <p>Mitigation Measures 3.7-1a and 3.7-1b have been incorporated into Alternative B, C, D, and E to</p> | <p>Alt A = NI</p> <p>Alts B, C, D, E = S</p> | <p>Mitigation Measure 3.7-1a: Mitigate for Changes in Visual Character from Pioneer Trail to Montreal Road</p> <p>This mitigation measure would apply to the transportation improvements included in Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA.</p> | <p>Alt A = NI</p> <p>Alts B, C, D, and E = Mitigation Measures 3.7-1a and 3.7-1b have been incorporated into</p> | <p>Alt A = NI</p> <p>Alts B, C, D, E = SU</p> |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|-----------|---|--|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| <p>changes, they could potentially degrade the existing visual quality or character of the site and its surroundings, including a potential decrease in the TRPA Travel Route rating of roadway travel units or inconsistency with the TRPA SQIP, TRPA Design Review Guidelines, or applicable height and design standards. Under Alternatives B, C, and D, the existing four-lane US 50 through the tourist core would be reconfigured as a two-lane roadway. Lake Parkway and Montreal Road would be developed as the realigned US 50, either as a four-lane or two-lane roadway, depending on the alternative. A new section of roadway would be built from Montreal Road at Fern Road connecting to existing US 50 near what is now the intersection of US 50 and Pioneer Trail through an existing neighborhood. Under Alternative E, no changes to existing roadways would occur, except the removal of the signalized at-grade pedestrian scramble between Montbleu Resort Casino and Spa and the Hard Rock Hotel and Casino. Instead, an elevated pedestrian skywalk structure would be constructed over US 50 through the Casino Core from Stateline Avenue to the north end of the Montbleu Resort Casino.</p> <p>Most effects on scenic quality from implementation of Alternatives B, C, and D would result in a mix of impacts either because no changes in visual conditions would occur, changes that would occur would be visually beneficial, or changes would be compatible with existing conditions. Proposals for the mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting, so it is unlikely that there would be a significant difference between the build alternatives with the transportation improvements alone or with the mixed-use development. Development of Alternative E would result in scenic quality impacts, because it would cause a decrease in the travel route rating for Roadway Travel Unit #32 due to a decline in scenic</p> | <p>further reduce to the extent feasible the environmental consequences related to the degradation of scenic quality and visual character.</p> | | <p>Realigning US 50 through the existing Rocky Point residential neighborhood between Pioneer Trail and Montreal Road would cause substantial changes in visual conditions. 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; however, it would result in significant change in visual character on the neighborhood. The addition of noise barriers could also contribute to the adverse change in visual character.</p> <p>Mitigation Measure 3.7-1b: Mitigate for Changes in Visual Character on Roadway Travel Unit #32</p> <p>This mitigation measure would apply to Alternative E for purposes of NEPA, CEQA, and TRPA.</p> <p>The elevated skywalk would be a massive, new, human-made feature within Roadway Travel Unit #32 and would be seen by motorists on US 50 traveling in either direction as they approach the skywalk and they travel beneath it. The visual dominance of the skywalk would cause a decrease in the travel route rating from 13.5 to 10 for Roadway Travel Unit #32, indicating an adverse effect on scenic quality. In views from the road, the skywalk would decrease the intactness and unity of views from the road, and the visual presence of the skywalk structure and its enclosure of the highway would substantially degrade the character of the roadway corridor as experienced by motorists.</p> <p>To mitigate for this impact, TTD, TRPA, and FHWA could modify the design the elevated skywalk feature to reduce its visual mass by converting it to more narrow overhead pedestrian walkway crossings only. This design modification would avoid impacts on the intactness and</p> | <p>Alternatives B, C, and D, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to scenic quality and visual character.</p> | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|---|---|---|--|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| quality from the covering of the road with a pedestrian structure. Effects on visual character associated with Alternatives B, C, and D within the residential neighborhood between Montreal Road and Pioneer Trail and from Alternative E within the tourist core would result in the greatest impacts, because they would substantially degrade visual character in the immediate area and it would not be feasible to reduce the impact to a less-than-significant level for the purposes of CEQA and TRPA. | | | unity of views from the road, and would reduce or eliminate degradation of the character of the roadway corridor as experienced by motorists. | | |
| Impact 3.7-2: Interference with or disruption of scenic vistas or scenic resources Vertical components of the project, such as supports for traffic signals and light standards, have insufficient mass to substantially disrupt scenic views. However, large objects, depending on their location and the location from which they are viewed, could interfere with scenic views. Alternatives B, C, and D include construction of a pedestrian bridge over realigned US 50 (on Lake Parkway) near the California/Nevada state line. Also, in the neighborhood east of Pioneer Trail, sound walls may be needed along the new section of US 50 to reduce traffic noise on residential properties. Alternative E would involve constructing an elevated pedestrian skywalk over US 50. Large, elevated structures have the potential to block or disrupt scenic vistas or views of individual scenic resources. Implementation of Alternatives B, C, and D would result in minimal impacts on scenic vistas and views of identified scenic resources because no such views would be affected by project features. Any new mixed-use development that might occur with Alternatives B, C, and D would be required by the TRPA Code of Ordinances to avoid impacts to scenic vistas and scenic resources through building design and orientation. The skywalk structure that would be built with Alternative E would interfere with views of two TRPA-listed scenic resources. Alternative A would result in no changes. | Alt A = NI The design features of Alternatives B, C, and D would avoid or minimize the impacts on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.7-2 has been incorporated into Alternative E to further reduce to the extent feasible impacts on scenic vistas and scenic resources. | Alt A = NI Alts B, C, D = LTS Alt E = S | Mitigation Measure 3.7-2: Mitigate for Decrease in Visual Quality Rating for Scenic Resources 32.1 and 32.3 This mitigation measure would apply to Alternative E for purposes of NEPA, CEQA, and TRPA. The proposed skywalk structure that would be constructed as part of Alternative E would have the potential to affect views of scenic vistas and scenic resources, by interfering with views of scenic resources 32.1 and 32.3. The skywalk would cause a decrease in the Scenic Quality rating of these TRPA-listed scenic resources. To mitigate for this impact, TTD, TRPA, and FHWA could modify the design of the elevated skywalk feature to reduce its visual mass, as described in the Mitigation Measure 3.7-1b. This design modification would reduce the walkway's interference with views 32.1 and 32.3 and avoid decreasing the Scenic Quality rating of these scenic resources. | Alts A, B, C, D = NA Alt E = Mitigation Measure 3.7-2 has been incorporated into Alternative E, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to scenic vistas and scenic resources. | Alt A = NI Alts B, C, D = LTS Alt E = SU |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|--|---|--|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| <p>Impact 3.7-3: Increased light and glare New sources of light can result from exterior lighting or from the headlights of vehicles, while glare results from high-shine surfaces such as building windows (glass) and high-gloss painted surfaces. Alternatives B, C, and D would include new safety lighting (street lights) at intersections of local streets with realigned US 50. The introduction of a new source of light during nighttime hours in these urban settings would not substantially alter the amount of illumination, recognizing the existing night lighting of roadways, parking lots, and commercial areas. Alternatives B, C, and D would also route the western segment of realigned US 50 through an existing residential neighborhood east of Pioneer Trail. The headlights of traffic on the realigned highway could potentially affect residents whose homes border on the realigned US 50. Mixed-use development that could be part of Alternatives B, C, and D would consist of new buildings and new exterior lighting. Standard design practices and regulations in local ordinances and planning documents pertaining to fixed sources of lighting would limit spillover illumination. Alternatives B, C, D, and E would have a less-than-significant impact from fixed sources of light and glare. Alternatives B, C, and D would have a potentially significant impact from headlights of vehicles shining onto residential properties bordering realigned US 50 in the Rocky Point neighborhood. Alternative A would have no new impacts.</p> | Alt A = NI Mitigation Measure 3.7-3 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the light and glare impacts. The design features of Alternative E would avoid or minimize light and glare impacts such that no additional mitigation measures are needed or feasible to implement. | Alt A = NI Alts B, C, D = PS Alt E = LTS | <p>Mitigation Measure 3.7-3: Mitigate for Headlights Shining onto Residential Properties. This mitigation measure would apply to the Alternatives B, C, and D transportation improvements for the purposes of NEPA, CEQA, and TRPA. Sound barriers (walls or other noise abatement measures) would be necessary to control traffic noise within the Rocky Point residential neighborhood that realigned US 50 would pass through (see Mitigation Measures 3.15-3a, 3.15-3b, and 3.15-3c in Section 3.15, "Noise and Vibration"). A secondary effect of the noise abatement measures would be to block vehicle headlights from intruding onto residential properties. The barriers should be placed along realigned US 50 where private residences border the realigned highway. Such barriers should be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). All barriers will be designed to blend into the restored landscape along the highway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. The location and design of sound barriers shall adhere to any space requirements for snow removal on the adjacent roadway.</p> | Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |
| 3.8 Cultural Resources | | | | | |
| <p>Impact 3.8-1: Change in the significance of historical resources The build alternatives would not affect the NRHP-listed Friday's Station, NRHP-eligible Pony Express Rider statue, or NRHP-eligible site 26 Do 451/KBG-4. The build alternatives would not</p> | Alt A = No effect Alts B, C, D, E = NA | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement | NA | Alt A = NI Alts B, C, D, E = LTS |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|--|--|---|---|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| physically alter the resources, change the properties' uses or physical features, or otherwise diminish those aspects of integrity that enable the resources to convey their historical significance. | | | for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | | |
| <p>Impact 3.8-2: Disturb unique archaeological resources Construction and excavation activities associated with the build alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. There are no known archaeological resources that would be damaged or destroyed by the build alternatives (Alternatives B, C, D, and E). Because Alternatives B, C, D, and E would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects on unknown archaeological resources.</p> | <p>Alt A = NI Mitigation Measures 3.8-2a, 3.8-2b, and 3.8-2c have been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible the environmental consequences related to unknown archaeological resources such that there would be No Adverse Effect on unknown archaeological resources; The design features of Alternatives B, C, D, and E would avoid or minimize the environmental consequences related to known archaeological resources such that there would be No Effect on known archaeological resources.</p> | <p>Alt A = NI Alts B, C, D, E = PS</p> | <p>Mitigation Measure 3.8-2a: Install an Environmentally Sensitive Area fence The following mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA. An Environmentally Sensitive Area (ESA) fence shall be installed to protect the unevaluated portion of the Johnson's Cut-Off/Pony Express Trail/Lincoln Highway alignment north of the project area. The fence shall be installed from the entrance to Friday's Station on US 50 to a point 400 feet east of the Johnson's Cut-Off/Pony Express Trail/Lincoln Highway segment. A sign shall be installed at the east end of the fence to exclude construction personnel access from the area behind the fence. The fence shall be installed in coordination with a qualified archaeologist prior to ground-disturbing activities and shall remain in place until after the project has been completed. The condition of the fence shall be monitored periodically during the course of construction by the archaeologist who supervised its installation.</p> <p>Mitigation Measure 3.8-2b: Conduct archaeological monitoring The following mitigation was included in the RTP/SCS EIR/EIS, which included the US 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement</p> | <p>Alt A = NA Alts B, C, D, E = No additional mitigation measures would be needed or are feasible to implement.</p> | <p>Alt A = NI Alts B, C, D, E = LTS</p> |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | | | housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA. In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be sensitive (locations where previous disturbance has not occurred) for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) shall require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring shall be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to project initiation. Where necessary, the project proponent shall seek Native American input and consultation. Mitigation Measure 3.8-2c: Stop work in the event of an archaeological discovery The following mitigation was included in the RTP/SCS EIR/EIS, which included the US 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA. If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent shall require the construction | | |

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|---|---|------------------------------------|--|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852) for California projects. Consultation with the Nevada State Historic Preservation Officer shall be undertaken for Nevada projects. If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency shall be notified and a data recovery plan shall be prepared. | | |
| Impact 3.8-3: Accidental discovery of human remains Construction and excavation activities associated with development activities may result in sediment disturbance and removal, which can unearth human remains if they are present. Because the project would allow excavation and other ground-disturbing activities, adverse physical effects on undiscovered or unrecorded human remains could occur. | Alt A = NI Mitigation Measure 3.8-3 has been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible the environmental consequences related to disturbance of | Alt A = NI Alts B, C, D, E = PS | Mitigation Measure 3.8-3: Stop work if human remains are discovered The following mitigation was included in the RTP/SCS EIR/EIS, which included the U.S. 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement | Alt A = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | undiscovered or unrecorded human remains. | | housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA. In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b) If the remains are of Native American origin, 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 3. The site shall be flagged and avoided during construction. c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground-disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met. | | |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|---|------------------------------------|---|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| <p>Impact 3.8-4: Disturb tribal cultural resources Construction and excavation activities associated with the build alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources, including tribal cultural resources. There are no known tribal cultural resources that would be damaged or destroyed by Alternatives B, C, D, and E. Because Alternatives B, C, D, and E would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects on unknown tribal cultural resources.</p> | Alt A = NI Mitigation Measures 3.8-4a and 3.8-4b have been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible environmental consequences related to unknown tribal cultural resources. The design features of Alternatives B, C, D, and E would avoid or minimize environmental consequences related to known tribal cultural resources. | Alt A = NI Alts B, C, D, E = PS | <p>Mitigation Measure 3.8-4a: Conduct tribal cultural resources monitoring This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA. In accordance with existing regulations, for ground-disturbing activities that have the potential to impact tribal cultural resources, such as archaeological remains, and that will occur in an area that has been determined by a qualified archaeologist to be sensitive (locations where previous disturbance has not occurred) for the presence of buried tribal cultural resource remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) shall require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring shall be conducted in areas where there is likelihood that tribal cultural resources, such as archaeological remains, may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate tribal cultural resources prior to project initiation. Where necessary, the project proponent shall seek Native American input and consultation.</p> <p>Mitigation Measure 3.8-4b: Stop work in the event of a tribal cultural resource discovery This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA. If potentially significant tribal cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or</p> | Alt A = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | completion, the project proponent shall require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852). Consultation with the Nevada State Historic Preservation Officer and the Washoe Tribe of Nevada and California shall be undertaken for the portions of the project within Nevada. Consultation with the California Native American Heritage Commission and the Washoe Tribe of Nevada and California shall be undertaken for the portions of the project in California. If the archaeologist, in consultation with the Nevada State Historic Preservation Officer, California Native American Heritage Commission, and Washoe Tribe of Nevada and California, determines that the find does not meet the PRC Section 21074 definition for tribal cultural resources, then construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency shall be notified and a data recovery plan shall be prepared. | | |

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| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| 3.9 Floodplains | | | | | |
| Impact 3.9-1: 100-year flood hazard and floodplain impacts Alternatives B, C, and D would require the extension of the US 50 culvert over Edgewood Creek and the Lake Parkway culvert over Golf Course Creek. This expansion would result in an encroachment into the 100-year floodplain of both streams; however, compliance with the Douglas County Floodplain Development Permit would require that the encroachment would not result in an increase in the Base Flood Elevation and would not adversely affect the direction or velocity of flood waters. | Alt A, = NI The design features of Alternatives B, C, D, and E would avoid or minimize significant encroachment into the 100-year floodplain of any waterbody. | Alts A, E = NI Alts B, C, D = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, E = NI Alts B, C, D = LTS |
| 3.10 Water Quality and Stormwater Runoff | | | | | |
| Impact 3.10-1: Potential for degradation of surface water quality due to construction activities Alternatives B, C, and D would include construction and operational activities that could result in contaminants being carried into storm drains and adjacent surface waters. Degradation of surface water quality could result from construction activities and pollutant loading in surface runoff. Because TRPA, Lahontan RWQCB, and NDEP regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, project-related impacts would be minimized and would not result in substantial adverse effects on water quality. Alternative E could require construction dewatering; however, compliance with Lahontan RWQCB, NDEP, and TRPA regulations would minimize the potential threat to water quality. Alternative A is the no build alternative and would not impact these resources. | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the degradation of surface water quality from construction activities such that no additional mitigation measures are needed or feasible to implement. | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
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| <p>Impact 3.10-2: Potential for degradation of surface water quality due to operational activities</p> <p>TRPA, Lahontan RWQCB, and NDEP regulations require the installation and maintenance of water quality BMPs, which would minimize the potential water quality effects of the transportation improvements. Also, TRPA Code provisions would require fertilizer management and snow storage BMPs to prevent potential adverse effect from these activities. In addition, Alternative B, C, and D include several water quality improvements that would resolve preexisting detrimental conditions within the project site and add supplemental capacity to water quality treatment basins above required volumes. Alternative E would minimize the potential effects to water quality by implementing required stormwater infrastructure. Alternatives A is the no build alternative and would have no impact relative to these resources.</p> | <p>Alt A = NI</p> <p>The design features of Alternatives B, C, D, and E would avoid or minimize the degradation of surface water quality from operations such that no additional mitigation measures are needed or feasible to implement.</p> | <p>Alt A = NI</p> <p>Alts B, C, D = B</p> <p>Alt E = LTS</p> | <p>No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA.</p> | <p>NA</p> | <p>Alt A = NI</p> <p>Alts B, C, D = B</p> <p>Alt E = LTS</p> |
| <p>Impact 3.10-3: Stormwater runoff</p> <p>Alternatives B, C, and D would create an increase in impervious surfaces: 5.47 to 7.62 acres for Alternative B; 1.06 acres for Alternative C; and 5.76 to 7.91 acres for Alternative D. The project would be required to comply with stringent SWRCB, Lahontan RWQCB, NDEP, and TRPA post-construction stormwater controls. Storage, infiltration, and treatment measures are required to minimize runoff flows and volumes and any stormwater discharge would be required to comply with Lahontan RWQCB, NDEP, and TRPA water quality standards and the Lake Tahoe TMDL. Because the implementation of these alternatives could require use of existing stormwater management infrastructure (Rocky Point stormwater easement parcels and Fern Road stormwater basins) for transportation improvements and/or mixed-use development, an impact on stormwater runoff management is recognized at this time, which would be mitigated by replacing</p> | <p>Alts A, E = NI</p> <p>Mitigation Measure 3.10-3 have been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to stormwater runoff.</p> | <p>Alts A, E = NI</p> <p>Alts B, C, D = S</p> | <p>Mitigation Measure 3.10-3: Protect functionality of Rocky Point Stormwater Improvements</p> <p>This mitigation measure applies to Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA.</p> <p>The project proponent shall demonstrate that all Rocky Point Stormwater Improvements continue to meet the goals for which they were established, including meeting or exceeding 6.4 pounds of sediment reduction per State of California dollar spent on site improvements. If the functionality of the Rocky Point property and facilities cannot be maintained, the project design would be modified to replace these facilities with land and infrastructure that is at least as effective as the current facilities, or more effective. In the event that any portion of the project encroaches on the existing City of South Lake Tahoe stormwater basins at Fern Road, these basins would be reconstructed in place or replaced in-kind within</p> | <p>Alts A, E = NA</p> <p>Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement.</p> | <p>Alts A, E = NI</p> <p>Alts B, C, D = LTS</p> |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|--------------------------------------|--|---|--------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| affected facilities with equivalently or more effective stormwater infrastructure, as defined during detailed project design. Alternatives A and E would not result in changes to runoff volumes or stormwater infrastructure and would therefore have no impact relative to these resources. | | | available right-of-way. The net result would be the maintenance of existing stormwater facilities or the replacement of affected facilities with equivalently or more effective stormwater management land and infrastructure. The specific location and design of the replacement infrastructure would be defined during detailed design development. | | |
| Impact 3.10-4: Potential to affect groundwater through infiltration of polluted water or during excavation activities Alternatives B, C, and D have the potential to affect groundwater through infiltration of polluted stormwater runoff in areas of shallow groundwater; however, this potential would be minimized through compliance with TRPA discharge limits and installation of water quality BMPs. Although Alternatives B, C, and D could involve excavation or construction activities that intercept groundwater, these activities would occur in accordance with TRPA Code requirements and would not alter the flow or direction of groundwater. Finally, although the project site is located near several drinking water wells, the land uses and activities proposed by the project present a minimal threat to these resources. Alternative E also has the potential to intercept groundwater during excavation activities; however, all excavation would occur in accordance with TRPA regulations and would not alter the flow or direction of groundwater. Alternative A is the no-build alternative and would have no impact on groundwater resources. | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the effects on groundwater such that no additional mitigation measures are needed or feasible to implement. | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |
| 3.11 Geology, Soils, Land Capability, and Coverage | | | | | |
| Impact 3.11-1: Soil compaction and land coverage Implementation of Alternatives B, C, and D would result in an increase in land coverage within the project site limits: for Alternative B, between 5.47 and 7.62 acres; for Alternative C, 1.06 acres; and for Alternative D, between 5.76 and 7.91 | Alts A, E = NI The design features of Alternatives B, C, and D would avoid or minimize the soil compaction and | Alts A, E = NI Alts B, C, D = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, E = NI Alts B, C, D = LTS |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|---|-------------------------------------|---|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| acres. Because the project would comply with TRPA land coverage regulations, including mitigation of disturbances in LCD 1b at a ratio of 1.5:1, TRPA permit requirements (e.g., SWPPP, BMPs), and (for mixed-use development, including replacement housing) transfer of excess allowable land coverage, there would be minimal potential to create an adverse effect related to land coverage. Alternatives A and E would not result in changes to TRPA-related land coverage. | land coverage environmental consequences such that no additional mitigation measures are needed or feasible to implement. | | | | |
| Impact 3.11-2: Increased erosion and alteration of topography during construction During construction, transportation improvements and replacement housing included in Alternatives B, C, D, and Alternative E would require ground disturbance and soil exposure, which could result in increased erosion and alteration of the existing topography. The total area of temporary and permanent disturbance (including areas that are currently developed or disturbed) would be 56.49 acres for Alternative B, 52.20 acres for Alternative C, 52.39 acres for Alternative D, and 0.79 acre for Alternative E. Because the project site is located in an urban environment, much of the project site has been developed or extensively disturbed. Topographic changes resulting from the project would be minimized and would be consistent with the existing urban environment. The potential for erosion and sediment movement would be minimized through compliance with Lahontan RWQCB and TRPA permit conditions and regulations. Alternative A would result in no changes to existing conditions related to erosion and alteration of topography. | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the erosion and alteration of topography environmental consequences such that no additional mitigation measures are needed or feasible to implement. | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |
| Impact 3.11-3: Exposure to strong seismic shaking, liquefaction, or seiche inundation hazards The project site is located in a seismically-active area and contains soils that could be subject to liquefaction under | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement | NA | Alt A = NI Alts B, C, D, E = LTS |

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|--|---|-------------------------------------|---|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| saturated conditions. All transportation improvement components of Alternatives B, C, and D would be designed to meet California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT) seismic standards and state-specific, seismic design codes. The construction of the pedestrian bridge in Alternatives B, C, and D would require deep excavation and construction of footings in soils that could be subject to liquefaction. These structures would be subject to rigorous highway safety design standards, which would minimize the potential for seismic hazards. Implementation of Alternatives B, C, and D transportation improvements would result in the displacement of housing units that are now outside of the inundation area of a seismically induced seiche wave. Implementation of Alternatives B, C, and D mixed-use development, including replacement housing, would also not have the potential to increase the exposure of people and property to inundation by a seismically-induced seiche wave, because the mixed-use sites are outside the inundation area. Alternative E would be subject to the same design standards described for Alternatives B, C, and D and would not alter the level of exposure to seiche hazards. Alternative A would not create new structures that would be exposed to seismic hazards. | the potential risks due to seismic shaking, liquefaction, or seiche inundation hazards. | | for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | | |
| 3.12 Hazards, Hazardous Materials, and Risk of Upset | | | | | |
| Impact 3.12-1: Expose people or the environment to hazards because of the routine storage, use, and transport of hazardous materials or from accidental release or upset Construction activities related to each of the build alternatives could involve the routine storage, use, and transport of hazardous materials typical of road and residential | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the exposure of people or the environment to hazards such that no additional mitigation measures are | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |

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|---|--|------------------------------------|---|---|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| construction projects. Use of hazardous materials would occur in compliance with all local, state, and federal regulations. | needed or feasible to implement. | | | | |
| <p>Impact 3.12-2: Exposure to recognized environmental conditions</p> <p>The transportation improvements could affect properties that are included on a list of hazardous materials sites. The project site is located in an area with a moderate to high potential for naturally-occurring radon gas, exposure to which has the potential to cause lung cancer. In addition, ADL could be present on and near roadway shoulders. Although the project incorporates best management practices, avoidance measures, and regulatory compliance, through construction of the project, it would be possible that previously unidentified contaminants, such as radon gas or ADL, could be disturbed or encountered by residents and workers. Although the project incorporates best management practices, avoidance measures, and regulatory compliance to reduce the potential for adverse effects, there is a risk of exposure of residents to radon gas and workers to ADL or other unknown contaminants.</p> | Alt A = NI Mitigation Measures 3.12-2a, 3.12-2b, 3.12-2c, and 3.12-2d have been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible the potential for exposure to recognized environmental conditions. | Alt A = NI Alts B, C, D, E = PS | <p>Mitigation Measure 3.12-2a: Conduct surveys for asbestos-containing materials, aerially deposited lead, and lead-based paints and coatings</p> <p>This mitigation would apply to the transportation improvements and mixed-use development sites associated with Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.</p> <ol style="list-style-type: none"> 1. Demolition of buildings and roadways containing asbestos and lead-based materials shall require specialized procedures and equipment, and appropriately certified personnel, as detailed in the applicable regulations. Buildings and roadways intended for demolition that were constructed before 1980 shall be surveyed for asbestos, while those constructed before 1971 shall be surveyed for lead. Prior to construction, all existing road right-of-ways in the project site shall be surveyed for lead contamination because of ADL and use of paint and coatings containing lead. All sampling shall be conducted consistent with applicable Caltrans and NDMV requirements. 2. A demolition plan shall be prepared for any location with positive results for asbestos or lead. The plan will specify how to appropriately contain, remove, and dispose of the asbestos and lead-containing material while meeting all requirements and BMPs to protect human health and the environment. A lead compliance plan shall be prepared by a Certified Industrial Hygienist (consistent with the requirements of Caltrans' SSP 14-11.07). | Alt A = NA Alts B, C, D, E = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |

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|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | Prior to demolition, the project applicant shall submit the written plan to the El Dorado County Department of Environmental Management, Hazardous Waste Division, describing the methods to be used to, including, but not limited to, the following: (a) identify locations that could contain hazardous residues; (b) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (c) determine the waste classification of the debris; (d) package contaminated items and wastes; and (e) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the El Dorado County Department of Environmental Management, Hazardous Waste Division and all potentially hazardous components have been removed to the satisfaction of El Dorado County Environmental Health Department staff. The project applicant shall also provide written documentation to the County that lead-based paint and asbestos testing and abatement, as appropriate, have been completed in accordance with applicable state and local laws and regulations. Lead abatement shall include the removal of lead-contaminated soil (i.e., soil with lead concentrations greater than 400 parts per million). | | |
| | | | 3. Prior to ground disturbance of any soils adjacent to the Tahoe Tom's Gas Station facility, soil samples shall be collected from the proposed construction footprint at this location to evaluate potential impacts from a petroleum hydrocarbon release that was discovered in 1998. Based on the results of the sampling, and consistent with standard industry practice, remediation measures shall be developed and implemented to the satisfaction of the El Dorado County Department of | | |

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| | | | Environmental Management, Hazardous Waste Division. Mitigation Measure 3.12-2b: Prepare a construction hazardous materials management plan This mitigation would apply to the transportation improvements and mixed-use development sites associated with Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA. A construction hazardous materials management plan shall be developed to address potentially contaminated soil, contaminated groundwater, lead-based paint, and asbestos-containing materials that may be encountered during project construction activities. The construction hazardous materials management plan shall include provisions for agency notification, managing contaminated materials, sampling and analytical requirements, and disposal procedures. The plan shall include identification of construction site BMPs to minimize the potential for water quality impacts. The construction hazardous materials management plan shall cover, at a minimum, the following: <ul style="list-style-type: none"> ▲ petroleum hydrocarbon-contaminated soils and/or groundwater that may be encountered during project construction activities in areas where construction depths exceed 2 feet below ground surface (bgs) in the vicinity of the RECs described above; ▲ soils identified by the ADL surveys as being contaminated by lead within survey area ROWs; ▲ materials identified by the lead-based paint and asbestos-containing materials surveys as contaminated by lead-based paint and asbestos- | | |

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| | | | containing materials within bridge, pipe, and building materials; ▲ guidance for relocation, removal, or repair of hazardous materials storage facilities (USTs or ASTs) that are affected by project construction; and ▲ information on assessment and potential handling of contaminated soils found during relocation. The plan shall include procedures to stop work if evidence of potential hazardous materials or contamination of soils or groundwater is encountered during construction, including the applicable requirements of the Comprehensive Environmental Response, Compensation, and Liability Act and CCR Title 22 regarding the disposal of wastes. Mitigation Measure 3.12-2c: Conduct radon investigation and implement radon-resistant construction techniques This mitigation would apply to mixed-use development sites associated with Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA. Prior to the occupancy of housing units associated with the three future mixed-use development sites, the applicant or construction manager shall retain a licensed radon contractor to determine if radon is detected beyond the 4 pCi/L threshold. If the amount of radon exceeds the established threshold, the applicant shall retain a licensed radon contractor to reduce the radon in the affected residences to below the established threshold. Methods include, but are not limited to, the soil suction radon reduction system, which entails the installation of a vent pipe system and fan that pull radon from beneath the house and vent it to the outside. The radon contractor shall develop clear instructions for proper maintenance of the radon monitoring systems that would be installed in | | |

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| | | | each residence, as well as the radon monitoring and reduction system, if required. The property disclosure statements shall indicate that the site is within an area with a moderate potential for indoor radon levels. Mitigation Measure 3.12-2d: Conduct screening for VECs and, if necessary, conduct sampling and develop and implement remediation measures This mitigation would apply to the mixed-use development sites associated with Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA. Prior to ground disturbance on any parcel intended for human occupancy, the applicant or construction manager shall retain an Environmental Professional as defined in 40 CFR Section 312.10 to perform a screening-level VEC evaluation based on the type of facility, information regarding the type of contaminant and groundwater flow, and the distance from the contaminant to the property to determine whether further study and sampling is warranted. If recommended by the screening, sampling shall be designed and conducted in coordination with DTSC and the CUPA, as appropriate. Based on the results of the sampling, and consistent with standard industry practice, remediation measures shall be developed and implemented to the satisfaction of the appropriate approval agency before building occupancy. | | |
| Impact 3.12-3: Exposure of people or structures to a significant risk of loss, injury, or death involving wildfires Implementation of all of the build alternatives would result in construction activities associated with the proposed transportation improvements and mixed-use development, including replacement housing. There would be a temporary, elevated risk of accidental ignition of a wildland fire, because of increased construction activity in a forested area that has a | Alts A, E = NI The design features of Alternatives B, C, and D would avoid or minimize the potential to increase exposure of people or structures to wildland fire. | Alts A, E = NI Alts B, C, D = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, E = NI Alts B, C, D = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
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| moderate to very high fire hazard; however, standard construction practices include provisions to avoid ignitions, so the probability of starting a wildland fire would be very low. Implementation of Alternatives B, C, and D also includes three mixed-use development sites, which could provide replacement housing as well as other commercial uses (e.g., retail, restaurant). The mixed-use development could be exposed to potential risk of wildfire because of the siting of mixed-use development within an area containing very high risk of wildfire. | | | | | |
| 3.13 Air Quality | | | | | |
| Impact 3.13-1: Short-term, construction-generated emissions of criteria air pollutants and precursors Construction of Alternatives B, C, D, and E would not exceed EDCAQMD's ROG threshold. Construction of Alternatives B, C, and D would exceed EDCAQMD's NO _x threshold, and therefore CO emissions could be significant. Construction of Alternative E would not exceed EDCAQMD's NO _x or CO threshold. All build alternatives (Alternatives B through E) could result in excessive fugitive dust emissions. In addition to construction associated with the roadway improvements, construction emissions related to the potential future mixed-use development sites for Alternatives B, C, and D could occur sometime in the future. Construction associated with redeveloping the mixed-use development sites alone with Alternatives B, C, and D would not exceed EDCAQMD's thresholds for NO _x , ROG, or CO, but could result in excessive fugitive dust emissions. | Alt A = NI Mitigation Measures 3.13-1a and 3.13-1b have been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible short-term construction-generated emissions of criteria air pollutants and precursors. | Alt A = NI Alts B, C, D, E = S | Mitigation Measure 3.13-1a: Reduce short-term construction-related NO_x emissions This mitigation would apply to Alternatives B, C, and D for purposes of NEPA, CEQA, and TRPA. For all construction activities, the project proponent shall ensure that construction contractors comply with the following on-site construction measures to reduce emissions of NO _x : ▲ The prime construction contractor shall submit to EDCAQMD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that would be used for 40 or more hours, in aggregate, during a construction season. If any new equipment is added after submission of the inventory, the prime contractor shall contact EDCAQMD before the new equipment is used. At least three business days before the use of subject heavy-duty off-road equipment, the project representative shall provide EDCAQMD with the anticipated construction timeline including start date, name, and phone | Alt A = NA Alts B, C, D, E = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |

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| | | | number of the property owner, project manager, and onsite foreman. ▲ Before approval of Grading Permits, the construction contractor shall submit for EDCAQMD approval, a written calculation demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent reduction in NOx emissions as compared to ARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The calculation shall be provided using EDCAQMD's Construction Mitigation Calculator. Mitigation Measure 3.13-1b: Reduce short-term construction-related fugitive dust (PM10 and PM 2.5) This mitigation would apply to Alternatives B, C, D, and E. To reduce fugitive dust emissions during all construction activities involving earth-moving activities, the prime construction contractor shall implement all available fugitive dust control measures as indicated in Table C.4 and C.5 (Table 3.13-8) in Appendix C-1 of the El Dorado County Air Pollution Control District CEQA Guide (2002) and included below (<i>See Attachment 1 to Table S-1</i>). | | |
| Impact 3.13-2: Consistency with air quality plans and regional transportation conformity The US Department of Transportation (DOT) made a CAA conformity determination for the TMPO's 2012 RTP/SCS (i.e., Mobility 2035) on January 28, 2013 (DOT 2013). The 2015 | Alt A = NI Alternatives B, C, D, and E would avoid an adverse effect on air quality and are consistent with air quality | Alt A = NI Alts B, C, D, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, E = LTS |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
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| Federal Transportation Improvement Program is consistent with the transportation system and financial plan described in the most recent amendment to the Mobility 2035 and was adopted by TRPA and TMPO on December 12, 2012 (TRPA and TMPO 2012). The 2015 FTIP met all air quality conformity requirements when approved. The design concept and scope of Alternatives B, C, and D are consistent with the project description in the applicable RTP/SCS and FTIP. Although Alternative E would not be consistent with the design concept and scope described in the RTP/SCS, this alternative would not increase regional VMT. Therefore, implementation of Alternatives B, C, D, and E would be consistent with the assumptions in the regional emissions analysis in the RTP and would conform to the SIP and meet Federal Conformity Requirements. There would be no regional increase in mobile-source emissions and the region would continue to conform to applicable air quality plans. | plans and regional transportation conformity such that no additional mitigation measures are needed or feasible to implement. | | | | |
| Impact 3.13-3: Project-level transportation conformity with respect to localized, long-term mobile-source carbon monoxide emissions Though implementation of all of the build alternatives (Alternatives B through E) and the future potential mixed-use developments associated with Alternatives B, C, and D would result in changes to the roadway network and traffic patterns in the study area, implementation of any of the alternatives with or without the mixed-use developments would not result in increases in traffic such that quantitative screening criteria for local CO emissions would be triggered during project operations. Implementation of any of the alternatives, including Alternative A, and associated mixed-use developments would not result in increased concentrations of CO that would expose sensitive receptors to unhealthy levels. | The design features of Alternatives A, B, C, D, and E would avoid or minimize localized, long-term mobile-source carbon monoxide such that project-level conformity is met and no additional mitigation measures are needed or feasible to implement. | Alts A, B, C, D, E, = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, B, C, D, E, = LTS |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
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| Impact 3.13-4: Exposure of sensitive receptors to Mobile Source Air Toxics/Toxic Air Contaminants Construction-related activities would result in short-term project-generated emissions of diesel PM under all build alternatives. However, construction would be relatively short in duration (i.e., up to 3 years), would not occur in the same location for extended periods of time, and with incorporated mitigation exhaust emissions would not be significant. As such, construction activities associated with Alternatives B, C, D, and E, with or without the mixed-use development sites, would not expose sensitive receptors to excessive levels of MSATs/TACs. 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 MSAT. Guidance provided by ARB indicates that elevated health risks from operational exposure to diesel exhaust is associated primarily with high volume roadways of 100,000 ADT or more. Implementation of Alternatives B, C, D, and E would result in less than 40,000 ADT during the summer peak season for all affected roadway segments. Therefore, implementation of Alternatives B, C, D, and E is not anticipated to result in a significant health risk impact to sensitive receptors in the study area. Implementation of Alternative A would not result in any new sensitive receptors placed in close proximity to existing sources of MSAT/TAC emissions and no sources of MSAT/TAC emissions would be placed in close proximity to sensitive land uses. | The design features of Alternatives A, B, C, D, and E would avoid or minimize the exposure of sensitive receptors to air toxics such that no additional mitigation measures are needed or feasible to implement. | Alts A, B, C, D, E, = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts A, B, C, D, E, = LTS |
| 3.14 Greenhouse Gas Emissions and Climate Change | | | | | |
| Impact 3.14-1: GHG emissions and consistency with the Regional Transportation Plan Implementation of Alternatives B, C, and D would result in realignment of US 50 and community revitalization that would be consistent with implementation of the RTP/SCS, which aims | The design features of Alternatives A, B, C, D, and E would avoid or minimize GHG emissions such that no additional mitigation | Alts B, C, D = B Alts A, E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alts B, C, D = B Alts A, E = LTS |

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| to achieve regional VMT (and associated GHG emissions) reduction targets. Therefore, Alternatives B, C, and D would help implement the RTP's impact on regional VMT and related GHG emissions. There would be nominal construction-related GHG emissions of less than 1,100 MTCO ₂ e/year for all the build alternatives. Implementation of Alternative A would not support the revitalization of the tourist core; it would retain the existing roadway system as is and existing traffic conditions, including existing levels of congestion and traffic flow but would not result in an increase in GHG emissions relative to existing conditions. For Alternative E, the existing roadway alignment would remain the same with separation of pedestrians on an elevated structure. It would not support revitalization in the tourist core as effectively as the realignment alternatives and the through-traffic trip length on US 50 would be unchanged as would VMT and related GHG emissions. | measures are needed or feasible to implement. | | | | |
| Impact 3.14-2: Vulnerability to climate change risks Climate change is expected to result in a variety of effects in the study area including increased frequency and intensity of wildfires; changes to timing and intensity of precipitation resulting in increased risk from landslides associated with ground saturation, increased stormwater runoff, and increased intensity of storm events that result in increased snow loading and high winds. However, there are numerous programs and policies in place, as well as design measures that would protect against these climate change risks. | Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize vulnerability to climate change risks such that no additional mitigation measures are needed or feasible to implement. | Alt A = NI Alts B, C, D, Alt E = LTS | No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA. | NA | Alt A = NI Alts B, C, D, Alt E = LTS |
| 3.15 Noise and Vibration | | | | | |
| Impact 3.15-1: Short-term construction noise levels Alternative A would not include any noise-generating construction or demolition activity. Construction and demolition activity that would occur with the Alternatives B, C, and D transportation improvements and replacement housing at the | Alt A = NI The design features of Alternatives B, C, and D would avoid or minimize the impacts related to | Alt A = NI Alt B, C, D = LTS Alt E = S | Mitigation Measure 3.15-1: Implement measures to reduce exposure of sensitive receptors to noise generated by nighttime construction activity | Alts A, B, C, D = NA Alt E = Mitigation Measure 3.15-1 has been incorporated into Alternative E, but there | Alt A = NI Alt B, C, D = LTS Alt E = SU |

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| <p>mixed-use development sites would take place during the less noise-sensitive time of day and comply with the requirements of TRPA's Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration. Alternative E would include construction activity during noise-sensitive evening nighttime hours that could result in exceedances of applicable TRPA land use-based noise thresholds at noise sensitive receptors, as well as exceedances of interior noise standards at nearby hotels and residences.</p> | <p>short-term construction noise such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.15-1 has been incorporated into Alternative E to further reduce to the extent feasible adverse construction-related noise.</p> | | <p>The following noise abatement measures would apply for Alternative E only for the purposes of NEPA, CEQA, and TRPA.</p> <p>The project proponent shall implement the following measures to reduce the level of construction noise exposure during the evening and nighttime hours between 6:30 p.m. and 8:00 a.m. The measures are in addition to the measures already required by TRPA's Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration (TRPA [no date]:a:6; TRPA [no date]:b:4 to 5).</p> <ul style="list-style-type: none"> ▲ No noise-generating construction activity shall be performed at night unless necessary to minimize traffic conflicts. ▲ Designate a disturbance coordinator and post that person's telephone number conspicuously around all construction sites and provide to nearby residences. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem. ▲ Provide advanced notice to owners of all residential land uses, tourist accommodations, and commercial land uses located within 1,110 feet where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. | <p>are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to short-term construction noise.</p> | |

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| | | | <ul style="list-style-type: none"> ▲ Place temporary noise barriers or noise curtains as close to the noise source or receptor as possible such that it will break the line of sight between the source and receptor. ▲ Coordinating with owners of all tourist accommodation units within this distance to limit nighttime construction activity during those times of year and days of the week when tourist occupancy is the lowest, to the extent feasible. ▲ At equipment staging areas used to support nighttime construction activity, locate all equipment as far as possible from nearby noise-sensitive receptors. Temporary noise barriers shall be placed at these equipment staging areas to shield nearby noise-sensitive receptors from excessive noise generated at staging areas. ▲ Prohibit backup alarms on all trucks and equipment used during nighttime activity and provide an alternate warning system, such as a flagman or radar-based alarm, which is compliant with state regulations. Alternatively, use back up alarms that are programmed to generate noise levels no more than 10 dB louder than background noise levels. ▲ Arrival of trucks hauling construction materials and equipment to staging areas and construction sites shall occur only between the hours of between 8:00 a.m. and 6:30 p.m. Departure of trucks hauling away debris from staging areas and construction sites shall also occur only between the hours of between 8:00 a.m. and 6:30 p.m. This requirement shall be provided to all haulers at the time of the initial hauling request. ▲ Offer hotel accommodations to residents who would temporarily be exposed to interior noise levels that | | |

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| | | | exceed the interior noise standard of 45 CNEL. Alternative overnight accommodations should be in a location that is not impacted by construction noise. | | |
| Impact 3.15-2: Ground vibration during construction Alternative A would not include any construction or demolition activity that generates ground vibration. Pile driving activity performed during construction of the pedestrian bridge associated with the Alternative B, C, and D transportation improvements along with construction of the mixed-use development sites could expose nearby buildings to ground vibration levels that exceed FTA's vibration 80-VdB standard for human response at residential land uses. Pile driving activity performed during construction of the Skywalk under Alternative E could expose nearby buildings and structures to ground vibration levels that exceed FTA's vibration standard of 0.20 in/sec PPV for structural damage and FTA's vibration standard of 80 VdB for human response at residential land uses. | Alt A = NI Mitigation Measure 3.15-2a has been incorporated into Alternatives B, C, and D, and Mitigation Measure 3.15-2b has been incorporated into Alternative E to further reduce to the extent feasible adverse construction-related ground vibration. | Alt A = NI Alts B, C, D, E = S | Mitigation Measure 3.15-2a: Implement measures to reduce levels of ground vibration to limit the level of human annoyance The following noise abatement measures would apply to the Alternative B, C, and D transportation improvements for the purposes of NEPA, CEQA, and TRPA. The project proponent shall require the following measures be implemented for all pile driving activity, if required, related to construction of the pedestrian bridge: <ul style="list-style-type: none"> ▲ All necessary piles shall be driven with sonic pile drivers instead of impact pile drivers; ▲ To further reduce pile-driving ground vibration impacts, holes shall be predrilled to the maximum feasible depth. This would reduce the number of blows and/or the amount of time required to seat the pile, and would concentrate the pile-driving activity closer to the ground where noise can be attenuated more effectively; ▲ Pile driving, earth moving, and ground-disturbance activities shall be phased so as not to occur simultaneously in areas close to off-site sensitive receptors. The total vibration level produced could be substantially less when each vibration source is operated separately; and ▲ Designate a disturbance coordinator and post that person's telephone number conspicuously around the locations where pile driving would be performed. The disturbance coordinator shall receive all public complaints and be responsible for | Alt A = NI Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. Alt E = Mitigation Measure 3.15-2b has been incorporated into Alternative E, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to ground vibration during construction. | Alt A = NI Alts B, C, D, E = SU |

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| | | | determining the cause of the complaint and implementing any feasible measures to alleviate the problem. The contact information of the disturbance coordinator shall also be provided to the owners of all properties for which a pre-inspection survey is performed. Mitigation Measure 3.15-2b: Implement measures to reduce exposure of buildings and other structures to levels of ground vibration that could result in structural damage and to limit the level of human annoyance The following noise abatement measures would apply for Alternative E only for the purposes of NEPA, CEQA, and TRPA. The project proponent shall hire a qualified Nevada- and California-registered geotechnical engineer to perform site-specific study of the geotechnical conditions at the proposed skywalk site. The study shall determine the propagation rate of ground vibration in the area, taking into account local soil conditions, the age of the nearby buildings, and other factors. The study shall determine whether nearby structures and buildings could experience structural damage from pile driving activity at the skywalk site. The study shall also determine whether nearby residential dwellings, tourist accommodation units, and/or commercial land uses would experience levels of ground vibration that exceed FTA's vibration standard of 80 VdB for human response. The study shall also include a geotechnical inspection of all buildings and structures located within 100 feet of locations where impact pile driving would occur or within 60 feet where sonic pile driving would occur. The inspection shall document pre-existing conditions, including any pre-existing structural damage. The pre- | | |

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| | | | inspection survey of the buildings shall be completed with the use of photographs, videotape, or visual inventory, and shall include inside and outside locations. All existing cracks in walls, floors, driveways shall be documented with sufficient detail for comparison during and upon completion of pile driving activities to determine whether new actual vibration damage has occurred. The results of both surveys shall be provided to the project proponent for review and acceptance of conclusions. Should damage occur during construction, construction operations shall be halted until the problem activity can be identified. Once identified, the problem activity shall be modified to eliminate the problem and protect the adjacent buildings. Any damage to nearby buildings shall be repaired back to the pre-existing condition at the expense of the project proponent. The study shall also identify site-specific measures to lessen the potential for structural damage and to reduce the potential for human response from ground vibration associated with construction of the skywalk and the project proponent shall require construction contractor(s) to implement the measures identified in the study. Such measures shall include, but are not limited to, the following: ▲ All necessary piles shall be driven with sonic pile drivers instead of impact pile drivers, unless sonic pile driving is determined to be infeasible by a qualified geotechnical engineer; ▲ To the extent feasible, project structures shall be designed so that impact-driven piles are placed a sufficient distance from nearby buildings and structures to minimize the potential to cause structural damage (e.g., 100 feet, assuming normal propagation conditions), and sonic-driven piles are | | |

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| | | | placed at least 60 feet from nearby buildings and structures to minimize the potential to cause structural damage (e.g., 60 feet, assuming normal propagation conditions); <ul style="list-style-type: none"> ▲ To the extent feasible, project structures shall be designed so that impact-driven piles are placed a sufficient distance from residences and tourist accommodation units to minimize human response (e.g., 300 feet, assuming normal propagation conditions), and sonic-driven piles are placed a sufficient distance from nearby buildings and structures to minimize human response (e.g., 175 feet, assuming normal propagation conditions); ▲ To further reduce pile-driving ground vibration impacts, holes shall be predrilled to the maximum feasible depth. This would reduce the number of blows and/or the amount of time required to seat the pile, and would concentrate the pile-driving activity closer to the ground where noise can be attenuated more effectively; ▲ Pile driving, earth moving, and ground-disturbance activities shall be phased so as not to occur simultaneously in areas close to off-site sensitive receptors. The total vibration level produced could be substantially less when each vibration source is operated separately; ▲ Designate a disturbance coordinator and post that person's telephone number conspicuously around the skywalk construction site and provide to nearby residences. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem. The contact information of the disturbance | | |

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|---|--|-----------------------------------|---|---|---|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | | | coordinator shall also be provided to the owners of all properties for which a pre-inspection survey is performed; and ▲ Provide advanced notice to owners of all residential land uses, tourist accommodations, and commercial land uses located within 300 feet of where impact pile driving would take place or within 175 feet of where sonic pile driving would take place. This noticing shall inform the recipients of when and where pile driving would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. | | |
| Impact 3.15-3: Traffic noise exposure at existing receptors Alternative A would not result in changes to traffic noise levels along US 50 or local roadways. With Alternatives B, C, and D the 65 CNEL contours along the realigned segments of US 50 would not extend more than 300 feet from the roadway edge for any of the alternatives. Therefore, the Environmental Threshold Carrying Capacity established by TRPA for the transportation corridor would not be exceeded with Alternatives B, C, and D. With Alternatives B, C, and D one or more noise-sensitive receptors would be exposed to noise levels greater than the applicable FHWA noise abatement criteria by the design year (i.e., 2040). With Alternatives B, C, and D multiple existing noise-sensitive receptors in California would experience increases in traffic noise that are considered substantial by 23 CFR 772 criteria (i.e., increase of 12 dB or more). With Alternatives B, C, D, and E one or more existing noise-sensitive receptors located outside of a TRPA transportation | Alt A = NI Mitigation Measures 3.15-3a, 3.15-3b, and 3.15-3c have been incorporated into Alternatives B, C, and D, and Mitigation Measure 3.15-3d has been incorporated into Alternative E, to further reduce to the extent feasible the environmental consequences related to the exposure of sensitive receptors to increased traffic noise levels. | Alt A = NI Alts B, C, D, E = S | Mitigation Measure 3.15-3a: Implement traffic noise reduction measures to reduce traffic noise exposure at affected receptors The following noise abatement measures would apply to the Alternative B transportation improvements and mixed-use redevelopment sites for the purposes of NEPA, CEQA, and TRPA. Performance Requirements Traffic noise reduction measures shall be implemented to achieve the following: 1. Ensure that Receptors 80, 88, 89, 90, and 91 are not exposed to an average daily traffic noise level that exceeds the land use-based 55 CNEL threshold established in TRPA's Pioneer/Ski Run Plan Area Statement 092 (TRPA 2002c:3) and that Receptor 136 is not exposed to an average daily traffic noise level that exceeds the land use-based 65 CNEL threshold established in TRPA's Tourist Core Area Plan (City of South Lake Tahoe and TRPA 2013:5-3 to 5-4) | Alt A = NI Alt E = No additional mitigation measures would be needed or are feasible to implement. Alts B, C, D = Mitigation Measures 3.15-3a, 3.15-3b, and 3.15-3c have been incorporated into Alternatives B, C, and D, respectively, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to traffic noise. | Alt A = NI Alts B, C, D = SU Alt E= LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| <p>Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable</p> | | | | | |
| <p>corridor would be exposed to noise levels that exceed TRPA's applicable land use-based CNEL threshold.</p> <p>With Alternatives B, C, D, and E multiple noise-sensitive receptors would be exposed to traffic noise levels that exceed the applicable traffic noise standard established by the City of South Lake Tahoe.</p> <p>With Alternatives B, C, and D multiple noise-sensitive receptors would experience a CNEL increase equal to or greater than 3 dB, which is a TRPA significance criterion and a CEQA significance criterion for receptors located in California.</p> <p>With Alternatives B, C, D, and E one or more existing hotels would be exposed to interior noise levels that exceed the interior noise standard of 45 CNEL.</p> <p>These exceedances would occur under existing-plus-project conditions (2020) and/or under cumulative-plus-project conditions (2040) with a considerable contribution of the exceedance directly resulting from the implementation of the selected alternative. The intensity of these impacts would not be substantially different with development of the replacement housing at the mixed-use redevelopment sites with Alternatives B, C, and D.</p> | | | <p>under cumulative conditions. These land use-based CNEL thresholds apply at all portions of these receptor parcels that are more than 300 feet from the edge of US 50. This performance requirement shall take priority over Performance Requirements 3 and 4;</p> <ol style="list-style-type: none"> 2. TTD shall offer to retrofit the South Shore Inn (Receptor 55) sufficiently to ensure that its ambient interior noise levels do not exceed 45 CNEL with windows and doors closed. However, the owners of the motel may choose to refuse this offer; 3. To the extent feasible, reduce traffic noise levels at those receptors identified in Table 3.15-11 that would experience traffic noise levels that exceed or approach the applicable NAC and/or experience a traffic noise level increase greater than Caltrans's incremental increase criterion of 12 dB. For NEPA purposes, the feasibility of achieving this performance requirement can be based on the Noise Abatement Decision Report prepared for the project (Caltrans2016), which was prepared pursuant to guidance in Caltrans's Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Caltrans 2011) and 23 CFR 772; and 4. To the extent feasible, reduce traffic noise levels at those receptors identified in Table 3.15-11 that would experience a traffic noise level that exceeds the applicable local noise standard (established by the City of South Lake Tahoe), and/or would experience a traffic noise level increase of 3 dB or greater. <p>Noise Reduction Features Noise-reduction features may include, but are not limited to, any combination of the following:</p> | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | <ul style="list-style-type: none"> ▲ Paving the nearby segment of roadway with rubberized hot-mix asphalt (RHMA) or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The RHMA overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. RHMA has been found to achieve this level of noise reduction in other parts of California (Sacramento County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. ▲ Installation of outdoor sound barriers between affected receptors and the roadway segments that are the predominant noise source at the receptors. The sound barriers must be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier will be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable TRPA CNEL standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. Scenic quality factors will be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. Mitigation Measure 3.7-3 also proposes the use of a sound barrier to attenuate impacts from | | |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | <p>headlights shining onto residential properties and describes details to ensure the barriers would not cause negative visual impacts (see Section 3.7, Visual Resources/Aesthetics). All barriers will be designed to blend into the restored landscape along the highway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. The location and design of sound barriers shall adhere to any space requirements for snow removal on the adjacent roadway. If desired a sound barrier can be divided into two overlapping segments with a gap in the overlapped portion to provide pedestrian access from one side to the other.</p> <p>The specific location, length, height, and design of noise barriers for Alternative B must be defined during engineering design development. It is not feasible to provide engineering details of noise barriers prior to the initiation of preliminary engineering for the transportation improvements. For conceptual planning purposes, however, based on the environmental planning-level noise analysis in this document, the approximate location and height of noise barriers for Alternative B are as follows:</p> <ul style="list-style-type: none"> ▀ Barriers would need to be built on both the north and south sides of the realigned US 50 alignment to protect affected residences behind them. The approximate length is estimated to be in the range of 1,000 to 1,200 feet on each side of the highway. The height needed for an | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | | | approximately 5 dB attenuation would be between 6 to 8 feet above the road surface. Noise barriers would be entirely within the public right-of-way. <ul style="list-style-type: none"> ➤ The conceptual extent of the south barrier would be from the intersection of realigned US 50 and Pioneer Trail (near the existing 90-degree bend in Primrose Road close to Pioneer Trail) east to the curve of the highway onto the Montreal Road alignment (near the existing intersection of Echo Road and Montreal Road). ➤ The conceptual extent of the north barrier would be from the intersection of realigned US 50 and Pioneer Trail (near the existing intersection of Moss Road and Pioneer Trail) east to beyond Fern Road (near the existing corner of the back parking area of Heavenly Village Center). ▲ Reduced vehicle speeds through posted speed limits, advisory signs, and/or design features that serve as traffic calming elements (e.g., median barrier, center islands, and raised crosswalks). The design of any special traffic-calming features shall not prevent the ability to provide adequate snow removal of any surfaces used for driving, walking, or biking. ▲ Offer to the property owners of residences, motels/hotels, or other tourist accommodation units where the interior noise levels would exceed 45 CNEL, increased noise insulation of exterior walls to improve the Sound Transmission Class (STC) of those walls, including but not limited to added insulation, upgrades to drywall, acoustical sound absorption panels, new windows, and new exterior siding. For residences or tourist | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | accommodation units that do not currently have air conditioning, install an air conditioning system if necessary to ensure that residents can close all windows and doors during nighttime hours and maintain adequate interior comfort. ▲ Acquire properties where the noise level would exceed TRPA thresholds, applicable Caltrans noise abatement criteria, and/or applicable local noise standards; or where traffic noise levels would increase by 3 dB CNEL or greater. Acquisition of additional properties shall only occur if other feasible noise reduction measures are not available to achieve the applicable standards or minimize traffic noise increases to less than 3 dB CNEL. Selection and Design Process The selection and design of specific traffic noise reduction measures shall be supported by a site-specific noise abatement assessment conducted by a qualified acoustical engineer or consultant selected by the project proponent. This study shall be fully funded by the project proponent and approved by the project proponent, TRPA, and Caltrans prior to project construction. If necessary to support the effectiveness of selected noise reduction measures, the site-specific noise abatement assessment may involve additional sound level measurements and/or the use of detailed site-specific modeling with software such as FHWA’s Traffic Noise Model (FHWA 2006), SoundPLAN (SoundPLAN 2015) or CadnaA (DataKustik 2015). For those receptors predicted to experience an exceedance of NEPA significance criteria for traffic noise, as identified in Table 3.15-11, the feasibility of constructing a sound barrier, for NEPA purposes, shall be based on the results of the Noise Abatement Decision | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | <p>Report (Caltrans 2016), which was prepared pursuant to guidance in Caltrans’s Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Caltrans 2011) and 23 CFR 772.</p> <p>TTD shall prepare a study supplemental to the Noise Abatement Decision Report to identify all necessary measures to ensure attainment of all applicable TRPA land use-based CNEL thresholds. The supplemental study shall also identify all feasible measures to reduce traffic noise increases to less than 3 dB and/or reduce traffic noise levels to less than the applicable local noise standards, with specific attention to the application of the City’s noise standard at the outdoor activity areas of residential and tourist accommodation land uses. In addition, the supplemental study shall identify, and TTD shall select, the set of feasible noise reduction measures that would benefit the most receptors and prioritize the attainment of applicable NAC ahead of the applicable local noise standard.</p> <p>Mitigation Measure 3.15-3b: Implement traffic noise reduction measures to reduce traffic noise exposure at affected receptors</p> <p>The following noise abatement measures would apply to the Alternative C transportation improvements and mixed-use development sites for the purposes of NEPA, CEQA, and TRPA.</p> <p>Performance Requirements</p> <p>Traffic noise reduction measures shall be implemented to achieve the following:</p> <ol style="list-style-type: none"> 1. Ensure that Receptor 136 is not exposed to an average daily traffic noise level that exceeds the land use-based 65 CNEL threshold established in TRPA’s Tourist Core Area Plan (City of South Lake Tahoe and | | |

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| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | TRPA 2013:5-3 to 5-4) under cumulative conditions. This performance requirement shall take priority over Performance Requirements 2, 3 and 4; 2. TTD shall offer to retrofit the South Shore Inn (Receptor 55) sufficiently to ensure that its ambient interior noise level does not exceed 45 CNEL with windows and doors closed. However, the owner of the motel may choose to refuse this offer; 3. To the extent feasible, reduce traffic noise levels at those receptors identified in Table 3.15-12 that would experience a traffic noise level that exceeds or approaches the applicable NAC and/or experience a traffic noise level increase greater than Caltrans’s incremental increase criterion of 12 dB. For NEPA purposes, the feasibility of achieving this performance requirement can be based on the Noise Abatement Decision Report prepared for the project (Caltrans 2016), which was prepared pursuant to guidance in Caltrans’s Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Caltrans 2011) and 23 CFR 772; and 4. To the extent feasible reduce traffic noise levels at those receptors identified in Table 3.15-12 that would experience a traffic noise level that exceeds the applicable local noise standard (established by the City of South Lake Tahoe), and/or would experience a traffic noise level increase of 3 dB or greater. Noise Reduction Features Noise reduction features may include, but are not limited to, the same features identified for Alternative B in Mitigation Measure 3.15-3a. The specific location, length, height, and design of noise barriers for Alternative C must be defined during | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | engineering design development and, as described for Alternative B, adhere to Mitigation Measure 3.7-3 to avoid negative visual impacts (see Section 3.7, Visual Resources/Aesthetics). It is not feasible to provide engineering details of noise barriers prior to the initiation of preliminary engineering for the transportation improvements. For conceptual planning purposes, however, based on the environmental planning-level noise analysis in this document, the approximate location and height of noise barriers for Alternative C are as follows (similar to Alternative B): <ul style="list-style-type: none"> ▲ Barriers would need to be built on both the north and south sides of the realigned US 50 alignment to protect affected residences behind them. The approximate length is estimated to be in the range of 1,000 to 1,200 feet on each side of the highway. The height needed for an approximately 5 dB attenuation would be between 6 to 8 feet above the road surface. Noise barriers would be entirely within the public right-of-way. ▲ The conceptual extent of the south barrier would be from the intersection of realigned US 50 and Pioneer Trail (near the existing 90-degree bend in Primrose Road close to Pioneer Trail) east to the curve of the highway onto the Montreal Road alignment (near the existing intersection of Echo Road and Montreal Road). ▲ The conceptual extent of the north barrier would be from the intersection of realigned US 50 and Pioneer Trail (near the existing intersection of Moss Road and Pioneer Trail) east to beyond Fern Road (near the existing corner of the back parking area of Heavenly Village Center). | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | | | <p>Selection and Design Process</p> <p>The selection and design of specific traffic noise reduction measures to reduce traffic noise impacts under Alternative C shall adhere to the same requirements identified for Alternative B in Mitigation Measure 3.15-5a.</p> <p>Mitigation Measure 3.15-3c: Implement traffic noise reduction measures to reduce traffic noise exposure at affected receptors</p> <p>The following noise abatement measures would apply to the Alternative D transportation improvements and mixed-use development sites for the purposes of NEPA, CEQA, and TRPA.</p> <p>Performance Requirements</p> <p>Traffic noise reduction measures shall be implemented to achieve the following:</p> <ol style="list-style-type: none"> 1. Ensure that Receptors 30, 97, and 98 are not exposed to an average daily traffic noise level that exceeds the land use-based 55 CNEL threshold established in TRPA's Pioneer/Ski Run Plan Area Statement 092 (TRPA 2002c:3) and that Receptor 136 is not exposed to an average daily traffic noise level that exceeds the land use-based 65 CNEL threshold established in TRPA's Tourist Core Area Plan (City of South Lake Tahoe and TRPA 2013:5-3 to 5-4). These land use-based CNEL thresholds apply to all portions of these receptor parcels that are more than 300 feet from the edge of US 50. Also ensure that Receptor 29 is not exposed to more than its existing noise level of 65 CNEL under cumulative-plus-Alternative D conditions, which currently exceeds the TRPA land use-based noise threshold of 55 CNEL established in PAS 092 Pioneer/Ski Run (TRPA 2002c:3) and is expected to be exposed to 65 CNEL | | |

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|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | under cumulative-no-project conditions. This performance requirement shall take priority over Performance Requirements 2, 3, and 4; 2. TTD shall offer to retrofit the Trailhead Motel (Receptor 20) with sufficient noise insulation to ensure that its ambient interior noise levels do not exceed 45 CNEL with windows and doors closed. However, the owners of the motel may choose to refuse this offer; 3. To the extent feasible reduce traffic noise levels at Receptors 42, 68, 71, 83, and 84 so they would not experience a traffic noise level that exceeds or approaches the applicable NAC and/or experience a traffic noise level increase greater than Caltrans’s incremental increase criterion of 12 dB. For NEPA purposes, the feasibility of achieving this performance requirement can be based on the Noise Abatement Decision Report prepared for the project (Caltrans 2016), which was prepared pursuant to guidance in Caltrans’s Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Caltrans 2011) and 23 CFR 772 and is included in Appendix E to the RTP/SCS EIR/EIS; and 4. To the extent feasible reduce traffic noise levels at those receptors identified in Table 3.15-13 that would experience a traffic noise level that exceeds the applicable local noise standard established by the City of South Lake Tahoe, and/or would experience a traffic noise level increase greater than 3 dB. Noise Reduction Features Noise reduction features may include, but are not limited to, the same features identified for Alternative B in Mitigation Measure 3.15-3a. | | |

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|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | Noise analysis indicates the need for a barrier on the south side of the relocated highway for Alternative D. The specific location, length, height, and design of noise barrier for Alternative D must be defined during engineering design development and, as described for Alternative B, adhere to Mitigation Measure 3.7-3 to avoid negative visual impacts (see Section 3.7, Visual Resources/Aesthetics). It is not feasible to provide engineering details of a noise barrier prior to the initiation of preliminary engineering for the transportation improvements. For conceptual planning purposes, however, based on the environmental planning-level noise analysis in this document, the approximate location and height of the noise barrier for Alternative D are as follows: <ul style="list-style-type: none"> ▲ A barrier would need to be built on the south side of the realigned US 50 alignment to protect affected residences behind it. The approximate length is estimated to be in the range of 800 to 1,000 feet. The height needed for an approximately 5 dB attenuation would be between 6 to 8 feet above the road surface. The noise barrier would be entirely within the public right-of-way. The conceptual extent of the south barrier would be from the intersection of realigned US 50 and Pioneer Trail (near the existing intersection of Echo Road and Pioneer Trail) east to the curve of the highway onto the Montreal Road alignment (near the existing corner of the Heavenly Village Center parking lot). ▲ If the existing residential land uses along Fern Road (represented by Receptors 96, 97, and 98) are not replaced with mixed-use redevelopment prior to completion of the realigned US 50 alignment, then a barrier would also need to be built on the north side of the realigned US 50 alignment to protect | | |

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|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | these affected residences. The approximate length of the barrier on the north side of the realigned US 50 alignment is estimated to be approximately 600 to 800 feet. Selection and Design Process The selection and design of specific traffic noise reduction measures to reduce traffic noise impacts under Alternative D shall adhere to the same requirements identified for Alternative B in Mitigation Measure 3.15-5a. Mitigation Measure 3.15-3d: Implement traffic noise reduction measures to reduce traffic noise exposure at affected receptors The following noise abatement measures would apply for Alternative E for the purposes of CEQA and TRPA. Performance Requirements Traffic noise reduction measures shall be implemented to achieve the following: 1. Ensure that implementation of Alternative E does not contribute to an exceedance of the land use-based 65 CNEL threshold established in TRPA's Tourist Core Area Plan (City of South Lake Tahoe and TRPA 2013:5-3 to 5-4) at Receptor 136 under cumulative conditions. This means that noise reduction measures shall be implemented to reduce the traffic noise level by a minimum of 1 dB under the cumulative-plus-Alternative E condition. (This performance requirement would also ensure that Alternative E does not contribute to an exceedance of the 65 CNEL transportation noise standard established by the City of South Lake Tahoe.) This performance requirement shall take priority over Performance Requirements 2 and 3; | | |

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|--|--|-------------------------------------|--|--|--------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
| Adv = Adverse B = Beneficial LTS = Less than significant MU = mixed-use NA = Not applicable NAdv = Not adverse NI = No impact PS = Potentially significant S = Significant SU = Significant and unavoidable | | | | | |
| | | | 2. Reduce exterior traffic noise levels at Receptors 20, 99, 102, 107, 135, and 136 by a minimum of 1 dB to offset the contribution by Alternative E under cumulative conditions to an exceedance of the 65 CNEL standard established by the City of South Lake Tahoe for these land uses; and 3. TTD shall offer to retrofit the Trailhead Motel (Receptor 20) and the Park Tahoe Aspen Court (Receptor 107) sufficiently to ensure that its ambient interior noise levels do not exceed 45 CNEL with windows and doors closed. However, the owners of these motels may choose to refuse this offer. Noise Reduction Features Noise reduction features may include, but are not limited to, the same features identified for Alternative B in Mitigation Measure 3.15-3a. Selection and Design Process The selection and design of specific traffic noise reduction measures to reduce traffic noise impacts under Alternative E shall adhere to the same requirements identified for Alternative B in Mitigation Measure 3.15-5a. | | |
| Impact 3.15-4: Noise/land use compatibility of mixed-use redevelopment sites Alternatives A and E would not include the redevelopment of any areas within the project site that would expose new land uses to excessive noise levels. With Alternatives B, C, and D, the mixed-use redevelopment sites would not be located where they would be exposed to noise levels that exceed TRPA transportation corridor contour-based noise thresholds or TRPA land-use based noise thresholds. Therefore, this impact would be less than significant for purposes of TRPA threshold compliance. | Alts A, E = NI Mitigation Measure 3.15-4 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the potential to expose land uses to an incompatible noise environment. | Alts A, E = NI Alts B, C, D = PS | Mitigation Measure 3.15-4: Implement noise protection measures to ensure that outdoor activity areas on the mixed-use redevelopment sites are not exposed to noise levels greater than 60 CNEL The following noise abatement measures would apply to the Alternative B, C, and D mixed-use development sites for the purposes of NEPA, CEQA, and TRPA. Performance Requirement Developers of each mixed-use redevelopment site shall be required to ensure that ambient traffic noise levels do not exceed 60 CNEL at all common outdoor activity areas (not including parking lots or walkways between parking lots) | Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. | Alts A, E = NI Alts B, C, D = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| Common outdoor activity areas could be included on the mixed-use redevelopment sites that would potentially be developed under Alternatives B, C, and D. These common outdoor activity areas could be exposed to traffic noise levels that exceed the City of South Lake Tahoe’s 60 CNEL standard. | | | and building entrances). This performance standard shall be achieved at each site prior to occupancy of any of the housing units and under the cumulative-plus-project condition for Alternatives B, C, and D. Noise Reduction Features Measures to reduce noise exposure levels may include, but are not limited to, any combination of the following: ▲ Setting back common outdoor activity areas as far as possible from the nearest segment(s) of US 50; ▲ Strategically locating buildings to shield common outdoor activity areas from noise generated by traffic on the nearby segment(s) of US 50. An example of this type of design layout exists at the existing Forest Suites Resort on the corner of Lake Parkway and Heavenly Village Way; ▲ Installing outdoor sound barriers on the redevelopment property between the outdoor activity areas and the nearby segment(s) of US 50. The sound barriers must be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable noise standards at other off-site receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. All barriers shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the character of the surrounding area, and not become the dominant visual element of the area. Ensuring a character consistent with the surrounding area may involve the use of | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of a sound wall; and/or a sound wall that is covered in vegetation. Special icon panels depicting works of art or emblems meaningful to the area may be included on sound barriers so long as they comply with any applicable local guidelines for public art. The location and design of sound barriers shall adhere to any space requirements for snow removal on US 50. Where desired a sound barrier can be divided into two overlapping segments with a gap to provide pedestrian access from one side to the other; and/or ▲ Locating outdoor activity areas, such as swimming pools or patios, on building rooftops. | | |
| | | | Selection and Design Process The selection and design of specific measures to reduce noise exposure at outdoor activity areas at each mixed-use redevelopment site shall be conducted by a qualified acoustical engineer or consultant pursuant to Policy HS-8.6 of the City of South Lake Tahoe General Plan. The study for each site shall be fully funded by the applicant seeking to develop the site and approved by City staff prior to project construction. If necessary to support the effectiveness of selected noise reduction measures, the site-specific noise abatement assessment may involve additional sound level measurements and/or the use of detailed site-specific modeling with software such as FHWA's Traffic Noise Model (FHWA 2006), SoundPLAN (SoundPLAN 2015) or CadnaA (DataKustik 2015). | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|---|---|--|---|---|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| 3.16 Biological Environment | | | | | |
| <p>Impact 3.16-1: Disturbance or loss of common vegetation communities and wildlife habitats</p> <p>With three of the build alternatives (Alternatives B, C, and D), project implementation would result in the removal or disturbance of 0.5 to 1.7 acres of common natural vegetation communities and habitats, including Jeffrey pine and low sagebrush. Because these habitats are locally and regionally common and abundant, and the project site is presently affected by high levels of commercial/urban, residential, and recreational uses, none of these build alternatives would substantially reduce the size, continuity, or integrity of any common vegetation community or habitat type. With the no-build alternative (Alternative A) or Alternative E, no project-related removal of common vegetation communities would occur.</p> | <p>Alts A, E = NI</p> <p>The design features of Alternative B, C, and D would avoid or minimize the disturbance or loss of common vegetation communities and wildlife habitats.</p> | <p>Alts A, E = NI</p> <p>Alts B, C, D = LTS</p> | <p>No mitigation is required for any of the alternatives.</p> | <p>NA</p> | <p>Alts A, E = NI</p> <p>Alts B, C, D = LTS</p> |
| <p>Impact 3.16-2: Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, SEZ, aquatic habitat)</p> <p>Implementing Alternatives B, C, and D would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. With the no-build alternative (Alternative A) or Alternative E, no project-related disturbance of sensitive habitats would occur.</p> | <p>Alts A, E = NI</p> <p>Mitigation Measures 3.16-2a, 3.16-2b, and 3.16-2c have been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to disturbance or loss of sensitive habitats.</p> | <p>Alts A, E = NI</p> <p>Alts B, C, D = PS</p> | <p>Mitigation Measure 3.16-2a: Implement vegetation protection measures and revegetate disturbed areas</p> <p>This mitigation would apply to the transportation improvements and mixed-use development sites included in Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA.</p> <p>Vegetation will not be disturbed, injured or removed, except in accordance with the TRPA Code and other conditions of project approval. All trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to Subsections 33.6.9 and 33.6.10 of the TRPA Code. Areas</p> | <p>Alts A, E = NA</p> <p>Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement.</p> | <p>Alts A, E = NI</p> <p>Alts B, C, D = LTS</p> |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4. Mitigation Measure 3.16-2b: Conduct delineation of waters of the United States and obtain authorization for fill and required permits The following mitigation applies to the transportation improvements and mixed-use development sites included in Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA. A preliminary delineation of potential wetlands and other waters of the United States was conducted in 2010 and 2011 (TTD 2015). However, the preliminary delineation has not been verified by USACE. Additionally, because the delineation was completed more than 5 years before project construction, it is considered expired, and will need to be repeated prior to permit application and approval. Before the start of on-site construction activities on any potentially affected jurisdictional resource, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA, Sections 1600 et seq. of the California Fish and Game Code, and other applicable regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal | | |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|---|--|-----------|---|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | <p>Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) and wetlands that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations, which include meeting the no-net-loss standard in accordance with USACE requirements. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.</p> <p>In addition, on the California side of the study area, if any project activities would affect aquatic resources and associated riparian habitats subject to regulation by CDFW under Sections 1600 et seq. of the California Fish and Game Code (i.e., the bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources), the project proponent shall consult with CDFW to determine whether a lake and streambed alteration agreement (LSAA) is required. If required under Section 1602, any compensatory mitigation shall be conducted in accordance with the terms of the LSAA, and in coordination with the other requirements of this mitigation measure (Mitigation Measure 3.16-2b) and Mitigation Measure 3.16-2c.</p> | | |

| | | | | |
|--|--|--|--|--|
| | | <p>Mitigation Measure 3.16-2c: Compensate for Unavoidable Loss of SEZ</p> <p>The following mitigation applies to the transportation improvements and mixed-use development sites included in Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA.</p> <p>The following measures will be implemented to ensure consistency with Section 61.3 of the TRPA Code and further reduce potential adverse effects on SEZs, streams, and riparian habitat:</p> <ul style="list-style-type: none"> ▲ All reasonable alternatives shall be implemented to avoid or reduce the extent of encroachment into SEZs. ▲ In instances where there is no feasible alternative to avoid an SEZ, the project proponent shall mitigate all impacts within the boundaries of SEZs by restoring SEZ habitat (land capability district 1b) in the surrounding area, or other appropriate area as determined by TRPA, at a minimum ratio of 1.5:1, consistent with TRPA Code. ▲ The project proponent shall retain a qualified restoration ecologist to prepare a restoration plan that will address final clean-up, stabilization, and revegetation procedures for areas disturbed by the project. The restoration plan for SEZs shall include the following: <ul style="list-style-type: none"> ➤ identification of compensatory mitigation sites and criteria for selecting these mitigation sites; ➤ complete assessment of the existing biological resources in the restoration areas; ➤ in kind reference habitats for comparison with compensatory SEZs (using performance and success criteria) to document success; ➤ monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of five years from completion of mitigation, or human intervention [including recontouring and grading], or until the success criteria identified in the approved mitigation plan have been met, whichever is longer); | | |
|--|--|--|--|--|

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

| Resource Topics/Impacts | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) before Mitigation (by Alternative) | | Avoidance, Minimization, and/or Mitigation Measures | Environmental Consequences (NEPA)/ Impact Determinations (CEQA, TRPA) after Mitigation (by Alternative) | |
|--|--|--|--|--|-------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | <ul style="list-style-type: none"> ➤ ecological performance standards, based on the best available science and including specifications for native plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted vegetation by the end of the five-year maintenance and monitoring period or dead and dying plants shall be replaced and monitoring continued until 80 percent survivorship is achieved; ➤ corrective measures if performance standards are not met; ➤ responsible parties for monitoring and preparing reports; and ➤ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. | | |
| <p>Impact 3.16-3: Tree removal Regardless of the magnitude of biological effects of tree removal, native trees are protected in the Tahoe Basin, because of their natural qualities and functions. Because Alternatives B, C, and D would result in removal of more than 100 trees 14 inches or greater dbh, they would result in substantial tree removal. With Alternative E, native tree removal would not be substantial. While all build alternatives would require removal of trees greater than 24 inches dbh in eastside forest and/or 30 inches dbh in westside forest, which is generally prohibited by TRPA, the US 50/South Shore Community Revitalization Project meets the exception in TRPA Code Section 61.1.4.A.7 that allows for the removal of these trees for Environmental Improvement Program (EIP) projects,</p> | Alt A = NI, Alt E = NA Mitigation Measure 3.16-3 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to biological effects resulting from tree removal. | Alt A = NI Alts B, C, D = PS Alt E = LTS | <p>Mitigation Measure 3.16-3: Prepare tree removal, protection, and replanting plan The following mitigation applies to the transportation improvements and mixed-use development sites included in Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA. A Tree Removal, Protection, and Replanting Plan shall be prepared by the project proponent to provide tree protection measures to comply with the performance criteria and other requirements of Chapter 61 of the TRPA Code, prevent damage to trees that are proposed to remain, and determine appropriate tree replanting locations and approaches to occur in the project site. The Plan will include marking and inventorying the specific</p> | Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. | Alt A = NI Alts B, C, D, E = LTS |

Table S-1 Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures

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|--|--|-------------------------------------|---|--|--------------------------------------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| provided that findings demonstrate that the tree removal is necessary. In Alternative A no trees would be removed. | | | trees to be removed, after detailed design is completed. A qualified forester will make a determination regarding the project's consistency with Chapter 61 of the TRPA Code. The plan shall set forth prescriptions for tree removal, water quality protection, root zone and vegetation protection, residual stocking levels, replanting, slash disposal, fire protection, and other appropriate considerations. | | |
| <p>Impact 3.16-4: Introduction and spread of invasive plants With three of the build alternatives (Alternatives B, C, and D), project implementation has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently be introduced or spread in the project site during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the project site from off-site sources for BMPs, revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the project site. Additionally, invasive species currently present in or near the project site have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the project site opening up the potential introduction and spread of invasive species with Alternatives B, C, and D. With the no-build alternative (Alternative A) or Alternative E, no project-related ground disturbances in any common or sensitive vegetation community would occur; therefore, there would be no related</p> | Alts A, E = NI Mitigation Measure 3.16-4 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to the introduction and spread of invasive plants. | Alts A, E = NI Alts B, C, D = PS | <p>Mitigation Measure 3.16-4: Implement invasive plant management practices during project construction This following mitigation applies to the transportation improvements and mixed-use development sites included in Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA. In consultation with TRPA, the project proponent shall implement appropriate invasive plant management practices during project construction. Recommended practices generally include the following: ▲ Before construction activities begin, invasive plant infestations will be identified and appropriately treated where feasible. A qualified biologist will conduct a pre-construction survey for noxious weeds and other invasive plants in project construction areas, and determine the feasibility and appropriate method of removal/treatment. Treatments will be selected based on their effectiveness for each species ecology and phenology. All treatment methods—including the potential use of herbicides outside of potential wetland and SEZ areas—will be conducted in accordance with the law, regulations, and policies governing the land owner. Herbicides will not be used in sensitive habitats, including potential wetlands and SEZs. Land owners will be notified</p> | Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement. | Alts A, E = NI Alts B, C, D = LTS |

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| spread or introduction of invasive plants into common or sensitive vegetation communities and habitats from these alternatives. | | | before the use of herbicides for invasive treatment. In areas where treatment is not feasible, noxious weed areas will be clearly flagged or fenced to clearly delineate work exclusion. <ul style="list-style-type: none"> ▲ To ensure that fill material and seeds imported to the project site are free of invasive plants/noxious weeds, the project will use on-site sources of fill and seeds whenever available. Fill and seed materials that need to be imported to the project site will be certified weed-free by the Resident Engineer. In addition, only certified weed-free imported materials (or rice straw in upland areas) will be used for erosion control. ▲ Vehicles and equipment will arrive at the project site clean and weed-free. All equipment entering the project site from weed-infested areas or areas of unknown weed status will be cleaned of all attached soil or plant parts before being allowed into the project site. Vehicles and equipment will be cleaned using high-pressure water or air at designated weed-cleaning stations after exiting a weed-infested area. Cleaning stations will be designated by a botanist or noxious weed specialist and located away from aquatic resources. Equipment will be inspected by the on-site environmental monitor for mud or other signs that weed seeds or propagules could be present before use in the project site. If the equipment is not clean, the monitor will deny entry into work areas. ▲ If designated weed-infested areas are unavoidable, the plants will be cut, if feasible, and disposed of in a landfill in sealed bags or disposed of or destroyed in another manner acceptable to TRPA or other agencies as appropriate. If cutting weeds is not | | |

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|---|--|-----------|--|---|-----------|
| | NEPA | CEQA/TRPA | | NEPA | CEQA/TRPA |
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| | | | feasible, layers of mulch, degradable geotextiles, or similar materials will be placed over the infestation area to minimize the spread of seeds and plant materials by equipment and vehicles during construction. These materials will be secured so they are not blown or washed away. | | |
| | | | ▲ Locally collected native seed sources for revegetation shall be used when possible. Plant and seed material will be collected from or near the project site, from within the same watershed, and at a similar elevation when possible and with approval of the appropriate authority. Persistent nonnatives such as cultivated timothy (<i>Phleum pretense</i>), orchard grass (<i>Dactylis glomerata</i>), or ryegrass (<i>Lolium</i> spp.) shall not be used. | | |

ATTACHMENT 1 TO TABLE S-1

Mitigation Measure 3.13-1b: Reduce short-term construction-related fugitive dust (PM₁₀ and PM_{2.5})**Table 3.13-8 Best Available Control Measures**

| Source Category | Control Measure | Guidance |
|---------------------------------------|--|---|
| Backfilling | 01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity. | <ul style="list-style-type: none"> ▲ Mix backfill soil with water prior to moving. ▲ Dedicate water truck or high capacity hose to backfilling equipment. ▲ Empty loader bucket slowly so that no dust plumes are generated. ▲ Minimize drop height from loader bucket. |
| Clearing and grubbing | 02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities. | <ul style="list-style-type: none"> ▲ Maintain live perennial vegetation where possible. ▲ Apply water in sufficient quantity to prevent generation of dust plumes. |
| Clearing forms | 03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms. | <ul style="list-style-type: none"> ▲ Use of high pressure air to clear forms may cause exceedance of Rule requirements. |
| Crushing | 04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing. | <ul style="list-style-type: none"> ▲ Follow permit conditions for crushing equipment. ▲ Pre-water material prior to loading into crusher. ▲ Monitor crusher emissions opacity. ▲ Apply water to crushed material to prevent dust plumes. |
| Cut and fill | 05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities. | <ul style="list-style-type: none"> ▲ For large sites, pre-water with sprinklers or water trucks and allow time for penetration. ▲ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts. |
| Demolition-mechanical/manual | 06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris. | <ul style="list-style-type: none"> ▲ Apply water in sufficient quantities to prevent the generation of visible dust plumes |
| Disturbed soil | 07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures | <ul style="list-style-type: none"> ▲ Limit vehicular traffic and disturbances on soils where possible. ▲ If interior block walls are planned, install as early as possible. ▲ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes. |
| Earth-moving activities | 08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete. | <ul style="list-style-type: none"> ▲ Grade each project phase separately, timed to coincide with construction phase. ▲ Upwind fencing can prevent material movement on site. ▲ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes. |
| Importing/exporting of bulk materials | 09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least 6 inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and | <ul style="list-style-type: none"> ▲ Use tarps or other suitable enclosures on haul trucks. ▲ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage. ▲ Comply with track-out prevention/mitigation requirements. |

Table 3.13-8 Best Available Control Measures

| Source Category | Control Measure | Guidance |
|---|--|---|
| | 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114. | <ul style="list-style-type: none"> ▲ Provide water while loading and unloading to reduce visible dust plumes. |
| Landscaping | 10-1 Stabilize soils, materials, slopes. | <ul style="list-style-type: none"> ▲ Apply water to materials to stabilize ▲ Maintain materials in a crusted condition ▲ Maintain effective cover over materials ▲ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ▲ Hydroseed prior to rainy season |
| Road shoulder maintenance | 11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance. | <ul style="list-style-type: none"> ▲ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs. ▲ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs. |
| Screening | 12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening. | <ul style="list-style-type: none"> ▲ Dedicate water truck or high-capacity hose to screening operation. ▲ Drop material through the screen slowly and minimize drop height. ▲ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point. |
| Staging areas | 13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion. | <ul style="list-style-type: none"> ▲ Limit size of staging area. ▲ Limit vehicle speeds to 15 mph. ▲ Limit number and size of staging area entrances/exits |
| Stockpiles/bulk material handling | 14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than 8 feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage. | <ul style="list-style-type: none"> ▲ Add or remove material from the downwind portion of the storage pile. ▲ Maintain storage piles to avoid steep sides or faces. |
| Traffic areas for construction activities | 15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes. | <ul style="list-style-type: none"> ▲ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ▲ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes. |
| Trenching | 16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities. | <ul style="list-style-type: none"> ▲ Pre-watering of soils prior to trenching is an effective preventive measure; for deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench, and resume trenching. ▲ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment. |
| Truck loading | 17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds 6 inches (CVC 23114) | <ul style="list-style-type: none"> ▲ Empty loader bucket such that no visible dust plumes are created ▲ Ensure that the loader bucket is close to the truck to minimize drop height while loading |

Table 3.13-8 Best Available Control Measures

| Source Category | Control Measure | Guidance |
|--------------------------------|--|--|
| Turf Overseeding | 18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site. | ▲ Haul waste material off site immediately. |
| Unpaved roads/ parking lots | 19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots. | ▲ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements. |
| Vacant land | 20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures. | |

CVC = California Vehicle Code; mph = miles per hour

Source: South Coast Air Quality Management District, Rule 403, June 2005

1 INTRODUCTION

The Tahoe Transportation District (TTD) is proposing the US 50/South Shore Community Revitalization Project (project) located along U.S. Highway 50 (US 50) from approximately 0.25 miles west of Pioneer Trail in South Lake Tahoe, California, to Nevada State Route (SR) 207 in Douglas County, Nevada. Exhibit 1-1 provides a regional view of the project location.

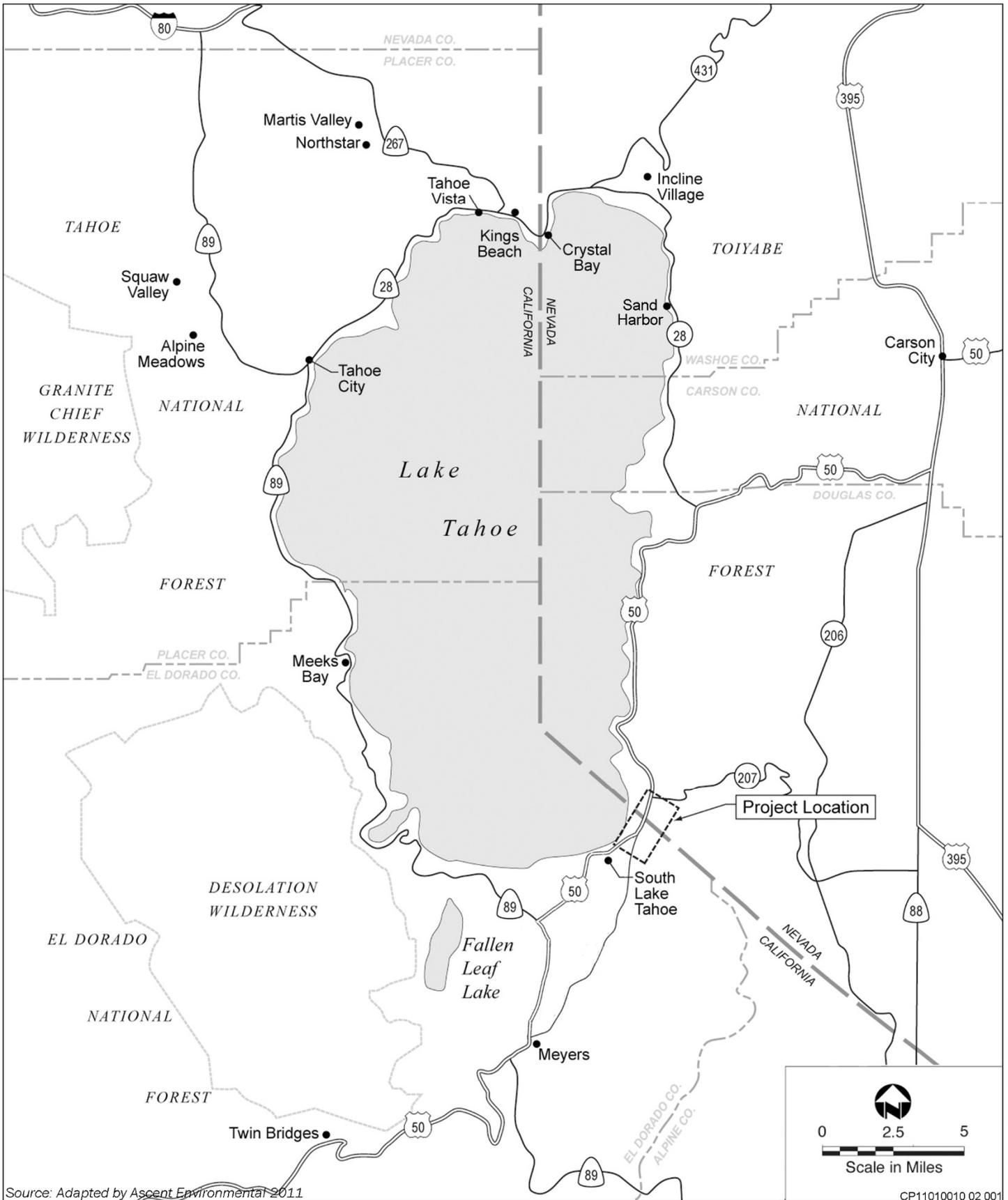
The project site consists of the outline of the transportation and related improvements and attendant landscape disturbance proposed for the alternatives under consideration. The study area for this environmental document, within which the project site is located (refer to Exhibit 2-1 in Chapter 2), is generally defined to include the length of existing US 50 from just west of the Pioneer Trail/US 50 intersection to the SR 207/US 50 intersection, Montreal Road, the full length of Lake Parkway on the mountain side, portions of the adjacent Van Sickle Bi-State Park and other privately-owned land on the mountain side of existing Lake Parkway, the portion of Lake Parkway that extends between existing US 50 and Stateline Avenue on the lake side, and the neighborhood just west of the Heavenly Village Center (Raley's shopping center).

1.1 LEAD AGENCIES

TTD, the Tahoe Regional Planning Agency, and the Federal Highway Administration (FHWA) are preparing a joint environmental document for the US 50/South Shore Community Revitalization Project. The environmental document is an environmental impact report (EIR) for TTD pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.); an environmental impact statement (EIS) for TRPA pursuant to the Tahoe Regional Planning Compact (Public Law 96-551), 1980 revision (the Compact), Code of Ordinances, and Rules of Procedure; and an environmental impact statement (EIS) for the FHWA pursuant to the National Environmental Policy Act (NEPA) (42 U.S. Code [USC] Section 4321-4347), the Council on Environmental Quality (CEQ) Regulations Implementing NEPA (40 Code of Federal Regulation [CFR] Section 1500-1508), and FHWA Environmental Impact and Related Procedures (23 CFR Section 771). All three agencies have determined that an EIR/EIS/EIS is needed to effectively analyze the project, evaluate the environmental impacts of the project and discuss alternatives to the project. TTD is also the project proponent.

1.2 PROJECT BACKGROUND

The US 50/South Shore Community Revitalization Project, in various forms, has been a proposed transportation improvement for decades. It was first contemplated in the 1970s when construction of a "Loop Road" was required as mitigation for the approval of the expansion of three major casinos in Stateline, Nevada. The Nevada portion of a loop road was built, but the portion in California was never completed. The Lake Tahoe Compact also required the consideration of "completion of the Loop Road in the States of California and Nevada." Table 1-1 summarizes the chronology of these and other historical planning efforts related to the project.



Source: Adapted by Ascent Environmental 2011

CP11010010 02 001

Exhibit 1-1

Regional Location of the Project

Table 1-1 Chronology of Events and Planning History

| Timeframe | Document/Action Summary | Prepared by/ Prepared for | Description |
|------------|--|--|---|
| 1966 | Highway Bypass Map | California Department of Transportation (Caltrans) | A full freeway cross-section is shown at this time for the proposed US 50, consisting of 4+ lanes with interchanges. Map shows alignment of highway through what is now Van Sickle Bi-State Park (south of Lake Parkway). The bypass was set back farther into the property than currently planned for the locally preferred action. Caltrans held right-of-way (ROW) at the time. ROW was relinquished, but this is now the alignment for the California Tahoe Conservancy's Greenway Shared-Use Path. |
| Late 1970s | Loop Road required as mitigation for casino expansion | NA | As part of the approval of the expansion of three major casinos in the Stateline casino corridor, mitigation required the construction of a Loop Road to address traffic congestion in the US 50 corridor. |
| 1975 | Tahoe Regional Transportation Plan – Short Range Element (1975-1980) | Tahoe Regional Transportation Study Group (TRPA, CTRPA [California TRPA], Nevada Department of Transportation [NDOT], Caltrans) | Construction of an initial 2-lane Loop Road coupled with construction of a 2-lane bypass along the existing Caltrans “freeway” alignment and ROW (1966 Map). At the time, Lake Parkway did not exist and Montreal Road in California ended with a cul-de-sac in front of the current location of the Forest Suites Resort. |
| 1979 | Highway 50 Corridor Study in the South Lake Tahoe Area, Summary Report | Prepared for: City of South Lake Tahoe Douglas County El Dorado County States of CA and NV Prepared by: JHK & Associates | Planned the completion of the East Loop Road. The Lake Parkway improvements in place today on the Nevada side had been completed. Maps called for completion of the Loop Road and demonstrated that the Montreal Road extension in California had not yet been completed. |
| 1980 | Revised Tahoe Regional Planning Compact | TRPA | When the Compact was revised in 1980, Article V(2) required consideration of “completion of the Loop Road in the States of California and Nevada.” |
| 1980 -1987 | Basic Loop Road constructed | NA | Google Earth historical imagery demonstrates that the portion of the basic 2-lane Loop Road called for in earlier planning documents in the area of what is now Van Sickle Bi-State Park (i.e., the extension of Montreal Road) had been constructed. Lake Parkway footprint in this area is the same as today. The entire Loop Road had not yet been completed. |
| 1987 | South Lake Tahoe Redevelopment Design Plan (referred to as ROMA Redevelopment Plan in subsequent documents, after the design consultant) | Prepared for: City of South Lake Tahoe Prepared by: ROMA Design Group, San Francisco | Plan included principal access to the casinos via the Loop Road and expansion of Montreal Road to 4 lanes, between Park Avenue and Glen Road. Called for the South Loop Road (Lake Parkway in front of what is now Van Sickle Bi-State Park) to be striped as a 4-lane facility with no central two-way left-turn lane. |
| 1988 | Regional Transportation Plan – Lake Tahoe Basin | TRPA | Operational improvements and highway alignment consistent with the 1987 ROMA Redevelopment Plan, including reducing the number of lanes on existing US 50 and expanding the number of lanes on the Loop Road to 4 lanes. |
| 1989 | South Tahoe Redevelopment Demonstration Plan for Ski Run/Stateline Areas | South Tahoe Redevelopment Agency | Planned for extension and reconfiguration of the South Loop Road to 5 lanes, 2 lanes in each direction with a center turn lane from Montreal Road east. |
| 1990 | South Lake Tahoe Loop Road Preliminary Roadway Design Report | City of South Lake Tahoe, Douglas County | Planned for extension and widening of existing South Loop Road to 5 lanes, 2 lanes in each direction with a center turn lane, and narrowing of existing US 50 to 3 lanes. Detailed preliminary design plans illustrated that encroachment into what is now Van Sickle Bi-State Park is similar to what is proposed with the US 50/South Shore Community Revitalization Project. |
| 1991 | South Lake Tahoe Loop Road Project EIR/EIS | City of South Lake Tahoe, Douglas County | EIR/EIS considered effects of Loop Road project alternatives, but was never certified. Called for South Loop Road to be 5 lanes, 2 lanes in each direction with center turn lane, requiring expansion of the existing footprint. |

Table 1-1 Chronology of Events and Planning History

| Timeframe | Document/Action Summary | Prepared by/ Prepared for | Description |
|-----------|--|---|---|
| 1991 | Tahoe Transportation Summit Final Report | Prepared for: Tahoe Transportation Coalition Prepared by: LSC et al. | Planned for completion of the Loop Road System, including 5-lane cross-section for South Loop. |
| 1993 | Stateline Community Plan (Element of Regional Plan for the Lake Tahoe Basin) | Douglas County, TRPA | Applied to Nevada side of casino corridor. Plan anticipated completion of the Loop Road and reduction in the number of lanes on US 50. Specifically, the Plan noted that the agencies, in conjunction with the City of South Lake Tahoe, would increase the mountain side Loop Road from 2 to 4 travel lanes. |
| 1994 | Stateline/Ski Run Community Plan (Element of Regional Plan for the Lake Tahoe Basin) | City of South Lake Tahoe, TRPA | Applied to California side of casino corridor. Anticipated reconfiguration of the Loop Road. Identified specific transportation improvements, including increasing the mountainside loop to five travel lanes. |
| 1987 | South Tahoe Redevelopment Design Plan | Prepared by: ROMA Prepared for: City of South Lake Tahoe | The Redevelopment Plan considered different alternatives for the number of lanes on the north and south Loop Roads and existing US 50. |
| 2004 | US 50/Stateline Transportation Study – Final Report | Prepared for: TRPA Prepared by: Entrix et al. | This study identified the range of transportation-related problems in the study area, such as insufficient infrastructure to safely support pedestrians and bicyclists, traffic congestion, and visual and water quality concerns associated with the existing roadway. It also identified alternatives for addressing the problems. It anticipated reconfiguration of the Loop Road along the mountainside loop consistent with the current proposal. |
| 2010 | Project Study Report (PSR) to Request Conceptual Approval on US 50 between Pioneer Trail and Nevada SR 207 | Prepared for: Caltrans Prepared by: Wood Rodgers | Focused primarily on California side of casino corridor. Anticipated reconfiguration of the Loop Road. Identified specific transportation improvements, including increasing the mountainside loop to five travel lanes. The improvements are expected to address the need for the integrated development of a regional system of transportation in the Tahoe Region through the completion of the Loop Road between California and Nevada, as well as address operational issues on US 50. |
| 2010 | Value Analysis (VA) Study, US 50 Stateline Core/Loop Road Project. | Prepared by: RH & Associates VA Team included: Caltrans NDOT Wood Rodgers TTD | The VA study included a workshop conducted between June 21 and June 25, 2010. The goals of the US 50 project included completing the Loop Road System to accommodate traffic demand and improve safety, advance multi-modal transportation opportunities, improve the environmental quality of the area, enhance visitor and community experience, and promote the economic vitality of the area. Study objectives included reviewing the validity of the design alternatives, identifying opportunities to enhance environmental features, evaluating right-of-way concerns, and addressing maintenance issues including snow removal and storage. |
| 2011 | Caltrans Preliminary Environmental Assessment Report (PEAR) | Prepared for: Caltrans Prepared by: LSA Associates | The Caltrans PEAR provided an initial environmental of the project and alternatives, including alternatives that would realign US 50 to the mountainside Loop Road; it anticipates the environmental constraints that may affect project design alternatives, cost, schedule, and delivery. The PEAR is an attachment to the PID. |
| 2011 | Scoping for US 50/South Shore Community Revitalization Project EIR/EIS/EIS | NA | Scoping for environmental review of the currently proposed revitalization project was initiated. A Notice of Preparation/Notice of Intent was published in the Federal Register on November 1, 2011. |
| 2012 | 2012 Regional Plan Update (RPU) | TRPA | The RPU included Goals and Policies, Code of Ordinances, Land Use Maps, and plans for specific geographic areas, such as the tourist areas, to encourage environmentally beneficial redevelopment. |

Table 1-1 Chronology of Events and Planning History

| Timeframe | Document/Action Summary | Prepared by/ Prepared for | Description |
|-----------|--|---|---|
| 2012 | Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy Mobility 2035 (RTP/SCS) | Tahoe Metropolitan Planning Organization and TRPA | The vision of the RTP/SCS is to develop a transportation system that provides alternatives to the private automobile, appeals to users, and serves mobility needs, while improving the environmental and socioeconomic health of the Region. |
| 2013 | Tourist Core Area Plan (TCAP) | City of South Lake Tahoe and TRPA | The TCAP provides a framework to change existing conditions into opportunities for redevelopment and revitalization with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental thresholds goals of the 2012 Regional Plan. |
| 2013 | South Shore Area Plan (SSAP) | Douglas County, NV and TRPA | The SSAP includes objectives for the tourist core to transform the area into a world class recreational tourist destination, revitalize the economy, contribute to the attainment of TRPA environmental threshold standards, and create a sustainable tourist destination that provides access to recreational opportunities within walking and biking distance of the bed base, which is intended to contribute to a reduction in vehicle miles traveled and improved air quality. |
| 2016 | Draft 2017 Regional Transportation Plan | Tahoe Metropolitan Planning Organization and TRPA | The 2017 plan is an update to the 2012 Regional Transportation Plan (RTP), Mobility 2035, and as such identifies the projects, policies, and programs planned for implementation in the Tahoe Region through 2040. The projects listed in the update are substantially similar to those identified in Mobility 2035, including the US 50/South Shore Community Revitalization Project. |

NA: Not applicable and/or copies not available at time of completion of this compilation.

Source: Data compiled by Ascent Environmental in 2016

Between 1985 and 2008, the project moved through many iterations, including two separate environmental review cycles (neither of which led to a finalized and certified document) and planning efforts. In 2008, the project was re-initiated by TRPA and a Project Development Team (PDT), consisting of the project proponent and affected agencies, was formed. In 2009, TTD assumed responsibility for the project, and the environmental review and public scoping process for the current project under consideration was initiated in 2011. The PDT acts as a technical steering committee with members representing the following federal, state, and local agencies, as well as other stakeholders and interested parties:

- ▲ FHWA-California and Nevada,
- ▲ California Department of Transportation (Caltrans),
- ▲ California Tahoe Conservancy,
- ▲ Nevada Department of Transportation,
- ▲ Nevada Division of State Parks,
- ▲ Nevada Division of Environmental Protection,
- ▲ City of South Lake Tahoe,
- ▲ Douglas County,
- ▲ El Dorado County, and
- ▲ South Tahoe Public Utility District.

In addition to the PDT, a Community Review Committee (CRC) and a Business Review Committee (BRC) were formed in 2013 to provide a venue for community members and business owners to provide input into the alternative development and evaluation process. The current version of the project builds on the information developed in earlier planning processes, and the alternatives in this environmental document reflect input received from the public during outreach efforts, as well as from the PDT, CRC, BRC, and the City of South Lake Tahoe.

The project is needed to address existing transportation deficiencies and projected transportation requirements along the US 50 corridor between Pioneer Trail and SR 207, to alleviate cut-through traffic in local neighborhoods in the City of South Lake Tahoe, and to support community revitalization goals in the California/Nevada state line area. The City of South Lake Tahoe and Douglas County, the communities within the US 50 corridor, have identified demand for transportation improvements to create well-designed, safer facilities that balance the needs of pedestrian, bicycle, transit, and private vehicle access while respecting the unique environmental setting of the Lake Tahoe Basin. Revitalization goals included creating more walkable, transit-served public space in the casino core through public and private investment, which would promote economic vitality.

To achieve these goals and the project's basic objectives and purpose and need (see Section 1.3), TTD, TRPA, and FHWA are proposing to realign US 50 to circle around the south side of the casino core following the existing Lake Parkway alignment. The realignment of US 50, implements a concept contemplated in adopted planning documents dating back to the 1980s, as described in Table 1-1. Realignment of US 50 is identified as part of the Compact, Lake Tahoe Regional Plan, Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan, and TRPA Environmental Improvement Program.

The project is included in the TMPO 2015 Federal Transportation Improvement Program (FTIP) list and in the Draft 2017 FTIP. It is also considered to be a project implementable under fiscally constrained budget projections in the Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted in December 2012. "Fiscally constrained" means that the costs of the projects, over the 23-year plan horizon of the RTP, are within the reasonably foreseeable revenues of that period and, therefore, the project is prioritized for implementation. The RTP includes a baseline forecast of federal, state, and local funding, which is intended to reflect the level of funding that has historically been available from each of these sources, with inflation factors from zero to 2.5 percent depending on the revenue source (TMPO and TRPA 2012:6-5). The 2017 Regional Transportation Plan (2017 RTP), which is an update to the 2012 RTP, and its joint CEQA/TRPA environmental document have been circulated for public review. The vision and goals of the 2017 RTP were based on the 2012 RTP. The projects listed in the 2017 RTP are substantially similar to those in the 2012 RTP, and the US 50/South Shore Community Revitalization Project is included in both documents. TTD has funding to complete the environmental review process and full design (preliminary through final) of the approved alternative. TTD also has some Right-of-Way – property acquisition and relocation – funds secured through State Transportation Block Grant (CA and NV) and Congestion Mitigation and Air Quality (CMAQ) grants. Funding for the remaining property acquisition, relocation, and project construction would come from a variety of federal, state, and local sources, including Federal Transportation Act funds incorporated into recently passed legislation, Greenhouse Gas Reduction Fund from revenues of the Cap-and-Trade program administered by the California Air Resources Board, and newly adopted taxes from Douglas County, among others. A detailed cost estimate for the project is included in Attachment C and right of way costs are included in Attachment D of the Draft Project Report prepared for the project (Caltrans 2016).

The RTP/SCS was approved based on the environmental analysis in a CEQA EIR and TRPA EIS that was prepared as a program environmental document for the entire plan of transportation projects, including the US 50/South Shore Community Revitalization Project. The RTP/SCS EIR/EIS is incorporated by reference into this document for the purpose of relying on cumulative and region-wide impact analysis that has already been prepared and presented in the certified RTP/SCS program EIR, in accordance with State CEQA Guidelines Section 15168, and in the certified TRPA EIS. TRPA and TMPO have prepared a joint CEQA Initial Study/TRPA Initial Environmental Checklist for the 2017 RTP as a supplement to the 2012 RTP/SCS EIS/EIR, and relies largely on that document's analysis of potential environmental impacts and mitigation measures. Pursuant to CEQA Guidelines Section 15163, a supplement to an EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. Refer to Section 3.19, "Cumulative Impacts," for further explanation about the relationship between the analyses in this EIR/EIS/EIS and the RTP/SCS EIR/EIS.

The scope of the proposed transportation project elements (i.e., grading and retaining walls; roadway, bicycle, and pedestrian improvements; drainage and water quality infrastructure; and noise attenuation features) and the build alternatives considered in this environmental document are consistent with the project description in the 2012 RTP and the 2017 RTP.

In 2015, TTD introduced a project element for the potential redevelopment of three existing sites within the project site as mitigation for land use displacement. The potential redevelopment would likely be implemented through a future public-private partnership between TTD and a private developer. It would provide an opportunity for new mixed-use, transit-oriented development to include replacement housing and commercial space that could be used by residents and businesses displaced by the transportation improvements with certain action alternatives. The preferred location for constructing replacement housing for displaced residents is at one of these mixed-use development sites. Note: this redevelopment aspect, which extends beyond the requirements of the Uniform Relocation Act (see Section 3.4, “Community Impacts”), is not FHWA’s action as part of the proposed project.

1.3 PURPOSE, NEED, AND OBJECTIVES

NEPA requires disclosure of a project’s purpose and need. CEQA requires a description of the basic objectives of a project. TRPA does not have specific requirements for a project to identify the purpose, need, or objectives of the project. This section provides the information necessary to present the purpose and need and basic project objectives of the proposed US 50/South Shore Community Revitalization Project.

One of TTD’s operating principles is to develop value-added projects for the communities in which they work. In May 2016, consistent with TTD principles and in response to public feedback on the project, the TTD Board adopted guiding principles that formalize their commitment to providing replacement housing as part of the project, including deed-restricted affordable and moderate-income housing, for displaced residents. This commitment is reflected in the project objectives below.

1.3.1 Purpose

The overall purposes of the US 50/South Shore Community Revitalization Project are described as follows:

- ▲ Improve the corridor in a manner consistent with the Loop Road System concept;
- ▲ Advance multi-modal transportation opportunities;
- ▲ Improve vehicle, pedestrian, and bicycle safety;
- ▲ Improve the environmental quality of the area;
- ▲ Reduce congestion;
- ▲ Improve safety for residents, pedestrians, and bicyclists in local neighborhoods;
- ▲ Implement regional and local plans, including the Lake Tahoe Regional Transportation Plan;
- ▲ Enhance visitor and community experience;
- ▲ Promote the economic vitality of the area; and
- ▲ Improve safety for residents, pedestrians, and bicyclists in local neighborhoods.

1.3.2 Need

The purposes of the project would fulfill the following specific needs:

- A. *Loop Road System concept.* Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551), 1980 (Compact), requires a transportation plan for the integrated development of a regional system of transportation within the Tahoe Region. The Compact requires the transportation plan to include

consideration of the completion of the Loop Road System in the States of California and Nevada. Improvements are required to the corridor to meet the intent of the Loop Road System concept.

- B. *Multimodal mobility and safety.* Ongoing and proposed resort redevelopment in the project area has increased pedestrian traffic, creating a need for improved pedestrian safety, mobility, and multi-modal transportation options. Improvements to pedestrian facilities, bicycle lanes, and transit are needed to connect the outlying residential and retail-commercial uses with employment and entertainment facilities, including hotels and gaming interests. Currently, there are no bicycle lanes on US 50 through the project area, and sidewalks are either not large enough to meet the increased demand, or do not exist. These issues adversely affect pedestrian and bicyclist safety and the visitor and community experience of the area. These needs could be addressed through development of a complete street—a street designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities—in the main tourist corridor of the Stateline area. Injury and fatality accident rates for pedestrians and vehicles through the project area are 14 percent above the statewide average rates for the latest three-year period of available data (Caltrans 2016, NDOT 2016).

The roadways within the project site also have inadequate facilities for pedestrians, bicyclists, and vehicles. The inadequate facilities detract from community character and quality of life of both residents and visitors. The poor transportation facilities and pedestrian/bicycle environment create constraints to the economic vitality of the study area (TTD 2013:3). There is a need for enhanced connectivity, transit use, walkability, and bicycle use in the study area to reduce dependence on private automobiles.

- C. *Environmental quality in the area.* Environmental improvements are needed in the area to help achieve TRPA's adopted environmental threshold carrying capacities (thresholds), including for water quality and air quality. Paved roadways are the primary source of the fine sediment particles that are impairing the clarity of Lake Tahoe (Lahontan Regional Water Quality Control Board [RWQCB] and Nevada Department of Environmental Protection [NDEP] 2010). Improvements to stormwater runoff collection and treatment facilities are needed to meet TRPA, NDEP, and Lahontan RWQCB regulations and requirements for protecting the water quality and clarity of Lake Tahoe. As supported by analysis in the *Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy Final Environmental Impact Report/Environmental Impact Statement*, reduction of vehicle congestion and numbers of vehicles on the roadway through enhanced pedestrian and multi-modal opportunities and opportunities for compact, mixed-use development in the tourist core is needed to provide for a reduction in mobile-source greenhouse gas emissions (TMPO and TRPA 2012:3-57 – 3-61). Landscape improvements are needed to enhance the scenic quality of the project area, to facilitate compliance with TRPA's scenic thresholds, and to enhance the community and tourism experience. Currently, the three TRPA roadway travel units in the project site (Roadway Travel Unit #32, Casino Core, a portion of Roadway Travel Unit #33, The Strip, and a small portion of Roadway Travel Unit #45, Pioneer Trail [North]) are not in attainment and are targeted for improvement in the Scenic Quality Improvement Plan and other adopted agency plans that apply to the area (TRPA in prep).
- D. *Minimize congestion.* Study area intersections and roadway segments are currently operating at marginally acceptable levels during a typical summer PM peak hour (LOS D) (Wood Rodgers 2016:17); however, higher traffic during holidays, special events, and certain summer and winter peak periods results in long vehicle spillback to upstream intersections, long delays throughout the tourist core area, and undesirable traffic operations. The study area is projected to experience substantial increases in traffic congestion in the casino core in the future that would result in LOS E or worse conditions during normal summer peak hours.
- E. *Neighborhood traffic operations.* Neighborhood “cut-through” traffic occurs as drivers seek ways to avoid the congestion during peak periods in the summer and winter months and provides drivers with a faster travel route around the tourist core outside peak periods. Traffic volumes at the study area “gateways” have increased approximately 20 percent since 2011 while traffic within the casino core area has slightly decreased (Caltrans 2016, NDOT 2016, El Dorado County 2016), indicating that vehicles are using the neighborhood streets to bypass the core. The cut-through vehicles cause congestion in residential neighborhoods and have been observed to travel at high speeds, which

endangers local residents and changes the character of the neighborhood. The project is needed to improve safety and operations of local roads through neighborhoods by providing roadway changes that reduce congestion and provide a more efficient travel route in the tourist core area for through traffic.

- F. *Regional and local plans.* The project is needed to implement adopted regional and local plans for the area, including the Lake Tahoe Regional Transportation Plan, the Lake Tahoe Environmental Improvement Program, the Tourist Core Area Plan, and the South Shore Area Plan. The transportation improvements and water quality improvements included in the project are identified in these plans.
- G. *Redevelopment and revitalization.* Another project purpose is to create opportunities for redevelopment and revitalization of the study area. Currently, the study area is more conducive to vehicular travel than other modes, which presents limitations to walkability and bicycle use. Improvements to the existing US 50 through the tourist core to create a safer environment for pedestrian and bicycle travel are needed to make the study area more inviting for residents and visitors to patronize existing businesses. Additionally, a portion of the study area is located within the City of South Lake Tahoe Core Area Plan (TCAP). One of the guiding principles of the TCAP is to establish a diverse and concentrated mix of uses that create a strong, lively market (City of South Lake Tahoe 2013:4-1), which would help achieve the vision for revitalization of this area.

1.3.3 Project Objectives

Recognizing the needs for and fundamental purposes of the project, it would be intended to achieve the following basic project objectives identified by TTD:

- ▲ reduce overall vehicle delays through improved motor vehicle mobility on the state highway system, including for commercial access and a better resident and visitor experience;
- ▲ decrease dependence on the use of private automobiles;
- ▲ reduce the traffic volumes through the tourist corridor and “cut-through” traffic in adjacent neighborhoods, and develop a “complete street” for all users, including bicyclists, pedestrians, transit, and vehicles;
- ▲ improve visual and environmental conditions within the corridor;
- ▲ improve connectivity, reliability, travel times, and operations of public transportation modes, including increased mobility and safety for bicycles and pedestrians and enhanced public access to Van Sickle Bi-State Park;
- ▲ make public transportation more effective with better visibility, connectivity, reliability, and travel times;
- ▲ comply with TRPA regional level-of-service criteria;
- ▲ facilitate the creation of a safe and walkable district that enhances pedestrian and bicyclist activities and safety and improves the City of South Lake Tahoe’s and Douglas County’s competitiveness with other regional and national tourist destinations;
- ▲ create gateway and streetscape features that create a sense of place, align with complete streets principles, are reflective of Lake Tahoe’s natural setting, and provide effective way-finding;
- ▲ provide opportunity for redevelopment and revitalization within the project site;
- ▲ provide replacement housing for all residential units acquired for highway right-of-way purposes before groundbreaking for transportation improvements; and
- ▲ result in no net loss of housing in the South Shore area.

1.4 LOGICAL TERMINI AND INDEPENDENT UTILITY

FHWA regulations (23 CFR Part 771.111[f]) require that an action evaluated in a NEPA EIS meet three criteria addressing logical termini and independent utility. Logical termini are defined as rational end points for a transportation improvement and review of the environmental impacts. A project is considered to have independent utility when it can function, or operate, on its own without further construction of an adjoining segment. Projects must not preclude the opportunity to consider alternatives for a future, related transportation improvement. Project termini must be selected to prevent a highway improvement from forcing further improvements that may have adverse consequences not addressed in the applicable environmental studies.

The following discussion describes how the US 50/South Shore Community Revitalization Project alternatives studied in this environmental document would meet the three criteria for defining logical termini and independent utility.

- ▲ **Criterion 1.** Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

The project action alternatives (except Alternative E, Skywalk) involve realignment of US 50 along the mountain side of Lake Parkway and address erosion control and water quality through stormwater drainage improvements. The termini, inclusive of Alternatives B, C, and D, would be as follows (see Exhibit 2-1):

- US 50 just west of its intersection with Pioneer Trail in California
- US 50 to its intersection with SR 207 in Nevada
- Stateline Avenue west of Azure Avenue
- Montreal Road and Lake Parkway

The termini for Alternative E would be US 50 just west of its intersection with Stateline Avenue in California and a point on US 50 west of the intersection with Lake Parkway.

The transportation needs discussed above are all located within these termini. These needs can be addressed without creating additional issues approaching or departing the study area. Thus, the project site encompasses a geographic area of sufficient size and scope for improvements.

- ▲ **Criterion 2.** Have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).

As described in Section 3.6, “Traffic and Transportation/Pedestrian and Bicycle Facilities,” the project would provide substantial improvement over the no build condition by improving traffic operations, bicycle and pedestrian connectivity, transit features, and intermodal connectivity and by substantially reducing cut-through traffic with the new US 50 through the Rocky Point neighborhood. All state highway facilities would be designed to meet Caltrans and NDOT standards. Because the project involves the transportation improvements necessary to improve traffic conditions, it does not require other highway connections or improvements to enable it to perform properly. Also, the project would expand and enhance multi-modal access within the project site limits, so additional trail improvements would not be needed for adequate connectivity.

- ▲ **Criterion 3.** Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The analysis presented in this document considers the transportation system beyond the project site to ensure that none of the action alternatives would create the need for additional transportation improvements in the vicinity. As a result, the scope of the project includes end points that extend beyond

the existing US 50/Pioneer Trail intersection and US 50/Lake Parkway intersection alone; further, because the proposed improvements are of sufficient length and scope, implementing the project or any of the action alternatives would not substantially increase congestion or reduce safety outside the defined study area. Therefore, the project alternatives would not force immediate transportation improvements on the remaining segments of the roadways outside the project site; and it would not constrain future improvement of any transportation facilities to which it connects.

1.5 SUMMARY OF PUBLIC INVOLVEMENT

The environmental review process for the project began with issuance of a Notice of Preparation (NOP)/ Notice of Intent (NOI) to inform agencies and the public that a Draft EIR/EIS/EIS would be prepared for the project, and to solicit views of agencies and the public as to the scope and content of the document. The NOP was sent to the California and Nevada State Clearinghouses; federal, state, and local agencies; interested stakeholder groups; and members of the public who had requested notices about the project. The NOI was published in the Federal Register on November 1, 2011. An NOP/NOI informs the reviewer of the lead agencies' intent to prepare an environmental document.

Two public scoping meetings were held to provide the opportunity to learn more about the US 50/South Shore Community Revitalization Project and to receive comments from agencies, other interested parties, and the public regarding the issues that should be addressed in the Draft EIR/EIS/EIS.

The scoping meetings were held as follows:

- ▲ November 10, 2011. TTD Board meeting, Tahoe Regional Planning Agency, 128 Market Street, Stateline, Nevada.
- ▲ December 7, 2011. TRPA Advisory Planning Commission (APC) meeting, Tahoe Regional Planning Agency, 128 Market Street, Stateline, Nevada.

The NOP/NOI was distributed on November 2, 2011, and the designated public scoping period extended for 44 calendar days, concluding on December 16, 2011.

Scoping comments received are summarized in Appendix A, "NOP/NOI and Scoping Summary Report."

In addition to the formal scoping process, TTD has engaged in numerous public outreach activities subsequent to the public scoping process, as identified in Table 1-2 below.

Table 1-2 Summary of Public Outreach Activities That Occurred Subsequent to the Public Scoping Process

| Year | PDT Meetings | City of South Lake Tahoe Council Presentations | Douglas County Board of County Commissioners Presentations | Community Meetings | Service Club Presentations | Community Review Committee Meetings | Business Review Committee Meetings | Community Events/Stakeholder Meetings | One-on-One Meetings | Flyer Distribution | Press Releases/Media Alerts |
|---------------|--------------|--|--|--------------------|----------------------------|-------------------------------------|------------------------------------|---------------------------------------|---------------------|--------------------|-----------------------------|
| 2011 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2012 | 2 | 5 | 0 | 4 | 13 | 0 | 0 | 1 | 21 | 2 | 2 |
| 2013 | 1 | 1 | 0 | 2 | 1 | 4 | 5 | 1 | 20 | 1 | 5 |
| 2014 | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 20 | 0 | 2 |
| 2015 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 20 | 0 | 3 |
| 2016 | 0 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 4 | 0 | 2 |
| Totals | 8 | 10 | 1 | 19 | 22 | 4 | 5 | 6 | 85 | 3 | 14 |

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

1.6 NEXT STEPS IN THE DECISION-MAKING PROCESS

This Draft EIR/EIS/EIS has been released for public review and comment during a 60-day period (TRPA Rules of Procedure Section 6.13.2). After the public review and comment period ends, all comments on the Draft EIR/EIS/EIS will be evaluated and considered. Responses will be provided on substantive environmental points raised in public comments. In addition, any changes and refinements to the project that occur as a result of ongoing planning or comments received during the public review period will be described.

Following the close of the public comment period, a Final EIR/EIS/EIS that includes responses to all comments that raise environmental issues and selection of a preferred alternative will be prepared and circulated in accordance with CEQA, NEPA, and TRPA requirements. Following a 60-day circulation period for the Draft EIS and lead agency consideration of all comments received during public review of the Draft EIR/EIS/EIS and circulation of the Final EIR/EIS/EIS for 30 days, each of the lead agencies (TTD, TRPA, and FHWA) will follow their respective agency processes for decision making.

Following completion of the responses to comments and preparation of the final environmental document, TTD, FHWA, and TRPA will select a preferred alternative and make the final determination of the project's effect on the environment. Public meetings will be held by TTD and TRPA as part of the process of selecting the preferred alternative and considering project approval.

Under CEQA, the EIR certification process will include preparation of Findings of Fact for all significant impacts identified, adoption of a Mitigation Monitoring and Reporting Program for mitigation incorporated into the project, and preparation of a Statement of Overriding Considerations for impacts that would not be mitigated below a level of significance (if applicable). The Findings of Fact and Statement of Overriding Considerations will be considered before project approval. If the project is approved and the environmental document is certified, TTD will then file a Notice of Determination with the California and Nevada State Clearinghouses that will document the project's approval.

Following completion of an EIS under NEPA, FHWA will prepare a record of decision (ROD) documenting its decision regarding the project. In preparing a ROD for the project under 40 CFR Section 1505.2, FHWA is required to "[s]tate whether all practicable means to avoid or minimize environmental harm from the alternative selected have been adopted, and ... [a] monitoring and enforcement program shall be adopted and summarized where applicable for any mitigation." Under 23 USC 139(n)(2), the Final EIS and ROD are to be combined in one document and distributed at the same time to the maximum extent practicable. A combined Final EIS and ROD is not being prepared at this time because the draft EIS must first be circulated for public comment about the project. This is a complicated transportation improvements project that would displace a substantial number of residents and, for the purposes of NEPA, a preferred alternative cannot be identified until public comments on the draft EIS are considered.

This document has been prepared in accordance with Article VII of the Tahoe Regional Planning Compact, Chapter 3 of the TRPA Code of Ordinances, and Article VI of the TRPA Rules of Procedure. Following the public and agency consultation period, substantive comments relating to the environmental analysis will be reviewed and responses will be prepared. The final environmental document will be presented to the TRPA Advisory Planning Commission, which will make a recommendation to the TRPA Governing Board with respect to certification of the proposed final document. The Governing Board will provide an opportunity for comment on the proposed final environmental document at a Governing Board hearing. The Governing Board will then consider taking action to certify the Final EIS and adopt findings (in accordance with TRPA Code Section 4.4) before considering approval of a project alternative.

1.7 OPPORTUNITY FOR PUBLIC COMMENT

The US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS is available for public and agency review online at TTD's website: www.tahoetransportation.org/us50 and TRPA's website: www.trpa.org/get-involved/major-projects/. In addition, hard copies of the document are available at the following locations.

Tahoe Transportation District
128 Market Street, Suite 3F
Stateline, NV 89449

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV

South Lake Tahoe Public Library
1000 Rufus Allen Boulevard
South Lake Tahoe, CA 96150

Zephyr Cove Library
338 Warrior Way
Zephyr Cove, NV 89448

The 75-day public review period extends from April 24, 2017 through July 7, 2017.

Written comments on the Draft EIR/EIS/EIS may be sent directly to: Russ Nygaard, Transportation Capital Program Manager, Tahoe Transportation District, P.O. Box 499, Zephyr Cove, NV 89448 or via fax 775-588-0917 or submitted by email to info@tahoetransportation.org.

Oral comments on the Draft EIR/EIS/EIS may be provided at a series of public hearings as listed below. Additional hearings or informational meetings, if scheduled, will be posted on TTD's website.

- ▲ **June 9, 2017:** TTD Board of Directors Meeting, TRPA Board Rooms, 128 Market Street, Stateline, Nevada.
- ▲ **June 13, 2017:** TRPA Advisory Planning Committee Meeting, TRPA Board Rooms, 128 Market Street, Stateline, Nevada.
- ▲ **June 28, 2017:** TRPA Governing Board Meeting, TRPA Board Rooms, 128 Market Street, Stateline, Nevada.

1.8 PERMITS, REVIEWS, AND APPROVALS

Table 1-3 identifies the permits, reviews, and approvals that would be required for project construction.

Table 1-3 Required Permits, Reviews, and Approvals

| Agency | Environmental Review Process Role | Permit/Approval |
|---|-----------------------------------|--|
| Tahoe Transportation District | CEQA Lead | CEQA compliance, project approval, funding approval |
| Tahoe Regional Planning Agency | TRPA Lead | TRPA Regional Plan/Compact compliance, project approval, construction permits |
| Federal Highway Administration | NEPA Lead | NEPA compliance, National Historic Preservation Act Section 106 compliance, Endangered Species Act Section 7 compliance, project approval, funding approval, Department of Transportation Act Section 4(f) determination |
| U.S. Army Corps of Engineers | Federal approving agency | Clean Water Act Section 404 dredge and fill permit |
| California Tahoe Conservancy | CEQA Responsible Agency | Concurrence on Department of Transportation Act Section 4(f) determination, encroachment permit |
| California Department of Fish and Wildlife | CEQA Responsible Agency | California Fish and Game Code Section 1602 streambed alteration agreement |
| California Department of Transportation | CEQA Responsible Agency | Design review and approval. Relinquishment of ROW for existing US 50 between Pioneer Trail and Stateline Avenue, acceptance of ROW for new US 50 in California, encroachment permits |
| Lahontan Regional Water Quality Control Board | CEQA Responsible Agency | Clean Water Act Section 401 water quality certification, National Pollutant Discharge Elimination System General Construction Permit, dewatering permit, stormwater pollution prevention plan (SWPPP) |
| Nevada Division of State Parks | Nevada approving agency | Concurrence on Department of Transportation Act Section 4(f) determination |
| Nevada Department of Transportation | Nevada approving agency | Design review and approval. Relinquishment of ROW for existing US 50 between Stateline Avenue and Lake Parkway, acceptance of ROW for new US 50 in Nevada, encroachment permits |
| Nevada Division of Environmental Protection | Nevada approving agency | Stormwater pollution prevention plan approval |
| City of South Lake Tahoe | CEQA Responsible Agency | Design review and approval, encroachment permits, special use permits, demolition and construction permits, sign permits, relinquishment of ROW for existing Lake Parkway and local roads in California, and acceptance of ROW for existing US 50 between Pioneer Trail and Stateline Avenue |
| Douglas County | Nevada approving agency | Design review and approval, encroachment permits, construction permits, acceptance of ROW for existing US 50 between Stateline Avenue and Lake Parkway, and relinquishment of ROW for new US 50 in Nevada |

Source: Data compiled by Ascent Environmental in 2016

2 PROPOSED PROJECT AND PROJECT ALTERNATIVES

This chapter describes a reasonable range of project alternatives consistent with the requirements of the National Environmental Policy Act (NEPA), the California Environmental Quality Act (CEQA), and Tahoe Regional Planning Agency (TRPA) ordinances and procedures. Tahoe Transportation District (TTD) has been conducting an alternatives formulation and review process to identify potentially feasible alternatives for the project. The build alternatives carried forward for detailed evaluation and consideration in this joint Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS) have each been formulated to accomplish most of the basic objectives of the project discussed in Section 1.3, “Purpose, Need, and Objectives.”

2.1 NEPA, TRPA, AND CEQA REQUIREMENTS FOR ALTERNATIVES

Consideration of alternatives that would achieve the purpose and need for and the basic objectives of a project is required under NEPA and its regulations, CEQA and its guidelines, and TRPA Code of Ordinances and Compact. To aid informed decision-making and public participation, four build alternatives (Alternatives B through E) were developed that comply with these requirements and meet the underlying purpose and objectives of the project to varying degrees. TTD has designated Alternative B as the “locally preferred action,” because TTD believes Alternative B would best meet the objectives of the project and it emerged as the most supported alternative following public scoping. This Draft EIR/EIS/EIS also describes and evaluates the No Project/No Build alternative (Alternative A) to provide decision-makers and the public with an overview of what could reasonably be expected to occur if none of the build alternatives were approved and implemented. The alternatives evaluated in detail in this EIR/EIS/EIS are:

- ▲ Alternative A: No Build (No Project or No Action)
- ▲ Alternative B: Triangle
- ▲ Alternative C: Triangle One-Way
- ▲ Alternative D: PSR Alternative 2
- ▲ Alternative E: Skywalk

This chapter also describes various alternatives that were considered but eliminated from detailed evaluation, because they are either infeasible, do not meet most of the basic project objectives, or do not avoid or substantially lessen one or more of the potentially significant effects of other alternatives (see Section 2.5, “Alternatives Considered but Eliminated from Further Discussion”).

2.1.1 National Environmental Policy Act Requirements

The Council on Environmental Quality Regulations for Implementing NEPA Section 1502.14 requires that an EIS:

- ▲ explore and objectively evaluate all reasonable alternatives,
- ▲ discuss reasons for eliminating considered alternatives,
- ▲ consider each alternative in a level of detail that allows for comparative evaluation,
- ▲ include reasonable alternatives not within the jurisdiction of the lead agency,
- ▲ analyze the action alternative,
- ▲ identify the lead agency’s preferred alternative, and
- ▲ include appropriate mitigation measures not already included in the locally preferred action or build alternatives.

2.1.2 Tahoe Regional Planning Agency

Environmental Impact Statements are addressed in Article VII of the TRPA Compact, which requires that TRPA prepare and consider a detailed EIS before deciding to approve or carry out a project that would result in significant environmental effects. The EIS must study, develop, and describe appropriate alternatives to the recommended courses of action for any project that involves unresolved conflicts concerning alternative use of available resources.

2.1.3 California Environmental Quality Act

In accordance with Section 15126.6 of the State CEQA Guidelines, the alternatives analysis must:

- ▲ describe a range of reasonable alternatives for the project that could feasibly attain most of the basic objectives of the project, and would substantially lessen or avoid any of the significant effects of the project;
- ▲ focus on alternatives capable of avoiding or substantially lessening any of the significant environmental impacts of the project, even if they may be more costly or could otherwise impede some of the project's objectives; and
- ▲ evaluate the comparative merits of the alternatives.

In addition to the guiding principles for analysis of alternatives set forth above, the State CEQA Guidelines require that the environmental document evaluate a no project alternative (that is, the consequences of taking no action); identify alternatives that were initially considered but then eliminated from detailed evaluation, providing the reasoning for their dismissal; and identify the “environmentally superior alternative.” In addition, CEQA Guidelines Section 15126.6(f)(2)(A) requires that the analysis of alternatives identify whether any of the potentially significant effects of the project would be avoided or substantially lessened by placing the project in another feasible location. Accordingly, this document includes a discussion of potential off-site alternatives that were considered but rejected for detailed evaluation and the reasons for their rejection (see Section 2.5, “Alternatives Considered but Eliminated from Further Discussion”).

This document provides comparable detail in the analysis of the alternatives. A reasonable range of feasible alternatives is presented for public review. The alternatives described and evaluated in detail in this document include variations on alignments, intersection configurations, and directions of traffic flow of US 50 and local streets. TTD, TRPA, and FHWA will select the alternative that best meets the project purpose and basic project objectives, while taking into account impacts on the human and physical environments and the estimated construction and operational costs.

2.2 REGIONAL AND LOCAL SETTING

The US 50/South Shore Community Revitalization Project is located in Douglas County, Nevada and in the City of South Lake Tahoe in El Dorado County, California. The build alternatives evaluated herein would either realign US 50 or would involve the construction of an elevated outdoor, decked public area located above the current US 50 alignment in the tourist core near the resort-casinos core.

For the purposes of this document, the “project site” is generally defined as extending from the intersection of US 50 and SR 207 to approximately 0.25 miles west of the intersection of US 50 and Pioneer Trail. The “project site” encompasses the infrastructure footprint and the abutting land to contain the potential construction disturbance areas of any of the alternatives. It is aligned along the existing routes of US 50 and Lake Parkway, and includes portions of the Rocky Point residential neighborhood west of the Heavenly

Village Center. To the southeast of the project site, the terrain rises quickly toward the East Peak. Edgewood Creek, Golf Course Creek, and two unnamed drainages cross the project site (Exhibit 2-1).

The “study area” of the project is a larger area surrounding the project site that is intended to capture the extent of potentially significant environmental impacts that may occur as a result of one or more of the alternatives. It is located between the foot of East Peak on the southeast and the Lake Tahoe shoreline on the north. To the east and west, the study area extends approximately one block beyond the project site boundary. The terrain within the study area slopes gently from the southeast toward the shore of Lake Tahoe. The study area contains the entire tourist core, including the resort-casinos of Stateline and Heavenly Village of South Lake Tahoe; commercial land uses to the east and west along US 50; residential and commercial land uses north of the tourist core; large portions of Van Sickle Bi-State Park and adjacent forest; and the Rocky Point neighborhood west of Heavenly Village Center (Exhibit 2-1).

Existing US 50, or Lake Tahoe Boulevard, bisects the tourist core areas of Stateline, Nevada and South Lake Tahoe, California, and is one of the most densely developed areas within the Lake Tahoe Basin. On the Nevada side, the tourist core includes four major resort-casinos and a public golf course. On the California side, amenities include: many small to mid-sized hotels and motels; the Heavenly Village complex that includes a mix of tourist accommodations, restaurants, retail shops, a movie theater, and the lower terminal of the Heavenly Mountain Resort Gondola; the Heavenly Village Center that includes restaurants, retail shops, and the Raley’s supermarket; and the commercial area located at the junction of US 50 and Pioneer Trail and extending to Ski Run Boulevard. The areas to the southeast of the Heavenly Village Center and between the shore of Lake Tahoe and West Lake Parkway include a mix of residences, small motels, and some commercial establishments. The historic Tahoe Meadows subdivision located to the southwest of the Pioneer Trail/US 50 intersection is a low density residential development separated from US 50 by a fence and Linear Park, which includes a shared-use path and landscaping features.

Outdoor recreational opportunities in the vicinity of the project site include Lakeshore Beach and Marina, Edgewood Golf Course, the Nevada Stateline-to-Stateline Bikeway (South Demonstration Project), Nevada Beach and Rabe Meadow, Kahle Community Center, Van Sickle Bi-State Park, Heavenly Mountain Resort, and Ski Run Marina. The South Tahoe Greenway Shared-Use Trail is a planned path that would extend from Van Sickle Bi-State Park to the Lake Tahoe Community College and Sierra Tract; initial phases of construction have begun west of Van Sickle Bi-State Park. These recreation site are near enough to the tourist accommodations to be accessed by foot, however the limited connectivity of pedestrian facilities and the lack of way-finding signage make this a challenge.

Currently, the majority of traffic moving through the tourist core area uses US 50. Within the project site limits, US 50 is a four-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. On the eastern side of the project site, Lake Parkway and Montreal Road (which is the continuation of Lake Parkway to the south from Heavenly Village Way) are two-lane (one lane in each direction) roadways.

Also on the eastern side of the project site, Moss Road and Echo Road are approximately 0.2-mile-long streets that run perpendicular to US 50 between Pioneer Trail and Lake Parkway/Montreal Road through a predominantly residential area (single-family homes and multi-family complexes) just west of the Heavenly Village Center. Motels, businesses, and residences are located adjacent to Pioneer Trail in this area. Local roadways (i.e., Echo Road, Moss Road, Primrose Road, Chonokis Road, and Glen Road) in this residential neighborhood are favored by commuters and increasing numbers of visitors as a cut-through option to avoid traveling through the congested US 50 tourist core.

Exhibit 2-1 shows the project site and study area boundaries, the roadway network, and surrounding features.

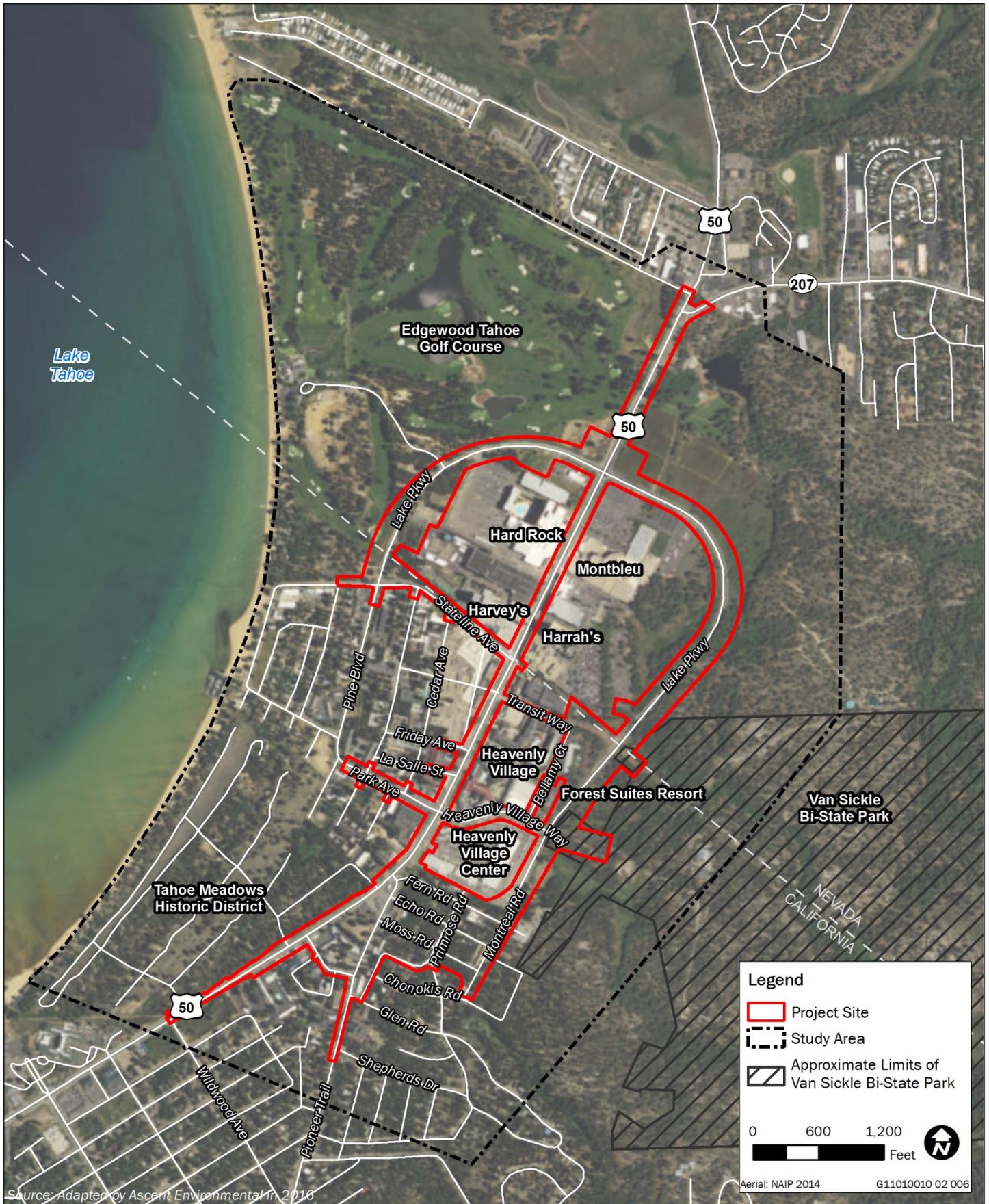


Exhibit 2-1

Project Site and Study Area Location

2.3 COMMON FEATURES OF ALTERNATIVES B THROUGH D

Alternatives B, C, and D are three build alternatives that provide for the realignment of US 50 from a point just west of the Pioneer Trail/US 50 intersection to the point where Lake Parkway meets US 50 in Nevada. Exhibits 2-2 through 2-4 provide an overview of the realignment of US 50 associated with Alternatives B through D and the related intersection improvements. More detailed preliminary engineering drawings for the transportation improvements associated with each of these alternatives are included in Appendix B.

In addition to the roadway realignment, all of the realignment alternatives (Alternatives B through D) would also include a new pedestrian bridge over the new US 50 alignment providing a connection between the tourist core and Van Sickle Bi-State Park, enhanced bicycle and pedestrian facilities and connectivity, enhanced transit features, environmental improvements, housing and business displacement, relocation assistance for displacees, and the potential for new mixed-use developments that could accommodate those that would be displaced. These common elements are described in more detail below.

2.3.1 Replacement Housing

TTD has received comments from the public expressing concern regarding the lack of housing available to residents displaced by the project, with a particular emphasis on the limited availability of affordable housing. In response to these concerns, Alternatives B, C, and D have been revised to enhance TTD's commitment to providing replacement housing for displaced residents. TTD has formalized their commitment with the approval of guiding principles for the development and implementation of the US 50 South Shore Community Revitalization Project (TTD 2016). These principles are summarized in this section.

The acquisition process of properties displaced by the project, including those properties potentially displaced by the mixed-use development, would be conducted in a manner consistent with the requirements of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended ("Uniform Act"). All eligible residents directly affected by the project would be relocated fairly and equitably in accordance with the federal Uniform Act. Existing developed and occupied real estate would not be removed until project construction is funded and residential and business relocation is completed. Furthermore, construction of replacement housing would be completed before removing 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.

Alternatives B, C, and D would construct an equal number of housing units as replacement for eligible residential units displaced by the project. TTD would replace all multi-family and single-family residential units that it acquires for road right-of-way purposes with multi-family residential units, where TTD is able to acquire the owner's development right as part of the acquisition. The replacement housing would include deed-restricted low-income and moderate-income housing to replace those displaced by the project. All of the replacement housing 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.

As part of the property acquisitions for the project, TTD would acquire the TRPA commodities associated with the properties, including residential and tourist accommodation unit (TAU) allocations, and commercial floor area (CFA). TTD would reserve half of the TAU commodities acquired for potential conversion to CFA should that be needed to attract a public-private partnership for the mixed-use commercial and residential development sites. The other half of the TAUs acquired would be used for any additional or future transit-oriented development (TOD) housing project(s) addressing South Shore needs related to deed restricted low-income, moderate-income, and market rate housing for full-time residents (not as second homes or for vacation rental use) in designated Town Centers. If the reserved half for possible CFA conversion is not needed, then it would be included in any additional or future TOD residential development project(s) as described.

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 below. This is consistent with the feedback TTD has received from meetings with affected residents. However, if development of these sites is not feasible, TTD would construct replacement housing elsewhere in the South Shore area and the potential mixed-use development on these three sites would not occur. As further described in Chapter 3, "Approach to the Environmental Analysis," construction of replacement housing within one of the three mixed-use development sites identified in Exhibits 2-9 and 2-11 would require subsequent environmental review at a project level. Replacement housing constructed outside of these three sites would also require project-level environmental review.

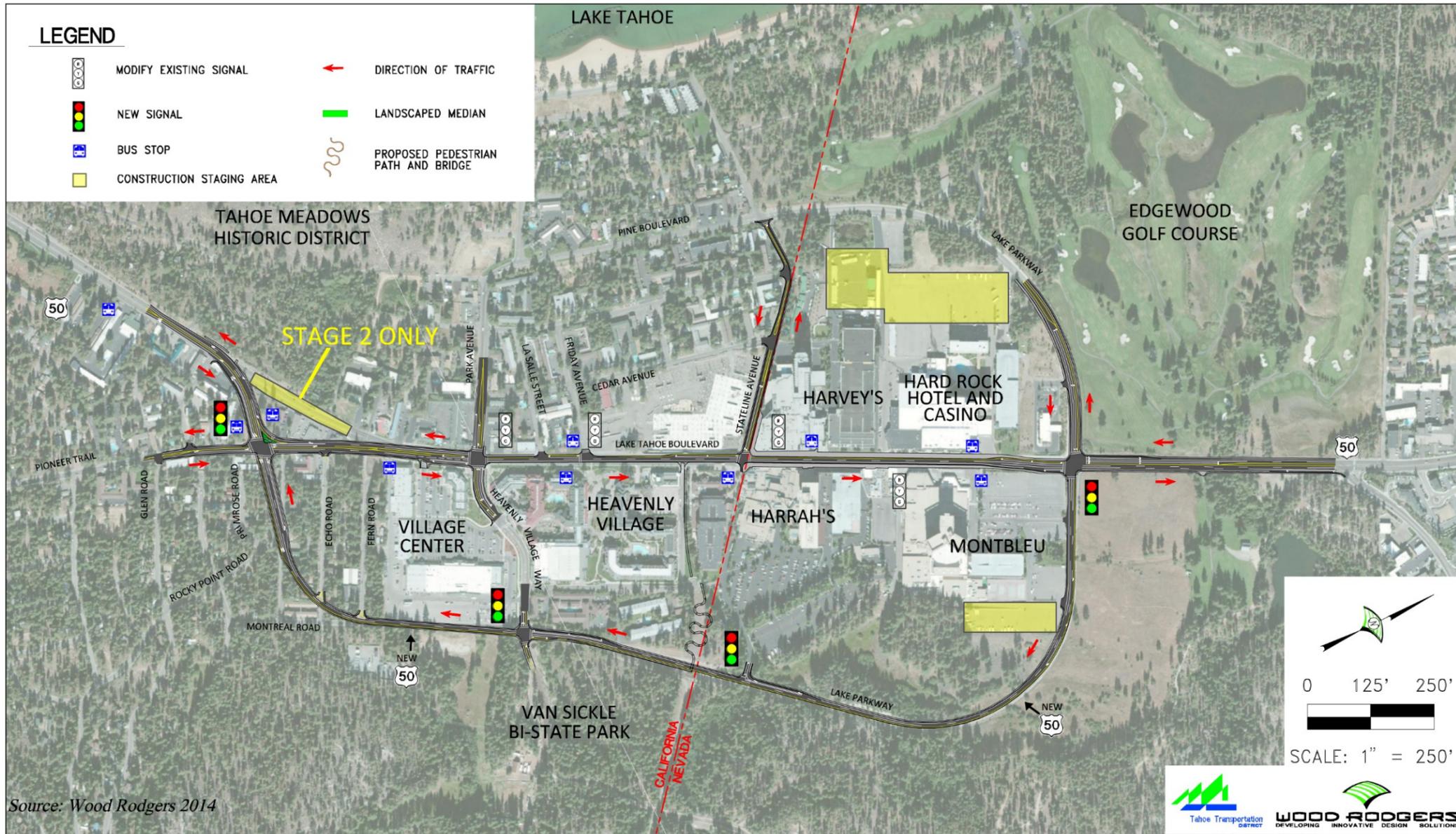
The maximum number of housing units that would be displaced by Alternatives B, C, and D are identified in Tables 2-2 and 2-4, below. The final number of displaced housing units would be determined at the final design stage of the project.

The new replacement housing constructed as part of the project prior to groundbreaking activities for transportation improvements in California would be considered "housing of last resort" as described in 49 CFR 24.404. For the purposes of constructing the transportation improvements associated with the project, in accordance with 49 CFR 24.204, TTD cannot displace persons from their residences until comparable replacement housing is made available. Construction of new replacement housing would be necessary to provide comparable replacement housing to displaced residents for the project to move forward, because there is a limited supply of comparable housing in the South Shore area. Some of the features that the comparable replacement housing (also referred to as "housing of last resort") must include, but are not limited to, are the housing unit must be:

- ▲ constructed to meet local housing and occupancy codes;
- ▲ functionally equivalent to the displaced housing;
- ▲ adequate in size to accommodate the occupants;
- ▲ in a location generally not less desirable than the location of the displaced person's dwelling and reasonably accessible to the person's place of employment; and
- ▲ within the financial means of the displaced person.

2.3.2 Pedestrian Bridge over Realigned US 50

In response to public comments received during scoping and concerns expressed by the California Tahoe Conservancy (Conservancy) and Nevada Division of State Parks (NDSP) regarding access to Van Sickle Bi-State Park resulting from the highway realignment, Alternatives B through D include a new pedestrian bridge extending over US 50 at a point just west of the Harrah's entrance driveway. The bridge would be approximately 76 feet long (for Alternatives B and D, and incrementally shorter for Alternative C because of the corresponding reduction in right-of-way width) and 12 feet wide. It would provide a minimum of 18.5 feet of clearance over the highway. The bridge would likely include either a single-span, cast-in-place, concrete box girder design or steel truss bridge design. Aesthetic treatments would be included in the design and construction of the bridge to be compatible with the surrounding natural and human environment and to note the California/Nevada state line. The bridge would be designed to serve as an attraction for visitors to the area and a gateway into Van Sickle Bi-State Park from the tourist core.



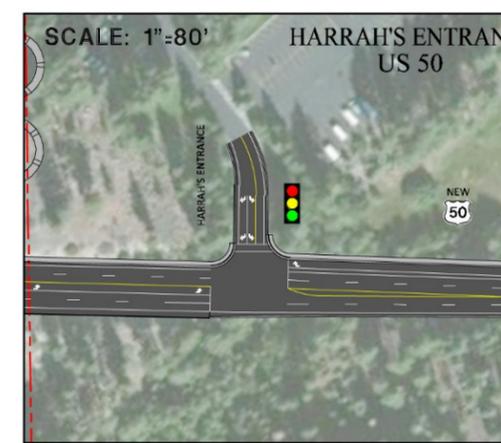
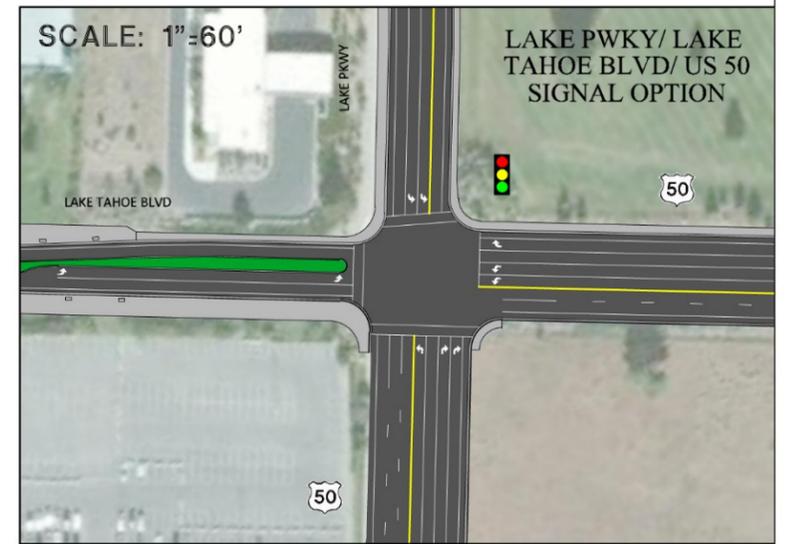
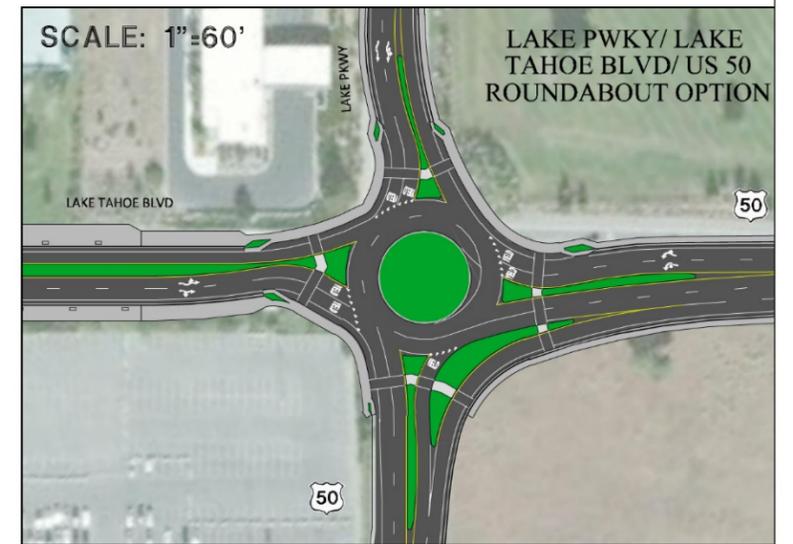
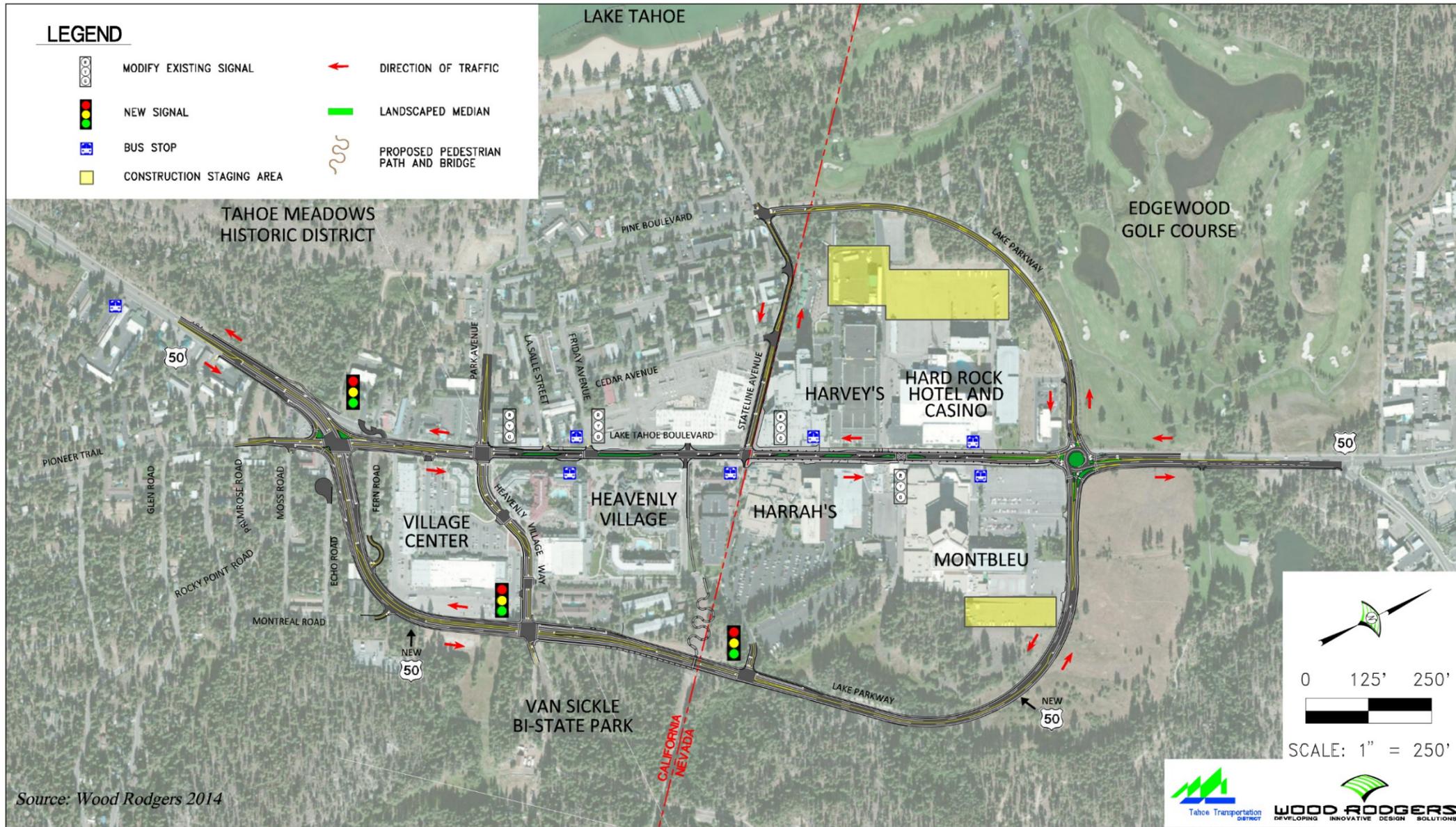
Source: Wood Rodgers 2014



X11010010 02 003

Exhibit 2-3

Alternative C: Triangle One-Way - Overview of Intersection and Transportation improvements



X11010010 02 004



Source: Design Workshop and TTD 2015

X11010010 02 008

Exhibit 2-5

Pedestrian Bridge as Viewed from Harrah's Entrance Driveway on Realigned US 50

On the mountain side of realigned US 50, the pedestrian bridge would connect to a 10-foot wide sidewalk that would run parallel to and extend the length of realigned US 50 to the main park entrance at Heavenly Village Way. The sidewalk would include a marked entrance crossing and connection to the existing sidewalk on the west side of the park entrance roadway. The sidewalk would be set back from the new retaining wall and topographically separated from the realigned US 50 along most of its length.

On the lake side of realigned US 50, the pedestrian bridge would be connected to a new path that would run the length of the Conservancy parcel between the Harrah's surface parking lot and Forest Suites Resort. The path would then either skirt around Bellamy Court on the existing sidewalk and connect with the sidewalk on the western side of Transit Way, or involve construction of a new path on the north side of Transit Way, leading users to the Explore Tahoe: Urban Trailhead building, which is an inter-agency visitor center designed to promote recreation and environmental education about Lake Tahoe. The improvements along Bellamy Court and Transit Way would be limited and would include striping and new signage directing visitors to the pedestrian bridge.

It is anticipated that California Department of Transportation (Caltrans) would maintain the structural components (or base) of the bridge structure, but that a local entity (e.g., Conservancy, the City of South Lake Tahoe, or a private entity) would maintain the bridge decking, hand rails, and aesthetic treatments.

The location of the pedestrian bridge and connecting path is shown in Exhibits 2-2 through 2-4. Exhibit 2-5 shows a conceptual illustration of the proposed pedestrian bridge as viewed from the proposed signalized entrance to Harrah's. Exhibit 2-6 shows a conceptual illustration of the proposed pedestrian path on the Conservancy parcel extending from Bellamy Court to the proposed pedestrian bridge.

2.3.3 Corridor Improvements and Enhanced Bicycle, Transit, and Pedestrian Facilities

Alternatives B and D involve conversion of the existing US 50 to a local or main street—also defined as a “complete street” —through the tourist core. The existing five-lane roadway configuration would be narrowed to include one lane in each direction with left-turn pockets at Park Avenue, Heavenly Village Way, Friday Avenue, the driveway entrance to the Chateau at Heavenly Village, Transit Way, Stateline Avenue, the Harrah's driveway entrance, the Harvey's driveway entrance, and the main driveway entrance to Hard Rock just before Lake Parkway. Left turns to and from La Salle Drive and the driveway entrance between the Harvey's parking structure and Hard Rock would be eliminated. The reduced number of vehicle travel lanes would enable pedestrian, bicycle, and transit enhancements.

The reconfigured existing US 50 with Alternatives B and D would reduce the number of travel lanes such that pedestrian and bicycle enhancements could be constructed. Exhibit 2-7 shows typical cross-sections for what would be a new main (complete) street in the existing US 50 right-of-way for Alternatives B and D. The reduction in travel lanes would allow for the inclusion of 5-foot bicycle lanes on both sides of the roadway plus a 14-foot landscaped median.

With Alternative C, existing US 50 would remain as a branch of US 50 with one-way eastbound traffic only. Left turn pockets would be located at Park Avenue, Friday Avenue, and Stateline Avenue only. Left turns could also be made at La Salle Street, into the Chateau at Heavenly, Harvey's, and the Hard Rock. All other existing left turn movements from the east (e.g., left turns into Montbleu, Harrah's, and Transit Way) would be eliminated.

With Alternative C, both US 50 East and US 50 West would include a 5-foot bicycle lane in the right shoulder for on-road bicyclists. However, bicycles would be limited to one-way travel in the same direction as vehicles.

The roadway changes described above would include enhanced sidewalks with street furniture, such as benches, lighting, public art, and public gathering spaces or common areas along existing US 50.

PEDESTRIAN FEATURES

Alternatives B through D would improve and expand sidewalks throughout the project site. With Alternatives B through D, sidewalks along existing US 50 would be constructed and resurfaced with modern materials such that there is a continuous sidewalk along the length of the roadway between Pioneer Trail and Lake Parkway. New sidewalk would be constructed on both sides of the realigned US 50 (US 50 West with Alternative C) between Heavenly Village Way and the realigned US 50/Pioneer Trail intersection, with a sidewalk only on the lake side of realigned US 50 between Heavenly Village Way and US 50/Lake Parkway intersection. A new sidewalk would also be constructed on the mountain side of US 50, between realigned US 50 and SR 207, with each of these build alternatives. These build alternatives would also include the new pedestrian bridge to Van Sickle Bi-State Park, as described above.

Collectively, the improvements would enhance pedestrian path and sidewalk connectivity and provide continuous safe pedestrian access throughout the project site.

BICYCLE FACILITIES

Alternatives B and D would add 5-foot-wide, designated Class II bicycle lanes, including striping, through the tourist core from Pioneer Trail to SR 207 that would enhance connectivity and improve bicycle travel for those commuting and recreating in the area. Both alternatives would also include widened shoulders (minimum of 5 feet width) on the new US 50 alignment, which could accommodate bicycles.

Alternative B includes an option to construct a Class IV bicycle route, also known as a cycle track, through the main tourist core. A cycle track is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bicycle lane. A cycle track is physically separated from motor vehicle traffic and distinct from the sidewalk. A cycle track is located within or next to the roadway, but is made distinct from both the sidewalk and general purpose roadway by vertical barriers or elevation differences. The cycle track option would extend a two-way track from the existing separated shared-use path that is part of the Linear Park in front of Tahoe Meadows, through the tourist core, to the final future segment of the Nevada Stateline-to-Stateline Bikeway alignment beginning at the corner of Lake Parkway and US 50. The cycle track would run parallel to the lake side of the roadway and would be separated from vehicle travel by a raised median. Exhibit 2-8 shows a cross-section near the resort-casinos illustrating the cycle track option for Alternative B.

Alternative C includes one-way eastbound travel through the tourist core and a designated Class II bicycle lane along the right side of the roadway for both the stretches of US 50 (the stretch through the tourist core and the stretch extending along existing Lake Parkway).

Existing View from Bellamy Court



Conceptual View of Pedestrian Trail from Bellamy Court

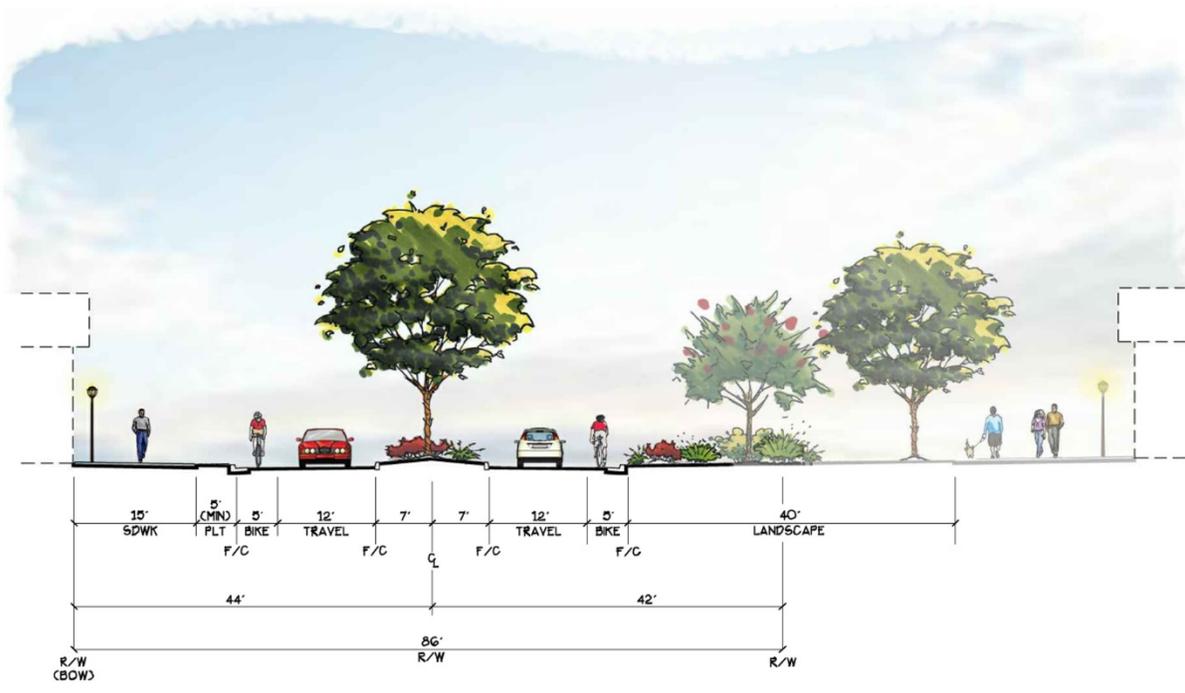


Source: Design Workshop and TTD 2015

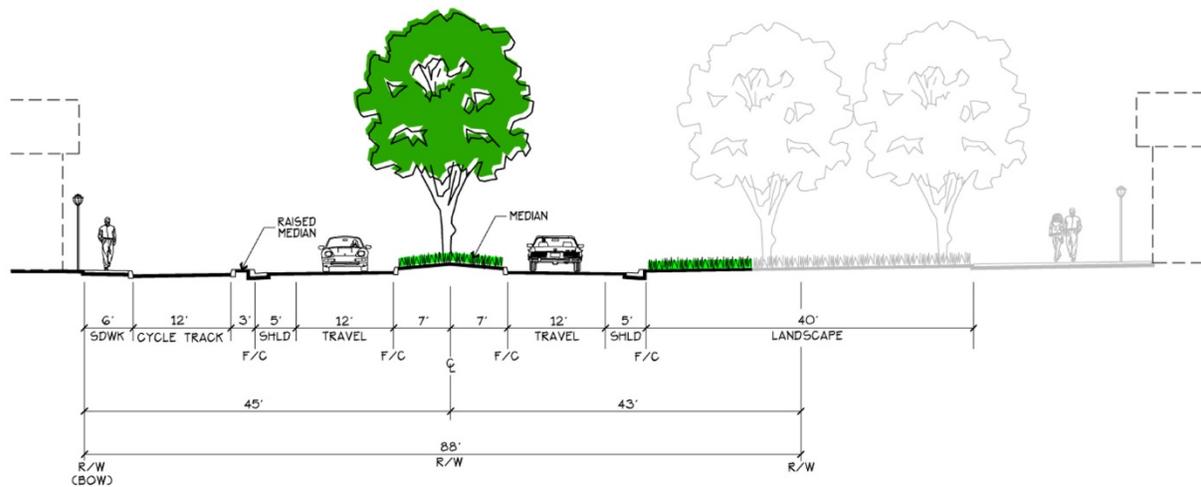
X11010010 02 005

Exhibit 2-6

View of Pedestrian Trail on Conservancy Parcel Connecting Bellamy Court to the New Pedestrian Bridge



Local Street/New Main Street Cross-Section Example with Bicycle Lanes (Between Park Avenue & Friday Avenue)

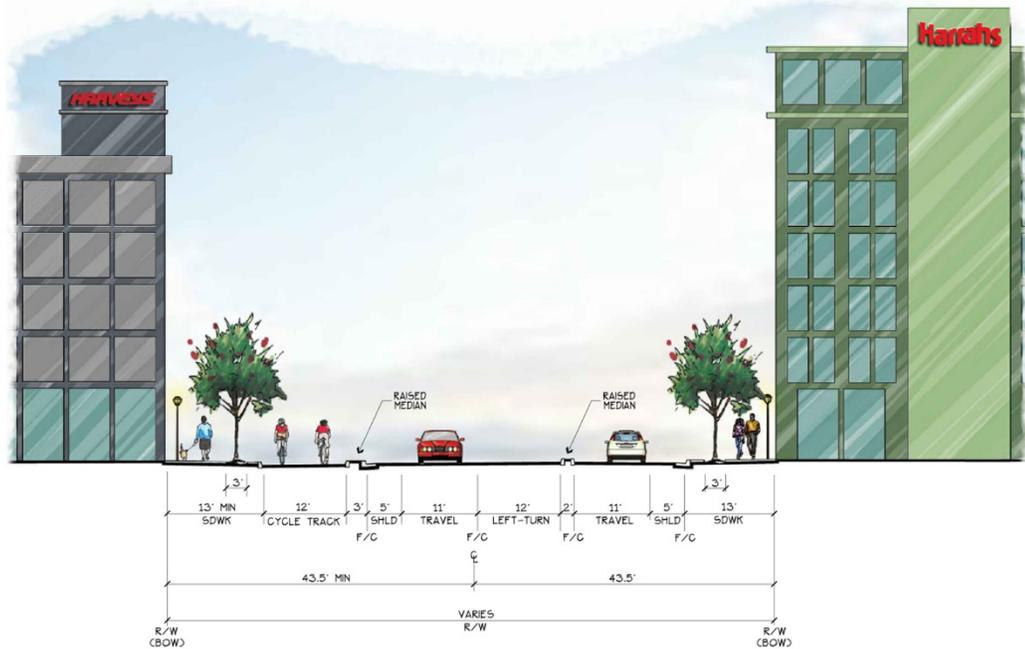


Local Street/New Main Street Cross-Section Example with Cycle Track Option (Between Park Avenue & Friday Avenue)



* RAISED MEDIAN LOCATION VARIES TO ACCOMMODATE LEFT TURNS INTO BOTH HARVEYS AND HARRAH'S.

Local Street/New Main Street Cross-Section Example with Bicycle Lanes (Immediately East of Stateline Avenue)



* RAISED MEDIAN LOCATION VARIES TO ACCOMMODATE LEFT TURNS INTO BOTH HORIZON AND MONTBLEU.

Local Street/New Main Street Cross-Section Example with Cycle Track Option (Immediately East of Stateline Avenue)

CHANGES IN THE LINEAR PARK

The Linear Park is an approximately 2,400-foot long path that begins at the end of the Tahoe Meadows fence that fronts on US 50, near where Wildwood Avenue meets US 50, and extends to the Holiday Inn Express driveway. The Linear Park includes an 8-foot-wide shared-use path, benches, public art, and landscaping. Implementation of Alternatives B, C, and D would affect between approximately 530 and 1,070 feet of the path, depending on alternative (see Appendix N). Changes to the Linear Park resulting from implementation of the build alternatives would include:

- ▲ Realigning the shared-use path closer to the Tahoe Meadows fence;
- ▲ Relocating seven to nine street lights adjacent to the path;
- ▲ Installing physical barriers where there is less than a 4-foot separation between the shared-use path and the roadway to meet Caltrans design standards. Barrier materials would be determined with input from the City of South Lake Tahoe, but a split rail fence is being proposed;
- ▲ Redesigning and constructing any changes to irrigation and landscaping; and
- ▲ Constructing new connections to bicycle and pedestrian facilities through the tourist core.

There would be no changes to benches, public art, or the fence separating Tahoe Meadows from the path. The width of the realigned path would remain at 8 feet, consistent with the existing path.

As described above, depending on the alternative, a Class II bicycle lane or cycle track would connect to the Linear Park and extend through the tourist core.

ENHANCED TRANSIT FEATURES

Existing US 50 is well served by BlueGo, the South Shore area's fixed-route bus service and commuter bus service connecting the area with Carson City and the Carson Valley. Existing bus stop locations are shown on Exhibits 2-2 through 2-4. BlueGo's Stateline Transit Center is located in the center of the tourist core on Transit Way.

With Alternatives B, C, and D, the proposed transportation improvements would reduce the number of travel lanes through the tourist core, making transit access more user-friendly with widened shoulders. These build alternatives would also include the construction of new bus shelters at existing bus stop locations where features are limited to signs and in some cases benches.

2.3.4 Signage Plan

With Alternatives B through D, a signage plan would be developed as more detailed design is developed after selection of a preferred alternative. Signage for transit, parking, visitor information centers, and recreation opportunities would be developed and installed at appropriate locations throughout the project site. Other informational and interpretive/educational/way finding signs, including signs that direct pedestrians towards appropriate crossings, may also be installed along the tourist core area (all build alternatives) and near the pedestrian overcrossing into Van Sickle Bi-State Park (Alternatives B, C, and D). A detailed signage plan would be prepared as part of the final design consistent with the FHWA's Manual on Uniform Traffic Control Devices (MUTCD) and TRPA Code. All proposed signage would be subject to approval by TRPA and the appropriate land manager, and Caltrans or NDOT if it falls within their respective right-of-way.

2.3.5 Lighting Plan

The build alternatives would minimize the addition of new fixed light sources to the extent possible. New fixed light sources would be added to the realigned US 50/Harrah's driveway intersection on the realigned US 50. The pedestrian bridge overcrossing would also include some light fixtures as a safety precaution for pedestrian users; pedestrian bridge lighting would be low-elevation, illuminating the foot path. A lighting plan would be developed to identify where new light fixtures would be located and where replacement of existing light fixtures would occur as more detailed design level plans are made after selection of an alternative.

2.3.6 Landscaping

Landscaping improvements, such as the addition of street trees, decorative vegetation, and landscaped medians, would be included throughout the project site as part of Alternatives B, C, and D. Along with changes to the existing US 50, landscaped medians would be added to separate eastbound and westbound lanes. Street trees and decorative vegetation would line the sidewalks paralleling the roadway to frame views of the mountains in the distance. Alternatives B and D would include a roundabout at the intersection of Lake Parkway and US 50. The islands associated with the roundabout would be landscaped with coniferous trees, native plants, and decorative boulders.

2.3.7 Lake Tahoe Environmental Improvement Program Project Implementation

The Lake Tahoe Environmental Improvement Program (EIP) is a cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region. The program defines restoration needs for attaining environmental goals or thresholds and, through a substantial investment of resources, increases the pace at which the thresholds would be attained. Key to this strategy is reliance upon partnerships with all sectors of the community, including the private sector, local, state, and federal government. The EIP has several components, which make up a comprehensive strategy for restoration and improvements. The components include capital projects, research and science, program support and technical assistance, and operations and maintenance.

The US 50/South Shore Community Revitalization Project is an EIP project (EIP Project No. 03.01.02.0024) that is identified to assist in attainment of TRPA's air quality threshold. The EIP includes two other projects within the project site boundaries. One of the projects has been identified for further attainment of TRPA's air quality threshold and the other project is identified to improve runoff water quality. Alternatives B, C, D, and E would implement the following EIP projects to varying degrees, as described below.

- ▲ **EIP Project No. 01.01.01.0011: Stateline Water Quality Improvement.** Implementation of this EIP project would add water quality treatment, flow reduction, and infiltration improvements along existing Stateline drainage ways. Additionally, it would modify and enhance existing treatment and infiltration basins to remove more fine sediment and to reduce stormwater discharges directly to Lake Tahoe from intensive commercial, multi-family residential, and roadway land uses between Stateline and Park Avenues.

Alternatives B, C, D, and E would partially implement this project. Alternatives B, C, D, and E would install curb and gutter and stabilize previously bare shoulders along the north side of Stateline Avenue. Existing collection facilities would be improved to prevent drain blockage and discharge to Lake Tahoe.

Alternative E would make water quality improvements along Stateline Avenue with the installation of curb and gutter and sediment traps.

- ▲ **EIP Project No. 03.01.02.0039: Class One/Two Bicycle Trail: Linear Park Trail to Stateline.** The goal of this project is to link the Linear Park Bike Trail to Stateline, Nevada.

Alternatives B, C, and D would fully implement this project. Alternative B would construct either a Class II bicycle lane or a cycle track that would connect the Linear Park Bike Trail to Stateline, Nevada. Alternative D would construct a Class II bicycle lane that would connect the Linear Park Bike Trail to Stateline, Nevada. Alternative C would include a designated Class II bicycle lane along the right side of the roadway for both the stretches of US 50 (the stretch through the tourist core and the stretch extending along existing Lake Parkway). Alternative E would not implement EIP Project No 03.01.02.0039.

- ▲ **EIP Project No. 03.01.02.0024: US 50 South Shore Community Revitalization Project.** This EIP project proposes to realign US 50 in South Lake Tahoe, California and Stateline, Nevada. Lake Parkway would be expanded to accommodate traffic through the area. The primary goal is to improve mobility while balancing transportation needs with community goals of economic vitality and environmental preservation.

Alternatives B and D would fully implement EIP Project No. 03.01.02.0024. Alternative C would only realign US 50 in one direction around the tourist core, which would not implement EIP Project No. 03.01.02.0024 as described in the EIP. Alternative E also would not implement this EIP project.

2.3.8 Water Quality Enhancements

Through coordination with stakeholders and a review of the strengths and weaknesses of the existing stormwater management systems within the project area, the project design team identified several measures that would enhance the ability of existing systems to protect water quality, and would create water quality benefits through the capture of currently untreated stormwater runoff. These enhancements are included as part of the Alternatives B, C, and D and are summarized below. A detailed discussion of these improvements, including exhibits showing their location, is included in Chapter 3, “Water Quality and Stormwater Runoff.”

- ▲ **US 50/SR 207 Stormwater Improvements:** Currently untreated roadway runoff that discharges directly to Edgewood Creek would be captured and infiltrated. The proposed water quality improvements include a treatment train that consists of sediment traps, an underground storm drain system to convey flows, and an infiltration basin located to the southwest of the US 50/Lake Parkway intersection.
- ▲ **Stateline Avenue Stormwater Improvements:** Curb and gutter would be installed and previously bare shoulders would be stabilized along the north side of Stateline Avenue. Existing collection facilities would be improved to prevent drain blockage and discharge to Lake Tahoe.
- ▲ **Azure Avenue Stormwater Improvements:** Currently untreated stormwater runoff from the residential block of Azure Avenue could potential be redirected into the proposed infiltration basin at Stateline Avenue. The feasibility of this enhancement depends on the depth of the existing drainage pipe beneath Azure Avenue, which would be determined during final design.
- ▲ **Sediment Traps:** All existing drainage inlets within the project site would be modified to include a sediment trap to remove sediment and applied roadway abrasives (i.e., traction sand). Approximately 85 new sediment traps would be included with the proposed transportation improvements.
- ▲ **Existing US 50 Stormwater Infrastructure Improvements:** The portion of the existing US 50 alignment between Stateline Avenue and Park Avenue currently has very few drainage inlets, which requires stormwater to travel over-ground along the unimproved road shoulder to drainage inlets near the intersection of Manzanita Avenue and Friday Avenue. The project would include the addition of stormdrain infrastructure including curb and gutter, drainage inlets spaced approximately 250 feet apart, and subsurface stormdrain pipe along existing US 50. Although these enhancements would not create a reduction in stormwater runoff, they would direct stormwater to infiltration basins through an efficient system that reduces stormwater contact with unstabilized road shoulders.

- ▲ **Fern Basin Enhancements:** Drainage from the Fern Road, Echo Road, and Moss Road area is collected via storm drains and enters two drainage basins at the intersection of Fern Road and Pioneer Trail. These basins are currently undersized and only capture 77 percent of the 20-year/one hour stormwater runoff volume (City of South Lake Tahoe 2016). The project would reconstruct (enlarge and deepen) the Fern Basins in their current location so that they are able to fully accommodate the stormwater runoff generated by their tributary area during the 20-year/1-hour storm.
- ▲ **Oversized Infiltration Basins:** The build alternatives would generate excess right-of-way, which could be utilized for features such as linear parkways and stormwater infiltration basins. The preliminary design of the project's infiltration basins indicates that, on average, they can accommodate five times the regulatory requirement (Wood Rodgers 2016) and are therefore able to accept flows from a much larger storm.

2.4 DIFFERENTIATING FEATURES OF ALTERNATIVES

Alternative A reflects the No Project/No Build alternative. Alternatives B through D most completely meet the purpose and need for the project and the basic project objectives described in Chapter 1, "Introduction." Alternative E would avoid the housing and business displacement and encroachment on Van Sickle Bi-State Park associated with the other build alternatives, but would only meet some of the basic project objectives. Major features of the alternatives evaluated in detail in this EIR/EIS/EIS are described below.

2.4.1 Alternative A: No Build (No Project or No Action)

With Alternative A there would be no improvements to existing US 50, Lake Parkway, or other roadways within the project site boundaries. The current road alignment and lane configuration would remain the same, consistent with Exhibit 2-1.

The roadway system within the project site boundaries would continue to be inadequate to meet the existing or projected traffic volumes. The continued periods of traffic congestion during the peak summer and winter seasons would degrade and discourage bicycle and pedestrian travel in the tourist core and along major roadways, and inhibit the operation of and accessibility to transit services. Cut-through traffic on local roadways would continue as it does today.

2.4.2 Alternative B: Triangle (Locally Preferred Action)

Alternative B is named the "Triangle" Alternative, because it would preserve the existing parcels that form a commercial triangle just west of the existing US 50/Pioneer Trail intersection and would, instead, realign new US 50 within the vacant city-owned parcel behind the 7-11 building. Exhibit 2-2 provides an overview of the realignment of US 50, intersection improvements, and travel patterns associated with Alternative B. Alternative B is identified as the locally preferred alternative.

ROAD NETWORK CHANGES

Alternative B would construct a new alignment of US 50 to the southeast of existing US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada. The new alignment would begin at a new Pioneer Trail intersection located to the west of the existing intersection, and proceed south along existing Moss Road. It would then turn east onto the Montreal Road alignment, passing behind (southeast of) the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments before ending at a new two-lane roundabout at the existing US 50/Lake Parkway intersection.

The new US 50 alignment would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways. New signalized intersections along the realigned US 50 would be located at Heavenly Village Way and the driveway entrance to Harrah's. The existing segment of US 50 between Pioneer Trail and Lake Parkway would be relinquished to the City of South Lake Tahoe in California, and Douglas County in Nevada. Realigned US 50 would become Caltrans and Nevada Department of Transportation (NDOT) right-of-way.

Between Park Avenue and Lake Parkway, the existing US 50 would be reduced to one travel lane in each direction, with landscaped medians, and left-turn pockets at major intersections and driveways. Bicycle lanes and sidewalks would be added and/or upgraded throughout the project site. A pedestrian bridge would be constructed over the new US 50 alignment approximately 250 feet south of the proposed new intersection at the Harrah's entrance driveway near the California/Nevada state line connecting the Van Sickle Bi-State Park to the tourist core area.

The realignment would result in the following changes to local roadways in the Rocky Point residential neighborhood just west of Heavenly Village Center:

- ▲ Montreal Road, Echo Road, and Fern Road would have right in and right out access only to realigned US 50.
- ▲ Primrose Road would be closed between Rocky Point Road and Echo Road and would not have access to realigned US 50.
- ▲ Moss Road would have no direct access to Pioneer Trail.

Alternative B would include restriping Stateline Avenue between Cedar Avenue and existing US 50 to include two southeast bound lanes to accommodate summer concert travelers exiting the Harvey's parking lot.

Between Lake Parkway and Cedar Avenue, Stateline Avenue would be slightly realigned to the east and would be improved with new curb, gutter, and sidewalk.

Additionally, Alternative B includes an option to restripe Lake Parkway on the lake side, between Stateline Avenue and US 50, to include four lanes. Lake Parkway is currently a three-lane roadway (one travel lane in each direction with a dedicated left-turn lane and wide shoulders) that is wide enough to accommodate this by restriping the roadway. However, this option would preclude bicycle lanes and widened shoulders along this segment. Bicycle traffic would be Class 3 or shared travel lane with vehicular traffic.

Alternative B also includes a three-lane option for Lake Tahoe Boulevard between Pioneer Trail and Park Avenue to three lanes. This option would include a center left turn lane with left turn pockets at the US 50/Pioneer Trail and Lake Tahoe Boulevard/Park Avenue intersections.

Posted speed limits for existing US 50 through the tourist core are 25 miles per hour (mph) in Nevada and 35 mph in California. Posted speed limits for the realigned US 50 would be 40 mph. Posted speed limits for the existing US 50 through the tourist core could be up to 25 mph.

INTERSECTION IMPROVEMENTS

Alternative B would affect the following intersections within the existing or realigned US 50 within the project site limits:

- ▲ US 50 US 50/Pioneer Trail: This intersection would be reconfigured and relocated to the west.
- ▲ US 50/Park Ave/Heavenly Village Way: This intersection would be reconfigured to reflect the reduced number of through lanes on old US 50 east of the intersection.

- ▲ US 50/La Salle Street: The new center median on old US 50 would preclude left turns onto La Salle Street. Vehicles on La Salle Street would have right-in-right-out access only to old US 50.
- ▲ US 50/Friday Avenue: This intersection would be reconfigured to reflect the reduced number of through lanes on old US 50. The existing traffic signal would remain.
- ▲ US 50/Stateline Avenue: This intersection would be reconfigured to reflect the reduced number of through lanes on old US 50. The existing traffic signal would remain.
- ▲ Lake Parkway/Montreal Road/Heavenly Village: This intersection would be signalized, and the number of through lanes would be expanded to reflect the width of new US 50.
- ▲ Lake Parkway/Harrah’s Driveway: This intersection would be signalized, and the number of through lanes would be expanded to reflect the width of new US 50.
- ▲ US 50/Lake Parkway: The existing signalized intersection would be replaced with a 2-lane roundabout.
- ▲ Stateline Avenue/Lake Parkway/Pine Boulevard: This intersection would have pedestrian facilities installed.
- ▲ Option: As an alternative to the 2-lane roundabout, this option includes a signalized intersection similar to the existing signal, but reconfigured to reflect the proposed roadway changes.

The configuration of these intersections with Alternative B are shown in Exhibit 2-2.

RIGHT-OF-WAY ACQUISITION NEEDS

The Alternative B realignment of US 50 would require the acquisition of right-of-way. The right-of-way needs would include both partial and full acquisition of parcels within the project site. Table 2-1 summarizes the total number of affected parcels, by state. Table 2-2 provides a summary description of the types of uses and number of units affected for those parcels listed as full acquisitions in Table 2-1. Alternative B would affect 99 parcels, and would displace residents in 75 housing units and four hotel/motels containing 114 rooms. Alternative B would also require right-of-way from and encroach on Van Sickle Bi-State Park. A full list of specific parcels affected by Alternative B is included in Appendix B. Appendix B also includes exhibits that distinguish full and partial parcel acquisitions for Alternative B. The project would construct replacement parking either on adjacent right-of-way areas or on other portions of the parcel for parcels subject to partial acquisition that lose parking, which could include Assessor Parcel Numbers (APNs) 029-170-04, 029-351-01, 029-351-20, and 029-371-01.

Table 2-1 Total Number of Parcels Affected by Transportation Improvements for Each Alternative

| Alternative | Number of Full Parcel Acquisitions | | Number of Partial Parcel Acquisitions | | Total Affected Parcels | | |
|----------------------|------------------------------------|--------|---------------------------------------|--------|------------------------|--------|-------|
| | California | Nevada | California | Nevada | California | Nevada | Total |
| A: No Build | NA | NA | NA | NA | NA | NA | NA |
| B: Triangle | 42 | 0 | 46 | 11 | 88 | 11 | 99 |
| C: Triangle One-Way | 40 | 0 | 46 | 11 | 86 | 11 | 97 |
| D: PSR Alternative 2 | 37 | 0 | 30 | 11 | 67 | 11 | 78 |
| E: Skywalk | NA | NA | NA | NA | NA | NA | NA |

Source: Compiled by Wood Rodgers in 2016

Table 2-2 Types of Uses Displaced by Transportation Improvements for Each Alternative

| Alternatives | Housing | | | | Tourist Accommodations | | Businesses ¹ | | Vacant |
|----------------------|--------------|-------------------------|--------------------------|------------|------------------------|------------|-------------------------|-----------------|--------------|
| | # of Parcels | # of Multi-Family Units | # of Single-Family Units | Unit Total | # of Parcels | # of Units | # of Parcels | # of Businesses | # of Parcels |
| A: No Build | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| B: Triangle | 27 | 64 | 12 | 76 | 4 | 114 | 4 | 4 | 11 |
| C: Triangle One-Way | 26 | 59 | 12 | 71 | 4 | 114 | 4 | 4 | 10 |
| D: PSR Alternative 2 | 21 | 59 | 9 | 68 | 2 | 41 | 4 | 7 | 12 |
| E: Skywalk | NA | NA | NA | NA | NA | NA | NA | NA | NA |

¹ For Alternatives B and C, the businesses that would be displaced include:

- National 9 Inn (APN 029-162-02)
- Trailhead Motel (APN 029-162-07)
- South Shore Inn (APN 029-371-16)
- Elizabeth Lodge (APN 029-352-10)

The former Wildman Coffee Shop (APN 029-371-12) is now vacant and is not included in the business totals for Alternatives B and C.

For Alternative D, the businesses that would be displaced include:

- Powder House, Vinny's Pizza, and the Naked Fish (APN 029-170-04)
- Tahoe Bottle Shop and Alpaca store (APN 029-170-05)
- Traveler's Inn (APN 029-351-20)
- Thunderchief Inn (APN 029-351-01)

Note: Tourist accommodation parcels are also included in the business parcel totals, and therefore the totals in this table do not match those in Table 2-1.

Source: Compiled by Wood Rodgers in 2016

MIXED-USE REDEVELOPMENT SITES

Alternative B provides an opportunity for potential future redevelopment of three sites within the project site to include a mix of residential and commercial uses. The purpose of the redevelopment sites would be to provide potential relocation opportunities for dislocated residents and business owners in the immediate vicinity and further achieve the revitalization objective of the project. At the time of final design, TTD would determine which of the three mixed-use development sites would be constructed to plan for construction of replacement housing needs. The final design of the mixed-use development would adhere to applicable standards set forth by the City of South Lake Tahoe Public Improvement and Engineering Standards and any other applicable engineering requirements and design standards. The City of South Lake Tahoe has a Delegation Memorandum of Understanding (MOU) with TRPA for permitting authority over certain types of projects. Approval authority for the mixed-use development would either be TPRA or the City of South Lake Tahoe, under the MOU, and would be determined at the time of project-level environmental review for the mixed-use development. Exhibits 2-9 and 2-10 show the location and potential mix of uses that could be developed at these sites through a future public private partnership.

The right-of-way acquisition needed for Alternative B would result in banked TRPA commodities that TTD would use to construct replacement housing. The banked commodities, including commercial floor area (CFA), could be used to incentivize a partnership with a private developer to participate in redeveloping any of these sites as mixed-use with TTD. The extent of redevelopment could accommodate displaced residents affected by the project. These mixed-use development sites are identified as the preferred location for replacement housing for displaced residents. Displaced residents would have first right of refusal for relocating to replacement housing located at one of these mixed-use development sites. TTD would construct replacement housing for the displaced residents, as described above, at these mixed-use sites or elsewhere whether a private developer partners with TTD or not.

The maximum allowable development that could occur under the existing zoning for the three sites altogether could include up to 229 housing units, 46,250 square feet (sq. ft.) of CFA, and 534 parking spaces. The conceptual plan for the three sites is illustrated in Exhibit 2-10 and analyzed programmatically in this EIR/EIS/EIS would include up to 227 housing units, 46,250 sq. ft. CFA, and 534 parking spaces.

Potential future redevelopment of these sites would use some of the parcels that would otherwise be acquired for the realigned US 50 right-of-way, but would require additional property acquisition as summarized in Table 2-3. No parcels in Nevada would be acquired for the mixed-use development. Table 2-4 provides a summary description of the types of uses and number of units affected by the full parcel acquisitions that would be needed to accommodate the mixed-use development. The mixed-use development under Alternative B would displace residents in an additional 12 housing units, two hotel/motels containing 41 rooms, and eight other businesses (i.e., restaurants and retail stores).

Table 2-3 Total Number of Additional Full Parcel Acquisitions Required for Mixed-Use Development Sites Associated with Alternatives B, C, and D

| Alternative | Number of Additional Full Parcel Acquisitions | |
|----------------------|---|--------|
| | California | Nevada |
| A: No Build | NA | NA |
| B: Triangle | 9 | 0 |
| C: Triangle One-Way | 9 | 0 |
| D: PSR Alternative 2 | 11 | 0 |
| E: Skywalk | NA | NA |

Source: Compiled by Wood Rodgers in 2016

Table 2-4 Additional Uses Displaced by Mixed-Use Development for Alternatives B, C, and D

| Alternatives | Housing | | | | Tourist Accommodations | | Businesses ¹ | | Vacant |
|----------------------|--------------|-------------------------|--------------------------|------------|------------------------|------------|-------------------------|-----------------|--------------|
| | # of Parcels | # of Multi-Family Units | # of Single-Family Units | Unit Total | # of Parcels | # of Units | # of Parcels | # of Businesses | # of Parcels |
| A: No Build | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| B: Triangle | 1 | 12 | 0 | 12 | 2 | 41 | 5 | 10 | 3 |
| C: Triangle One-Way | 1 | 12 | 0 | 12 | 2 | 41 | 5 | 10 | 3 |
| D: PSR Alternative 2 | 5 | 8 | 2 | 10 | 0 | 0 | 1 | 3 | 5 |
| E: Skywalk | NA | NA | NA | NA | NA | NA | NA | NA | NA |

¹ For Alternatives B and C, the businesses that would be displaced include:

- Subway, Taco Taqueria, and 7 Eleven (APN 029-170-03)
- Powder House, Vinny's Pizza, and the Naked Fish (APN 029-170-04)
- Tahoe Bottle Shop and Alpaca store on (APN 029-170-05)
- Traveler's Inn (APN 029-351-20)
- Thunderchief Inn (APN 029-351-01)

For Alternative D, the businesses that would be displaced include:

- Subway, Taco Taqueria, and 7 Eleven (APN 029-170-03)

Note: Tourist accommodation parcels are also included in the business parcel totals, and therefore the totals in this table do not match the totals in Table 2-3.

Source: Compiled by Wood Rodgers in 2016

2.4.3 Alternative C: Triangle One-Way

Alternative C is named "Triangle One-Way." because it would, like Alternative B, preserve the commercial triangle properties just west of the existing US 50/Pioneer Trail intersection and would also use the vacant, city-owned parcel behind the 7-11 building. The alignment of Alternative C would be the same as Alternative B for the route along existing Montreal Road and Lake Parkway. However, Alternative C would involve one-way travel within the tourist core and on the realigned highway to the southeast. It would reduce right-of-way needs relative to Alternative B, as described herein. Exhibit 2-3 provides an overview of the roadway network, intersection improvements, and travel patterns associated with Alternative C.

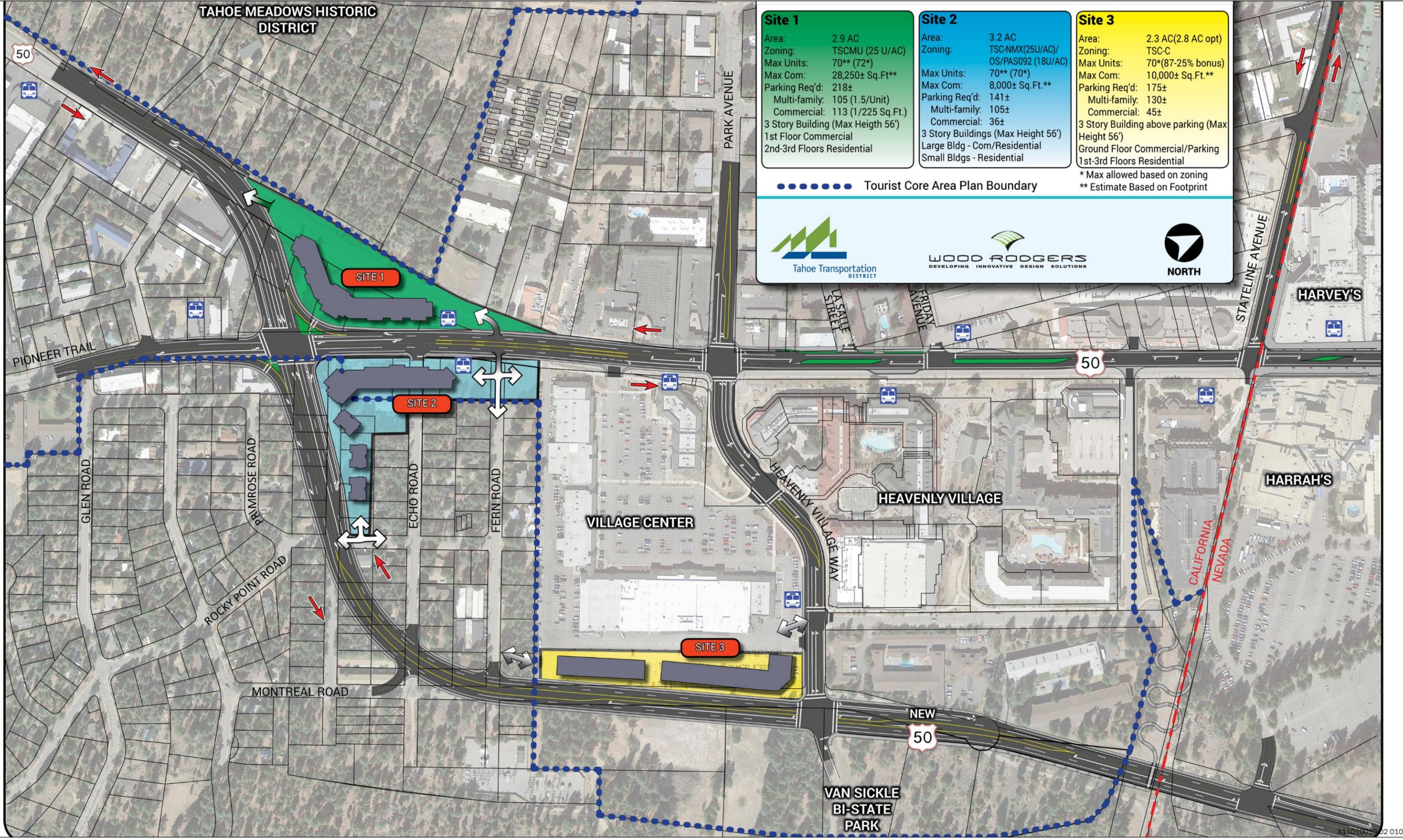


Exhibit 2-9

Alternative B and C Mixed-Use Development Sites



Site 1

Site Area: 2.9± AC

City of South Lake Tahoe Tourist Core Area Plan

Zoning: Tourist Center Mixed Use (Multi-Family - 25 Units/AC) - Max Units Allowed: 72

Conceptual Plan:

The Footprint shown represents a 3 Story Building with a 56' height limit. Each floor is approximately 28,250± square feet. Commercial and Residential require a total of 218 spaces, a mix of surface and subsurface parking.

Commercial Option - 1st Floor includes approximately 28,250 sqft commercial. Assuming an average parking requirement of 1 space/225 sqft = 113 spaces required.

Residential Option - 2nd and 3rd Floor includes approximately 35 units each with an average of 750± sqft/unit for a total of 70 units. Assuming a parking reduction to 1.5 spaces/unit = 105 spaces.



Site 2

Site Area: 3.2± AC

City of South Lake Tahoe Tourist Core Area Plan/Plan Area Statement 092 (Pioneer/Ski Run)

Zoning: Tourist Center Neighborhood Mixed Use (MF-25 Units/AC); Open Space (would require zone change); & PAS092 (MF - 18 units/AC) - Max Units Allowed: 70

Conceptual Plan:

The Footprint shown represents a main 3 Story Building with 20,625± sqft per floor, with three smaller 2 story buildings with 3,120± sqft per floor. This concept assumes TSC-NMX is changed to TSC-MU with a 56' height limit, which is consistent with the surrounding uses. There is a 42' height limit in PAS092. Commercial and residential require a total of 141 parking spaces, a mix of surface, subsurface, & covered.

Commercial/Parking Option - Main building 1st floor includes 8,000± sqft corner commercial, 4,000± sqft covered parking, and 8,625± sqft of community amenities (lobby, weight room, laundry, etc). Assuming an average parking requirement of 1 space/225 sqft = 36 spaces req.

Residential Option - Main building 2nd floor and 3rd floors include 23 residential units each, average of 750± sqft/unit. The three smaller units have 8 units each, average of 700± sqft/unit. Total unit count = 70 residential units. Assuming a parking reduction to 1.5 spaces/unit = 105 spaces req.



Site 3

Site Area: 2.3± AC {2.8 AC option*}

City of South Lake Tahoe Tourist Core Area Plan

Zoning: Tourist Center (MF - 25 Units/AC) - Max Units Allowed: 57 (71 with 25% density bonus)
*{70 (87 with 25% density bonus)}

Conceptual Plan:

The Footprint shown represents a 3 Story Building above podium level parking. Tourist Center has a 56' height limit. Each floor is approximately 40,000± square feet. Commercial and Residential require a total of 175 parking spaces, a mix of garage and surface parking.

Commercial/Parking Option - Ground/Podium level includes approximately 10,000± sqft corner commercial and 30,000± sqft of podium level parking. Assuming an average parking requirement for commercial of 1 space/225 sqft = 45 spaces required.

Residential Option - 1st Floor includes approximately 26 units with an average of 800± sqft/unit, and 15,000± sqft of amenities (lobby, indoor rec facility, & laundry). 2nd Floor includes approximately 34 units with an average of 900± sqft/unit, and 5,400± sqft of amenities (lobby & laundry). 3rd Floor includes 27 units with average of 1,000± sqft/unit, and 9,000± sqft of amenities (lobby & laundry). All three floors would include a total of 87 units. Assuming a parking reduction to 1.5 spaces/unit = 130 spaces req.

ROAD NETWORK CHANGES

With Alternative C, the segment of US 50 between the US 50/Pioneer Trail intersection and Park Avenue (adjacent to the Heavenly Village Center) would retain two-way travel consistent with the existing configuration along this segment.

Alternative C would split eastbound and westbound directions on US 50 from the Park Avenue/Heavenly Village/US 50 intersection in California to Lake Parkway/US 50 intersection in Nevada. Eastbound US 50 would remain in place as under existing conditions, while westbound US 50 would be realigned onto a new alignment along Lake Parkway southeast of existing US 50. The existing US 50 alignment between Park Avenue and Lake Parkway would be reduced to a one-way, two-lane roadway, with traffic only allowed in the eastbound direction. Beginning at the Lake Parkway intersection, westbound US 50 would proceed south along the existing Lake Parkway alignment and continue onto the Montreal Road alignment on a one-way two-lane roadway, with traffic only allowed in the westbound direction. Westbound US 50 would continue to the southeast of Heavenly Village Center before turning west along existing Moss Road and rejoining eastbound US 50 at a new Pioneer Trail/US 50 intersection. Both eastbound and westbound US 50 would have turn pockets at major intersections and driveways, and would add and/or upgrade bicycle lanes and sidewalks.

Travel lanes along the eastbound and westbound segments would be 11 feet wide. New signalized intersections would be located on westbound US 50 at Heavenly Village Way and the entrance driveway off existing Lake Parkway to Harrah's. Caltrans and NDOT would be required to accept the right-of-way along both segments of US 50 for those portions in their respective state, and the City of South Lake Tahoe and Douglas County would need to relinquish the right-of-way along Lake Parkway, Montreal Road, and other local roadways affected by Alternative C. A pedestrian bridge would be constructed over westbound US 50 near the California/Nevada state line connecting the Van Sickle Bi-State Park to the Stateline area.

As with Alternative B, Alternative C would include restriping Stateline Avenue between Cedar Avenue and existing US 50 to include two southeast bound lanes to accommodate summer concert travelers exiting the Harvey's parking lot. Between Lake Parkway and Cedar Avenue, Stateline Avenue would be slightly realigned to the east and would be improved with new curb, gutter, and sidewalk.

Additionally, Alternative C includes the same Alternative B option to restripe Lake Parkway on the lake side, between Stateline Avenue and US 50, to include four lanes.

Alternative C would result in the following changes to local roadways in the residential neighborhood just west of Heavenly Village Center:

- ▲ Montreal Road and Moss Road would each end with a cul-de-sac at westbound US 50, with no direct access to the realigned highway.
- ▲ Moss Road would not have direct access to Pioneer Trail.
- ▲ Echo Road and Fern Road would have right-in and right out access only to both segments of US 50.
- ▲ Primrose Road would be closed between Rocky Point Road and Echo Road, with no direct access to the realigned highway.

INTERSECTION IMPROVEMENTS

Alternative C would affect the following intersections in the project site limits:

- ▲ US 50/Pioneer Trail: This intersection would be at the same location as with Alternative B, but would include a different configuration to accommodate the one-way travel on westbound US 50.
- ▲ US 50/Park Ave/Heavenly Village Way: This intersection would be reconfigured to reflect the one-way travel through the tourist core.

- ▲ US 50/La Salle Street: This intersection would be reconfigured to allow left turns only from US 50 onto La Salle Street. This alternative would preclude right turns onto US 50 from La Salle Street.
- ▲ US 50/Friday Ave: This intersection would be reconfigured to allow left turns only from US 50 onto Friday Avenue. This alternative would preclude right turns onto US 50 from Friday Avenue.
- ▲ US 50/Stateline Avenue: This intersection would be reconfigured to reflect the one-way travel through the tourist core. This alternative would preclude right turns onto US 50 from Stateline Avenue.
- ▲ US 50/Heavenly Village: This intersection would be signalized, but would have a different configuration than Alternative B.
- ▲ US 50/Harrah's Driveway: This intersection would be signalized, but would have a different configuration than Alternative B.
- ▲ US 50/Lake Parkway: This intersection would be signalized, but would have a different configuration than Alternative B.
- ▲ Stateline Avenue/Lake Parkway/Pine Boulevard: This intersection would have pedestrian facilities installed.

The configurations of these intersections with Alternative C are shown in Exhibit 2-3.

RIGHT-OF-WAY ACQUISITION NEEDS

The Alternative C realignment of US 50 would require the acquisition of right-of-way. The right-of-way needs would include both partial and full acquisition of parcels within the project site. Table 2-1 summarizes the total number of affected parcels, by state. Table 2-2 provides a summary description of the types of uses and number of units affected for those parcels listed as full acquisitions in Table 2-1. Alternative C would affect 97 parcels, and would displace residents in 70 housing units and four hotel/motels containing 114 rooms. Alternative C would also require right-of-way from and encroach on Van Sickle Bi-State Park. A full list of specific parcels affected by Alternative C is included in Appendix B. Appendix B also includes exhibits that distinguish full and partial parcel acquisitions for Alternative C. The project would construct replacement parking either on adjacent right-of-way areas or on other portions of the parcel for parcels subject to partial acquisition that lose parking, which could include APNs 029-170-04, 029-351-01, 029-351-20, and 029-371-01.

MIXED-USE REDEVELOPMENT SITES

Alternative C includes the potential future redevelopment of the same three sites within the project site as Alternative B for the purpose of providing relocation opportunities to the dislocated residents and business owners, the same as described above for Alternative B. Exhibits 2-9 and 2-10 show the location and redevelopment potential for Alternative C. The maximum amount of development that could occur on these three sites under Alternative C would be the same as that described above for Alternative B.

Potential future redevelopment of these sites under Alternative C would acquire most of the same parcels as that which would occur under Alternative B. For this reason, Alternative C would also displace the same number of residents, hotel/motels, and businesses as Alternative B.

2.4.4 Alternative D: PSR Alternative 2

Alternative D is named "PSR Alternative 2," because it reflects the preferred alternative concept selected in the Project Study Report (PSR) approved by Caltrans in 2010. Alternative D is similar to Alternative B in that it would construct a new alignment for US 50 to the southeast of existing US 50 from the Pioneer Trail

intersection in California to Lake Parkway in Nevada. The relocated US 50/Pioneer Trail intersection would be further north than the Alternative B alignment, and would cut through the business triangle preserved by Alternative B. Exhibit 2-4 provides an overview of the realignment of US 50, intersection improvements, and travel patterns associated with Alternative D.

ROAD NETWORK CHANGES

The new US 50 alignment associated with Alternative D would begin at a reconstructed Pioneer Trail intersection, and proceed east on a new roadway between existing Echo Road and Fern Road. It would then turn north onto the Montreal Road alignment, passing behind the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments before ending at a new two-lane roundabout at the existing US 50/Lake Parkway intersection.

The new US 50 alignment would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways. New signalized intersections would be located at US 50/Heavenly Village Way and the driveway entrance to Harrah's from US 50. The existing segment of US 50 between Pioneer Trail and Lake Parkway would be relinquished to the City of South Lake Tahoe in California and to Douglas County in Nevada. Realigned US 50 would become Caltrans and NDOT right-of-way.

Between Park Avenue and Lake Parkway, the existing US 50 would be reduced to one lane in each direction, with landscaped medians and left-turn pockets at major intersections and driveways. Bicycle lanes and sidewalks would be added and/or upgraded throughout the project site. A pedestrian bridge would be constructed over the new US 50 alignment near the California/Nevada State Line connecting the Van Sickle Bi-State Park to the Stateline area.

Between Lake Parkway and Cedar Avenue, Stateline Avenue would be slightly realigned to the east and would be improved with new curb, gutter, and sidewalk.

The realignment would result in the following changes to local roadways in the residential neighborhood just west of Heavenly Village Center:

- ▲ Primrose Road would be closed between Echo Road and Fern Road and would not connect to US 50;
- ▲ Montreal Road would have right in and right out access only to realigned US 50;
- ▲ Echo Road would end with a cul-de-sac, with no direct access to the realigned highway; and
- ▲ Fern Road would have right in and right out access only to realigned US 50, with a reconfigured section extending from realigned US 50.

As with Alternative B, Alternative D includes restriping Stateline Avenue and an option to restripe Lake Parkway on the lake side to include four lanes.

INTERSECTION IMPROVEMENTS

The intersection improvements associated with Alternative D would be the same as Alternative B, except the location of the relocated US 50/Pioneer Trail intersection; the alignment of this intersection would be further north relative to Alternative B. Alternative D also includes a proposed 2-lane roundabout at the Lake Parkway/US 50 intersection with an option to signalize this intersection.

RIGHT-OF-WAY ACQUISITION NEEDS

The Alternative D realignment of US 50 would require the acquisition of right-of-way. The right-of-way needs would include both partial and full acquisition of parcels within the project site. Table 2-1 summarizes the

total number of affected parcels, by state. Table 2-2 provides a summary description of the types of uses and number of units affected for those parcels listed as full acquisitions in Table 2-1. Alternative D would affect 78 parcels, and would displace residents in 68 housing units and two hotel/motels containing 41 rooms. Alternative D would also require right-of-way from and encroach on Van Sickle Bi-State Park. A full list of specific parcels affected by Alternative D is included in Appendix B. Appendix B also includes exhibits that distinguish full and partial parcel acquisitions for Alternative D. Alternative D does not propose to provide replacement parking because this alternative would not result in loss of parking at APNs 029-170-04, 029-351-01, 029-351-20, and 029-371-01.

MIXED-USE REDEVELOPMENT SITES

Like Alternative B, Alternative D includes the potential future redevelopment of three sites within the project site to include a mix of residential and commercial uses that could also be relocation opportunities for dislocated residents and business owners. Because the highway realignment differs from Alternative B, the configuration of Sites 1 and 2 are different for Alternative D. Exhibits 2-11 and 2-12 show the location and a potential mix of uses that could be developed at these sites through a future public private partnership.

TTD would construct replacement housing for the displaced residents, as described above for Alternative B, at these mixed-use sites or elsewhere whether a private developer partners with TTD or not. The maximum allowable development that could occur under the existing zoning on each of the three sites include up to 224 housing units, 48,000 sq. ft. of CFA, and 472 parking spaces. The conceptual plan for the three sites described in Exhibit 2-12 and analyzed in this EIR/EIS/EIS would include up to 210 housing units, 35,000 sq. ft. CFA, and 472 parking spaces.

Potential future redevelopment of these sites would utilize some of the parcels acquired for the realigned US 50 right-of-way, but would require additional property acquisition as summarized in Table 2-3. No parcels in Nevada would be acquired for the mixed-use development. Table 2-4 provides a summary description of the types of uses and number of units affected by the full parcel acquisitions for the mixed-use development. The mixed-use development under Alternative D would displace residents in 10 housing units and three businesses.

2.4.5 Alternative E: Skywalk

Recognizing that right-of-way acquisition and displacement of residents and business owners would be necessary for other build alternatives, it is important to consider an alternative that could avoid the need to acquire property and displace uses and people in the existing community. Alternative E would feature a concrete deck over the entire width and length of existing US 50 within the tourist core between approximately 100 feet south of Stateline Avenue and near the northern end of the Montbleu Resort (about 450 feet south of Lake Parkway). The deck would serve as a pedestrian “skywalk” facility or pedestrian walkway along the resort-casinos. The width would be approximately 75 feet. The skywalk would be constructed on 4-foot wide columns spaced approximately 20 feet on center running along both sides of the highway for the entire length of the bridge. The purpose of the skywalk would be to enhance pedestrian facilities and separate pedestrians from the highway through the tourist core near the resort-casinos to allow for improved traffic flow. Implementation of this alternative would preclude construction of bicycle lanes through the resort-casino portion of the tourist core because the space available in the road currently does not, and would continue to not, meet space requirements for bicycle lanes.

The skywalk would be accessible by four elevators and escalators located near the walkway endpoints. A goal of Alternative E is to evaluate whether a feasible concept can be developed that avoids substantial right-of-way acquisition, residential and business dislocation, and encroachment on Van Sickle Bi-State Park. The skywalk would be constructed entirely within the existing US 50 right-of-way such that parcel acquisitions would not be necessary.

Exhibits 2-13 shows a plan view illustrating the conceptual layout of Alternative E. Exhibits 2-14 shows a conceptual illustration of the skywalk as viewed from US 50 near Stateline Avenue. Exhibit 2-15 shows a conceptual illustration of the skywalk as viewed from Stateline Avenue looking toward existing US 50.

ROAD NETWORK CHANGES

The configuration of US 50 would remain as it is today, except that the signal and at-grade pedestrian scramble between Hard Rock Hotel and Montbleu would be removed.

The improvements on Stateline Avenue would be the same as describe for Alternative B.

INTERSECTION IMPROVEMENTS

Alternative E would affect the following intersections in the project site limits:

- ▲ US 50/Stateline Avenue: This intersection would be reconfigured to reflect the two southeast bound lanes to accommodate concert travelers exiting the Harvey's parking lot.
- ▲ The signal and at-grade pedestrian scramble between Hard Rock Hotel and Montbleu would be removed.

RIGHT-OF-WAY ACQUISITION NEEDS

Alternative E would be constructed entirely within the existing US 50 right-of-way and would not require any property acquisitions. Alternative E would not displace any residents or businesses.

MIXED-USE REDEVELOPMENT SITES

Alternative E does not include the potential future redevelopment sites associated with Alternatives B through D. Because Alternative E would not displace any residents or businesses, it would not be necessary to provide replacement housing or commercial space as part of this alternative.

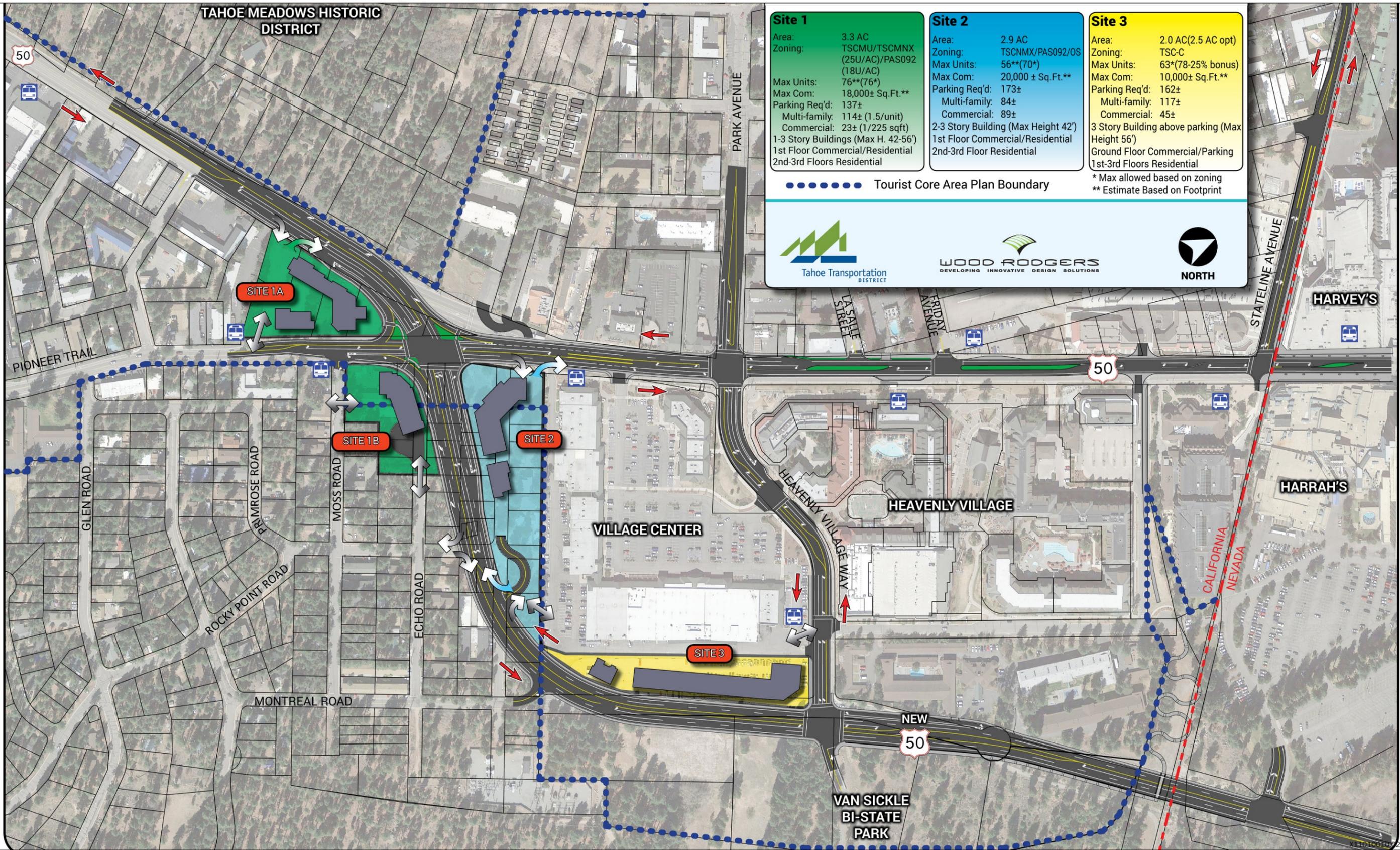


Exhibit 2-11

Alternative D Mixed-Use Development Sites



Site 1

Site Area: 3.3± AC

City of South Lake Tahoe Tourist Core Area Plan/Plan Area Statement 092 (Pioneer/Ski Run)

Zoning: Tourist Center Mixed Use/Tourist Center Neighborhood Mixed Use (Multi-Family - 25 Units/AC); & PAS092 (MF - 18 units/AC) - Max Units Allowed: 76

Conceptual Plan:

Site 1A Footprint includes a main 3 Story Building with 14,000± sqft/floor, with a smaller 2 story building with 7,000± sqft per floor. Site 1B Footprint shown includes a two story 13,000± sqft/floor building. There is a 36' height limit in TSC-NMX, a 42' height limit in PAS092, and a 56' height limit in TSC-MU. Commercial and residential require a total of 137 parking spaces for both 1A and 1B, a mix of surface & subsurface garage parking.

Commercial Option - Site 1A main building 1st floor includes a total of 5,000± sqft corner commercial. At an average parking requirement of 1 space/225 sqft = 23 spaces required.

Residential Option - Site 1A main building 1st floor includes 10 units, 2nd and 3rd floors include 30 units (15 units/floor), and the smaller building includes 16 units (8 units/floor). Site 1B building includes 30 units (15 units/floor). Total unit count=76 residential units at 750± sqft each. Parking reduction at 1.5 spaces/unit= 114 spaces req.



Site 2

Site Area: 2.9± AC

City of South Lake Tahoe Tourist Core Area Plan/Plan Area Statement 092 (Pioneer/Ski Run)

Zoning: Tourist Center Mixed Use (MF-25 Units/AC) (assumes zone change of existing open space); & PAS092 (MF - 18 units/AC) - Max Units Allowed: 70

Conceptual Plan:

The Footprint shown represents a main 3 Story Building with 20,000± sqft per floor, with one smaller 2 story building at 4,000± sqft per floor. There is a 56' height limit in TSC-MU, and 42' in PAS092. Commercial and residential require a total of 173 parking spaces, a mix of surface & subsurface garage parking.

Commercial Option - Main building 1st floor includes 20,000± sqft commercial. Assuming an average parking requirement of 1 space/225 sqft = 89 spaces required.

Residential Option - The main building 2nd and 3rd floors would include 48 units (24 per floor) with an average of 750± sqft each. The smaller building would include 8 units (4 per floor) at 750± sqft/unit. Total unit count = 56 residential units. Assuming a parking reduction to 1.5 spaces/unit = 84 spaces required.



Site 3

Site Area: 2.0± AC {2.5 AC option*}

City of South Lake Tahoe Tourist Core Area Plan Zoning: Tourist Center (MF - 25 Units/AC) - Max Units Allowed: 50 (62 with 25% density bonus)

*{63 (78 with 25% density bonus)}

Conceptual Plan:

The Footprint shown represents a 3 Story Building above podium level parking. Tourist Center has a 56' height limit. Each floor is approximately 40,000± square feet. Commercial and Residential require a total of 162 parking spaces, a mix of garage and surface parking.

Commercial/Parking Option - Ground/Podium level includes approximately 10,000± sqft corner commercial and 30,000± sqft of podium level parking. Assuming an average parking requirement for commercial of 1 space/225 sqft = 45 spaces required.

Residential Option - 1st Floor includes approximately 26 units with an average of 800± sqft/unit, and 15,000± sqft of amenities (lobby, indoor rec facility, & laundry). 2nd Floor includes approximately 30 units with an average of 1,000± sqft/unit, and 6,000± sqft of amenities (lobby & laundry). 3rd Floor includes 22 units with average of 1,200± sqft/unit, and 9,600± sqft of amenities (lobby & laundry). All three floors would include a total of 78 units. Assuming a parking reduction to 1.5 spaces/unit = 117 spaces req.



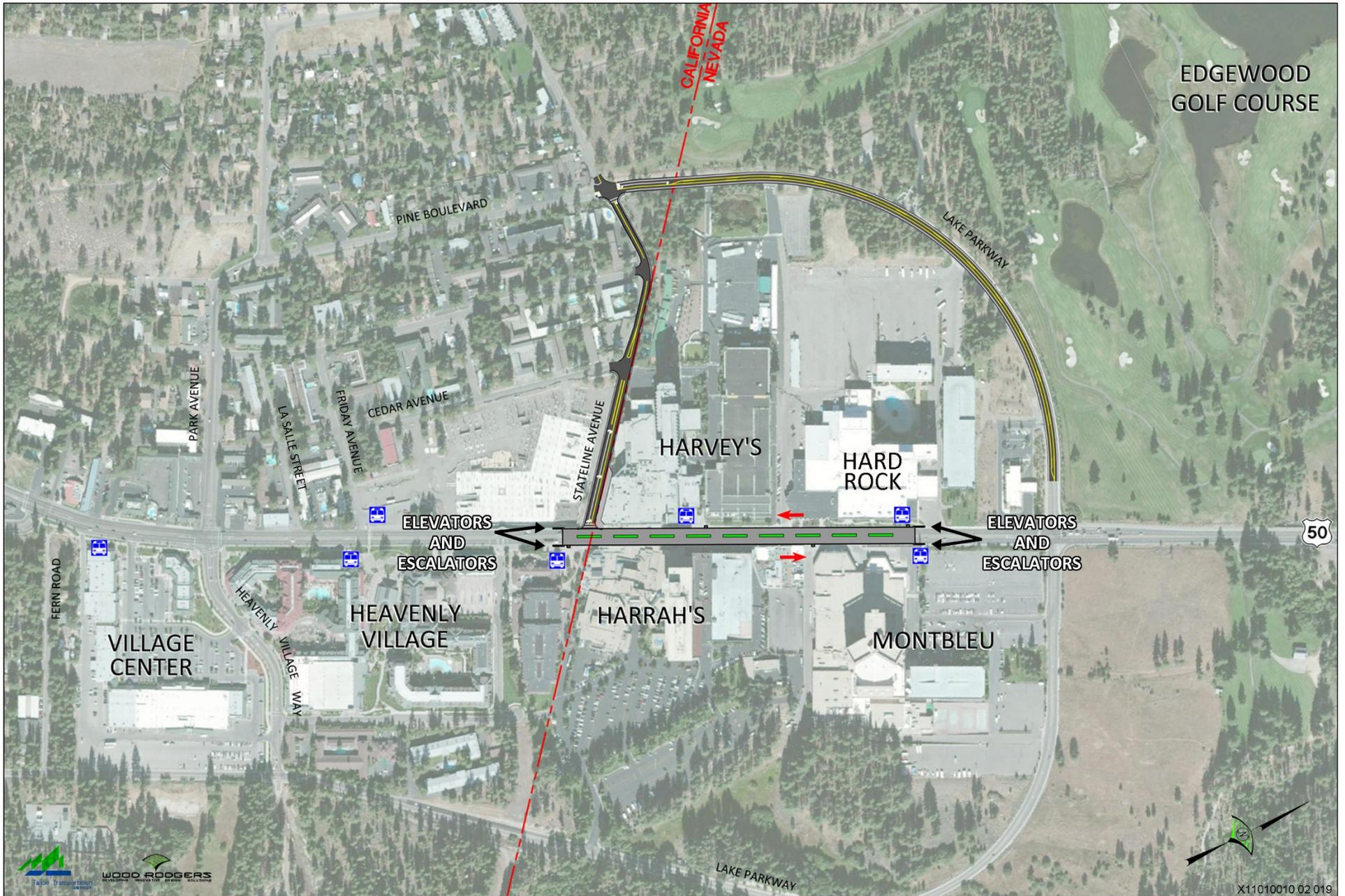


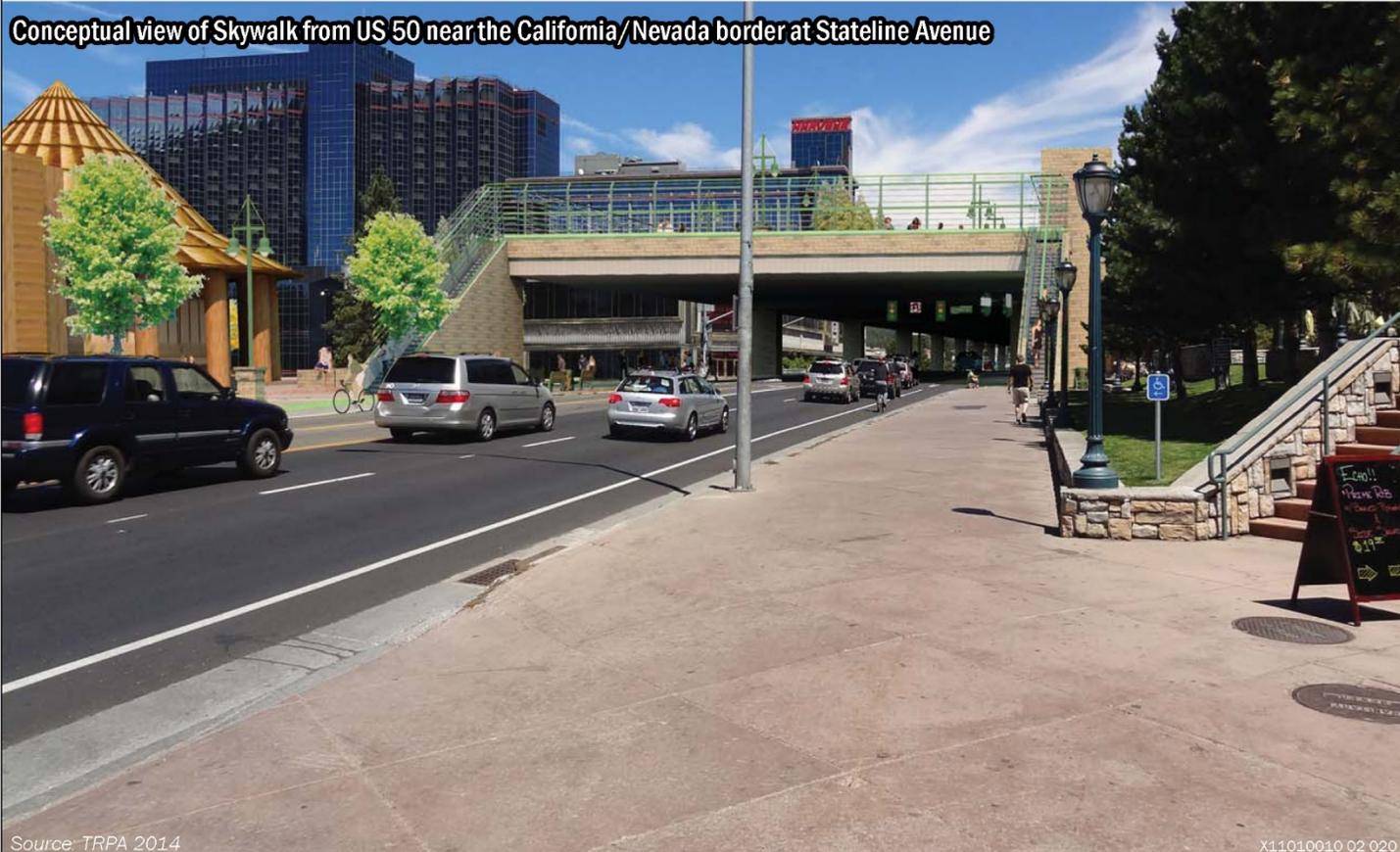
Exhibit 2-13

Alternative E: Skywalk – Overview of Skywalk

Existing view from US 50 near the California/Nevada border at Stateline Avenue



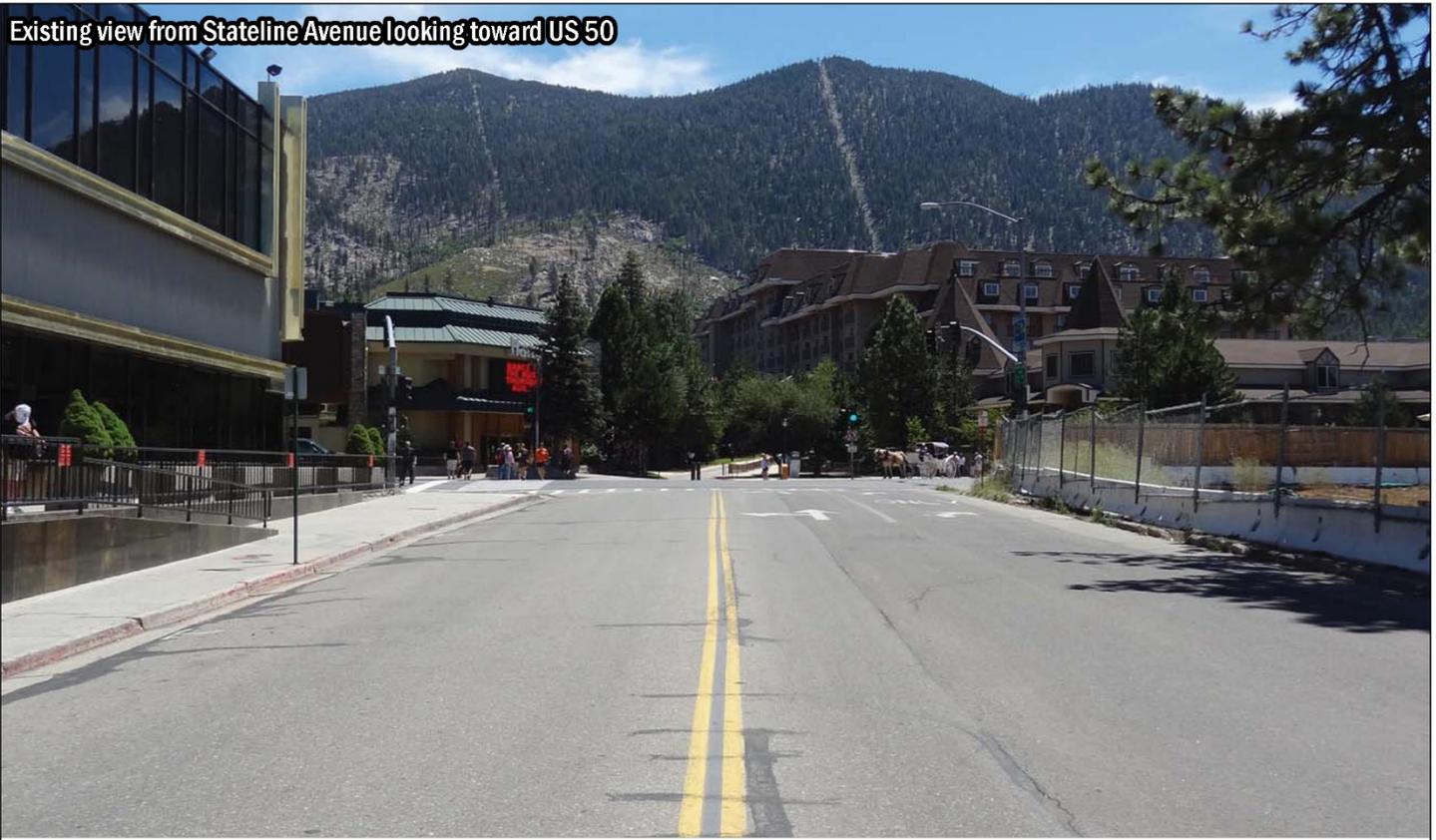
Conceptual view of Skywalk from US 50 near the California/Nevada border at Stateline Avenue



Source: TRPA 2014

X11010010 02 020

Existing view from Stateline Avenue looking toward US 50



Conceptual view of Skywalk from Stateline Avenue looking toward US 50



Source: TRPA 2014

X11010010 02 021

2.4.6 Construction Overview

CONSTRUCTION PHASING AND SCHEDULE OVERVIEW

Construction of the project would commence as soon as possible after project approval and acquisition of initial permits and would be completed over multiple years. Construction of replacement housing would be completed prior to beginning any earth moving activities for the transportation improvements in the California portion of the project site. It is assumed for the purposes of this EIR/EIS/EIS that Site 3 would be constructed first and would accommodate the replacement housing needs of any of the build alternatives. It is also assumed that construction of mixed-use development Sites 1 and 2 would occur after completion of the transportation improvements. A detailed constructing phasing plan would be developed following project approval and securing funding. For the purposes of this EIR/EIS/EIS, it is conservatively described that initial construction could begin in 2017, with final project completion of the transportation improvements occurring by 2020. These are the years that have been contemplated through the lengthy project development phase. This construction schedule is not certain, however, and may be delayed. It may be that construction is delayed by several years, (e.g., until 2025) for reasons that could include funding uncertainty and right-of-way acquisition.

Construction activities would be continuous during the construction season of May to October (potentially extendable, depending on weather and approval by regulatory agencies). During winter months, activities involving earth moving would cease for a period of time. Non-grading construction activity could be conducted between October and May, weather permitting. Grading and earth moving activities would be limited to between May 1 and October 15, per Chapter 33 of the TRPA Code.

Construction activities for Alternatives B through D would occur between 8:00 a.m. and 6:30 p.m.; it is not anticipated that any construction activities would be required outside these hours. Construction of Alternative E would require closure of existing US 50 through the affected area at times during construction. It is likely that Alternative E would require construction outside of the established daytime hours to minimize traffic conflicts; however, all pile driving would be performed during daytime hours. Such work would be coordinated with and require authorization by TRPA and the City of South Lake Tahoe and/or Douglas County, as well as emergency service providers and any local residents and businesses that could be affected by construction activities outside of the established daytime hours. The city and county could impose conditions on construction outside of typical hours.

Construction operations would be expected to include standard equipment used in roadway and highway construction such as haul trucks and mixers, excavators, compactors, dozers, loaders, pavers, scrapers, or graders. Demolition activities associated with Alternatives B, C, and D would likely include use of cranes, excavators, bulldozers, and haul trucks to off-haul demolition material. Demolition activities associated with Alternative E would involve similar equipment but would be limited to removal of sidewalk areas. The pedestrian platform associated with Alternative E, and possibly the pedestrian bridge associated with Alternatives B, C, and D, could involve the use of pile driving equipment for columns that would support the bridge structures.

Construction of Alternatives B, C, and D would occur in three phases. The first phase would include right-of-way acquisition, construction of replacement housing, building demolition, and utility relocations and improvements. The second phase would include construction of the new realigned US 50. The last phase would include construction on existing US 50 through the tourist core. Each of these phases is expected to require one year, or rather one construction season. Traffic on affected roadways would either be carried through or detoured onto other roadways. Construction of the roundabout at US 50/Lake Parkway would be phased to allow through access during construction. Access to Van Sickle Bi-State Park and all businesses would be maintained for the duration of construction activities. Haul trips to export material and debris from the project site would occur during each phase of construction. Construction of Alternative E would occur in a single phase.

TRAFFIC CONTROL MEASURES

Traffic control would be required during construction of the project to minimize lane closure requirements, preserve access to businesses, and minimize travel delays. These strategies would be implemented in conformance with Caltrans, NDOT, City of South Lake Tahoe, and Douglas County standards as they apply to each phase of construction.

To the extent feasible, project construction would be scheduled in late spring or early fall, rather than the summer peak tourist season, to reduce effects on businesses, residents, and visitors. Emergency service providers, businesses, and other affected public would be notified about any planned lane closures and reduced lane widths, and a traffic management plan would be prepared to specify how emergency services would be provided during construction. Traffic control measures may include: temporary signage, lane width reductions, reduced speeds, lane closures, and detours.

CONSTRUCTION STAGING AREAS

Construction staging areas would be necessary to store project-related construction equipment and materials. A containment plan and best management practices (BMPs) for storage activities would be incorporated into the construction contracts and project specifications to ensure that there are no permanent environmental effects related to the storage of these materials and equipment. There are several potential construction staging areas proposed for the alternatives that would be in the following areas:

- ▲ Montbleu Resort and Casino parking lot;
- ▲ Harvey's and Hard Rock Hotel and Casino parking lots; and/or
- ▲ the existing US 50 right-of-way abandoned after the construction of the new alignment of US 50, which would be used during construction of the tourist core improvements only.

Construction staging areas at the casino parking lots would be implemented through a willing agreement between the property owner and construction contractor. If the Harvey's parking lot would be used for construction staging, the use of the parking lot would only occur outside of the period during which the parking lot is used for the annual summer concert series (in general, before July and after mid-September). Exhibits 2-2 through 2-4 show potential construction staging locations.

2.4.7 Realignment of Utility Lines

The project site includes numerous existing utilities, including the following:

- ▲ Liberty Energy overhead and underground electrical power lines,
- ▲ Southwest Gas Corporation underground natural gas pipelines,
- ▲ Charter Communications overhead and underground cable TV and fiber optic lines,
- ▲ South Tahoe Public Utility District underground water and wastewater pipelines,
- ▲ a Verizon Communications underground fiber optic line,
- ▲ Douglas County Sewer Improvement District sewer pipelines,
- ▲ Paiute underground natural gas pipelines,
- ▲ AT&T overhead and underground telephone lines, and
- ▲ Kingsbury General Improvement District underground water pipelines.

Many of these utilities would require relocation, particularly utilities in the residential area just west of the Heavenly Village Center along the new US 50 alignment. Additionally, existing fire hydrants in the Rocky Point neighborhood would be relocated during project construction to coincide with the new alignment. Fire hydrants along the mountain side of Lake Parkway also have the potential to be relocated as part of the project.

Utilities currently along the existing US 50 corridor are anticipated to remain, with only minor impacts expected. These could include, but not be limited to, relocating valves, poles, meters, and manholes.

With Alternatives B through D, overhead utilities lines located along the realigned US 50 would be relocated within the highway footprint and would be relocated underground where feasible. Existing sewer, water, and gas mains within the impacted residential areas would be upgraded to current standards in their current locations, or be relocated out of the realigned US 50 alignment. Service connections to demolished residences and business would be capped off and abandoned or removed. Service connections to remaining residences and businesses would be modified as needed to maintain utility service. Every effort would be made to limit longitudinal encroachments into Caltrans right-of-way, and limit utilities to just crossings of US 50, per Caltrans preference. During construction, as specified in the construction documents, a certain number of fire hydrants would have to remain operational at all times. Any realignment of utilities would be required to adhere to applicable standards set forth by the City of South Lake Tahoe Public Improvement and Engineering Standards, Douglas County Design Criteria and Improvement Standards, Caltrans requirements, and any other applicable engineering requirements or design standards.

Within the existing US 50 right of way, the cost to move and/or modify existing utilities would be determined by existing agreements between the utility providers and Caltrans and NDOT. Along the new US 50 alignment, it is anticipated that the project would be responsible for most, if not all, costs associated with relocations and modifications to existing utilities. TTD would oversee both the project contractor and utility relocation work during construction.

2.4.8 Further Development of Project Design

Throughout the preparation of the environmental document, the development of the five alternatives assessed herein and design concepts of these alternatives have been and would continue to be refined as preliminary engineering progresses. The development of alternatives and project refinements has occurred in response to input from the Project Development Team (PDT; a collaboration of public agency staff members assisting the lead agencies in project planning), other interested agencies, and members of the public in an effort to reduce cost and minimize areas of disturbance (temporary and permanent). After completion of the environmental review and through the permitting process and completion of the final design, project design refinements (e.g., lane widths, intersection lane configurations, and staging areas) would occur within the project footprint and the scope of project components that are analyzed in this Draft EIR/EIS/EIS. The final design of the transportation improvements would adhere to applicable standards set forth by the City of South Lake Tahoe Public Improvement and Engineering Standards, Douglas County Design Criteria and Improvement Standards, Caltrans requirements, and any other applicable engineering requirements or design standards.

Design information has been refined and presented, as it became available, to the PDT, public, and decision makers. This is consistent with the information included in Section 1.5, “Summary of Public Involvement,” which states that changes and refinements to the project will occur as a result of on-going planning or comments received during the public review period. As stated in the CEQA Guidelines Section 15203, a review period for an EIR does not require a halt in other planning or evaluation activities related to a project. Planning should continue in conjunction with environmental evaluation.

The following are project design refinements consisting of nonstandard design features that deviate from project detail included in earlier technical studies prepared to support this environmental document. These refinements also deviate from some design requirements set forth by Caltrans and/or NDOT. The following design refinements have been considered during the evaluation of environmental impacts in this Draft EIR/EIS/EIS. Nonstandard design features that have been developed to make refinements to project details include:

- ▲ Features that reduce the roadway footprint:
 - Five-foot sidewalk in the eastbound shoulder west of Midway Road; the standard width is 6 feet.
 - Five-foot shoulders on US 50; the standard shoulder width is 8 feet.
 - 11-foot travel lanes; the standard width is 12 feet.
 - 11-foot median/two-way left-turn lane in some areas on US 50. Standard width is 12 feet.
- ▲ 2:1 fill slopes; the standard is 4:1 or flatter fill slopes.
- ▲ No pedestrian refuge island in the crosswalk across US 50 at Pioneer Trail intersection. Standard is to have a 6-foot pedestrian refuge island.
- ▲ Distance from a proposed fence separating the Linear Park Bike Trail from US 50 is only about 1 foot; the standard is 1.5 feet minimum.
- ▲ Distance between the edge of pavement of the Linear Park Bike Trail and obstructions along the trail would be zero feet; the standard width is a minimum of 2 feet.
- ▲ Distance between the edge of pavement of the Linear Park Bike Trail and the edge of travel way on US 50 would be a minimum of 6 feet; the standard width is a minimum of 13 feet.

2.5 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Additional alternatives were considered during the initial planning for the US 50/South Shore Revitalization Project. FHWA guidance provides that the alternatives analysis should explain why and how alternatives were eliminated from consideration. The CEQA Guidelines Section 15126.6(c) includes three factors that may be used to eliminate alternatives from detailed consideration in an EIR: “i. failure to meet most of the basic project objectives, ii. infeasibility, or iii. inability to avoid significant environmental impacts.” Table 2-5 describes the alternatives that were considered and the rationale for eliminating them from detailed evaluation in this draft EIR/EIS/EIS. Maps that correspond to the alternatives described below are included in Appendix C of this EIR/EIS/EIS.

Table 2-5 Alternatives Considered but Eliminated from Further Discussion

| Alternative | Description | Year Developed | Capital Cost (Estimated) | Reasons Alternative Dropped from Consideration |
|---------------------------------------|--|----------------|--------------------------|---|
| 1991 EIR/EIS - One-Way Alternative | This alternative would use both sides of the Loop Road, meaning use of both the mountain and lake sides of Lake Parkway. The one-way alternative was proposed to reduce the amount of traffic passing through the tourist core by making US 50 a one-way travel corridor. The North Loop (Pine Boulevard) would have three one-way, westbound lanes and would be designated as US 50 westbound. Lake Tahoe Boulevard (existing US 50), between the proposed Loop Road Intersections, would be designated as US 50 eastbound and would be widened to three lanes. The present five-lane roadway would be restriped to three lanes between West and East Loop Road intersection and flared out slightly at the Park Avenue and Stateline Avenue intersections to allow for turn lanes. The new alignment would include an extension of Pine Boulevard at its western end such that it would encroach on the Tahoe Meadows Historic District. | 1991 | \$100 to \$125 million | This alternative was eliminated from consideration because it would require more infrastructure (i.e., a larger footprint than current realignment alternatives), would have a higher cost and similar housing and business displacements in the neighborhood west of the Heavenly Village Center to the locally preferred action and other realignment alternatives evaluated in this EIR/EIS/EIS, and would also impact an existing historic district. Further, it would not avoid significant environmental impacts of the project. This alternative also does not meet the project objective to create a complete street through the tourist core for all users. Corresponds to Map 12 in Appendix C. |
| 1991 EIR/EIS - Five Lane Alternative | This alternative would use both sides of the Loop Road, meaning use of both the mountain and lake sides of Lake Parkway. The five-lane alternative consisted of the tourist core between the West and East Loop Road intersection to remain as is with two travel lanes in each direction and a center turn lane. The North Loop Road (Pine Boulevard) would be three lanes wide and would allow two-directional traffic with one lane in each direction and a center turn lane. The South Loop Road would be five lanes wide, two-directional, with two turn lanes in each direction and a center left-turn lane. The South Loop Road would be designated as US 50 from the proposed Loop Road west intersection to the Loop Road east intersection. The new alignment would include an extension of Pine Boulevard at its western end such that it would encroach on the Tahoe Meadows Historic District. | 1991 | \$125 to \$135 million | This alternative was eliminated from consideration because it would require more infrastructure (i.e., a larger footprint than current realignment alternatives), would have a higher cost and similar housing and business displacements in the neighborhood west of the Heavenly Village Center to the locally preferred action and other realignment alternatives evaluated in this EIR/EIS/EIS, and would also impact an existing historic district. Further, it would not avoid significant environmental impacts of the project. This alternative also does not meet the project objective to create a complete street through the tourist core for all users. Corresponds to Map 13 in Appendix C. |
| 1991 EIR/EIS - Three Lane Alternative | This alternative would use both sides of the Loop Road, meaning use of both the mountain and lake sides of Lake Parkway. The three-lane alternative would be the same as the five-lane alternative except that the core route between the West and the East Loop Road intersections would be reduced from five to three lanes, one travel lane in each direction and a center turn lane, which would be accomplished by restriping the existing roadway. The South Loop Road from the proposed Loop Road west intersection to the proposed Loop Road east intersection would be designated as US 50. | 1991 | \$125 to \$135 million | This alternative was eliminated from consideration because it would require more infrastructure (i.e., a larger footprint than current realignment alternatives), would have a higher cost and similar housing and business displacements in the neighborhood west of the Heavenly Village Center to the locally preferred action and other realignment alternatives evaluated in this EIR/EIS/EIS, and would also impact an existing historic district. Further, it |

Table 2-5 Alternatives Considered but Eliminated from Further Discussion

| Alternative | Description | Year Developed | Capital Cost (Estimated) | Reasons Alternative Dropped from Consideration |
|---|---|----------------|--------------------------|--|
| | | | | would not avoid significant environmental impacts of the project. Corresponds to Map 14 in Appendix C. |
| 1991 EIR/EIS - North Park Avenue Alternative | This alternative is similar to the three-lane alternative described above. The major difference being that with the North Park Avenue Alternative, Pine Boulevard would not extend through the Tahoe Meadows Historic District to the west intersection. Rather, the North Loop Road would follow existing Pine Boulevard and then North Park Avenue to the intersection of Park Avenue and Lake Tahoe Boulevard (existing US 50). This would create a system where the north and south elements of the loop were offset at the west end. The section of Lake Tahoe Boulevard between Park Avenue and east intersections would be restriped to three lanes. Implementing the North Park Avenue Alternative would require reconfiguration of the proposed Loop Road west intersection and the Park Avenue and Lake Tahoe Boulevard intersection. In all other ways the North Park Alternative would be the same as the three-lane alternative. The South Loop Road from the proposed Loop Road west intersection to the proposed Loop Road east intersection would be designated as US 50. | 1991 | \$125 to \$135 million | This alternative was eliminated from consideration because it would require more infrastructure (i.e., a larger footprint than current realignment alternatives) and would have a higher cost and similar housing and business displacements in the neighborhood west of the Heavenly Village Center to the locally preferred action and other realignment alternatives evaluated in this EIR/EIS/EIS. Further, for the purposes of CEQA and TRPA, this alternative would not avoid significant environmental impacts of the project. Corresponds to Map 15 in Appendix C. |
| Stateline/Ski Run Community Plan Alternative | This alternative is similar to the North Park Avenue Alternative. The major difference is that in this alternative US 50 is a through movement at the US 50/Lake Tahoe Boulevard intersection in California, and in Nevada at the US 50/Lake Tahoe Boulevard Intersection the free rights do not exist. | 1994 | \$125 to \$135 million | This alternative was eliminated from consideration because it would require more infrastructure (i.e., a larger footprint than current realignment alternatives) and would have a higher cost and similar housing and business displacements in the neighborhood west of the Heavenly Village Center to the locally preferred action and other realignment alternatives evaluated in this EIR/EIS/EIS. Further, for the purposes of CEQA and TRPA, this alternative would not avoid significant environmental impacts of the project. Corresponds to Map 4 in Appendix C. |
| 2004 US 50/ Stateline Area Transportation Study - Alternative A | US 50, between Park Avenue and Lake Parkway, would be converted to two eastbound traffic lanes; this segment would include one-way traffic only. Lake Parkway West, Pine Boulevard, and Park Avenue to the lake side of US 50 would be improved to provide two through lanes westbound, plus a single eastbound lane for local access and a center two-way left-turn lane. Existing US 50 would be re-designated as US 50 East, while the Lake Parkway West/Pine Boulevard/Park Avenue alignment would become US 50 West. This alternative would eliminate housing and business displacement just west of the Heavenly Village Center. | 2004 | \$90 Million | This alternative was eliminated from consideration because it would require a separate frontage road and driveway consolidation to meet Level of Service (LOS) requirements. Constructability and cost impacts outweigh the benefits of this alternative. This alternative also does not meet the project objective to create a complete street through the tourist core for all users. Corresponds to Map 6 in Appendix C. |

Table 2-5 Alternatives Considered but Eliminated from Further Discussion

| Alternative | Description | Year Developed | Capital Cost (Estimated) | Reasons Alternative Dropped from Consideration |
|---|--|----------------|--------------------------|--|
| 2004 US 50/ Stateline Area Transportation Study and 2010 Project Study Report - Alternative B | US 50 between Park Avenue and Lake Parkway would be converted to two eastbound general traffic lanes plus one transit-only lane; this segment would include one-way traffic only. Lake Parkway West, Cedar Avenue, and Park Avenue to the lake side of existing US 50 would be improved to provide two through lanes westbound, plus a single eastbound lane for local access and a center two-way left-turn lane. Existing US 50 would be re-designated as US 50 East, while the Lake Parkway West/Cedar Avenue/Park Avenue alignment would become US 50 West. A new transition roadway segment would be required between the Cedar Avenue/Stateline Avenue intersection and the existing Lake Parkway West alignment north of the Harvey's casino building, but bisecting the Harvey's rear surface lot used for summertime outdoor concert events. Signal improvements would be implemented as needed at existing signalized intersections, and new signals would be provided at US 50 West/Stateline Avenue. | 2004/2010 | \$90 to \$100 Million | This alternative was eliminated from consideration because it would require a separate frontage road and driveway consolidation to meet LOS requirements. Rejected during Project Initiation Document (PID) for geometrics, and because constructability and cost impacts outweigh the benefits of this alternative. This alternative also does not meet the project objective to create a complete street through the tourist core for all users. Corresponds to Map 7 in Appendix C. |
| 2004 US 50/ Stateline Area Transportation Study - Alternative C | US 50, between Park Avenue and Lake Parkway would be converted to two eastbound travel lanes and one transit only lane; this segment would include one-way traffic only. Montreal Road/Lake Parkway would become US 50, and be widened to provide two travel lanes in each direction, with turn pockets at major intersections and driveways. The roadway would extend west of Park Avenue, passing to the south and west of the Heavenly Village Center shopping complex, to a new intersection near the existing US 50/Pioneer Trail intersection. | 2004 | \$80 Million | This alternative was modified to include one lane in each direction with additional streetscape type improvements to improve the pedestrian and bicycle experience. This alternative is an early version of Alternative D analyzed in this EIR/EIS/EIS. Corresponds to Map 9 in Appendix C. |
| US Highway 50/ Stateline Area Transportation Study - Alternative D | Same as Alternative C above; however, a two-lane roundabout would replace the current US 50/Lake Parkway signalized intersection. | 2004 | \$70 Million | This alternative was modified to include one lane in each direction with additional streetscape type improvements to improve the pedestrian and bicycle experience. This alternative is an early version of Alternative D analyzed in this EIR/EIS/EIS. Corresponds to Map 8 in Appendix C. |
| VA Study - Tunnel Beneath Existing US 50 Alternative | Construct a tunnel under the current US 50 alignment through the downtown area. Local traffic and traffic from Pioneer Trail would use the existing US 50 above the tunnel and through traffic would utilize the tunnel. Westbound traffic would enter the tunnel west of Lake Parkway and surface on US 50 west of Pioneer Trail. The approximate length of the tunnel is 3,500 feet with 2,500 foot transitions on each end of the tunnel. The tunnel width would include two 12-foot lanes each way with a 4-foot wide center divider and sidewalk for emergency access. The Pioneer Trail/US 50 intersection would be eliminated with this alternative. This alternative also includes a frontage road along US 50 west of the Pioneer Trail to allow business access after construction. | 2010 | \$750 to \$800 million | This alternative was eliminated from consideration because it would have an extremely high cost and would require challenging construction techniques that would require a specialized contractor, which deemed this alternative infeasible. Would require complex traffic handling/detours for multiple years. Constructability and cost impacts outweigh benefits of this alternative. Corresponds to Map 10 in Appendix C. |

Table 2-5 Alternatives Considered but Eliminated from Further Discussion

| Alternative | Description | Year Developed | Capital Cost (Estimated) | Reasons Alternative Dropped from Consideration |
|---|---|----------------|--------------------------|--|
| VA Study - Tunnel Beneath Residential Area Alternative | This alternative would construct a tunnel under the housing area that would be impacted by the highway under Alternatives B and C evaluated in this EIR/EIS/EIS. The tunnel would start west of Pioneer Trail going eastbound and then surface the tunnel at the curve on the mountain side. To construct the tunnel the housing would have to be removed during construction and then reconstructed after completion of the tunnel. The businesses west of the Pioneer Trail intersection would maintain access via Frontier Road along the tunnel entrance. The tunnel construction would require relocation of the gondola pole. The existing topography makes this alternative infeasible to construct. | 2010 | \$300 to \$350 million | This alternative was eliminated from consideration because it would have an extremely high cost and challenging construction, which would require a specialized contractor, which deemed this alternative infeasible. Would require complex traffic handling/detours for multiple years. Constructability and cost impacts outweigh benefits and housing and business displacement, albeit temporarily, would not be avoided. Corresponds to Map 11 in Appendix C. |
| PSR Alternative A - Lakeside Alternative | US 50 between Park Avenue and Lake Parkway would be converted to two eastbound traffic lanes. Lake Parkway West, Pine Boulevard, and Park Avenue to the lake side of US 50 would be improved to provide two through lanes westbound, plus a single eastbound lane for local access and a center two-way left-turn lane. Existing US 50 would be re-designated as US 50 East, while the Lake Parkway West/Pine Boulevard/Park Avenue alignment would become US 50 West. A frontage road would be constructed parallel to Pine Boulevard to consolidate driveways. | 2010 | \$90 Million | This alternative was eliminated from consideration because it was rejected by the PDT on March 17, 2011. Constructability and cost impacts outweighed benefits. Also creates significant commercial and residential access impacts. Corresponds to Map 5 in Appendix C. |
| Open House Public Alternative 1 - The One-Way Alternative | This alternative is similar to the 1991 EIR/EIS One-Way Alternative. The major differences being that with the Open House One-Way Alternative, the western Eastbound/Westbound US 50 split would be moved to the west to the existing US 50/Midway Road intersection to allow a US 50/Pioneer Trail intersection, and the existing US 50 (Lake Tahoe Boulevard) between Park Avenue and Lake Parkway would be closed and converted to a pedestrian-friendly walkable area. The mountain side of the loop would be a two-lane one-way roadway designated as US 50 East and the lake side of the loop would be a two-lane one-way roadway designated as US 50 West. | 2012 | \$100 to \$125 million | This alternative was eliminated from consideration because it would require more infrastructure (i.e., a larger footprint than current realignment alternatives), would have a higher cost and similar housing and business displacements in the neighborhood west of the Heavenly Village Center to the locally preferred action and other realignment alternatives evaluated in this EIR/EIS/EIS, and would also impact an existing historic district. Further, it would not avoid significant environmental impacts of the project. This alternative also does not meet the project objective to create a complete street through the tourist core for all users. No specific map for this alternative was prepared, but it is similar to Map 12 in Appendix C and the differences between these alternatives are described herein. |

Table 2-5 Alternatives Considered but Eliminated from Further Discussion

| Alternative | Description | Year Developed | Capital Cost (Estimated) | Reasons Alternative Dropped from Consideration |
|---|---|----------------|--------------------------|--|
| Open House Alternative 2 - The Wildwood Alternative | This alternative is similar to the Triangle Alternative. The major differences being that with the Wildwood Alternative, the western end of the new US 50 alignment would be moved to the west to the Wildwood Avenue intersection, impacting different residences and businesses than the Triangle Alternative. | 2012 | \$80 to \$90 million | The new US 50 alignment with this alternative would bisect the residential neighborhood west of the Heavenly Village Center but would not decrease impacts to residences and businesses. The very similar Triangle Alternative is evaluated in this document as Alternative B. Alternative B in this EIR/EIS/EIS was considered less detrimental to neighborhood character (disturbs the edge or the neighborhood rather than cutting through the center). No specific map for this alternative was prepared, but it is similar to Exhibit 2-2 in this chapter. The differences between these alternatives are described herein. |
| Open House Alternative 3 - Heavenly Village Way Alternative | This alternative would realign US 50 along Heavenly Village Way between Park Avenue and Montreal Road/Lake Parkway, and along Lake Parkway between Montreal Road and existing US 50. These road segments would be widened to two travel lanes in each direction, up to seven lanes to accommodate turn pockets. Existing US 50 between Park Avenue and Lake Parkway would be converted to one lane each direction with bicycle and pedestrian improvements. A two-lane roundabout would replace the current US 50/Lake Parkway signalized intersection. | 2012 | \$55 to \$65 million | This alternative was eliminated from further consideration and deemed infeasible, because Caltrans would not approve the geometrics that would be required for this short stretch of highway. Additionally, this alternative would bisect the tourist and pedestrian core and decrease walkability. No specific map for this alternative was prepared. |
| Open House Alternative 4 - The Lakeview Alternative | Beginning at Wildwood Avenue, this alternative would realign US 50 to the northwest through Tahoe Meadows, paralleling Lake Tahoe and Lakeshore Boulevard, turning onto Lake Parkway near Stateline Avenue, and rejoining existing US 50 at the US 50/Lake Parkway intersection. The new roadway would be two-lanes each direction with turn pockets at intersections. Existing US 50 between Wildwood Avenue and Lake Parkway would become a local street but would remain in its current configuration. | 2012 | \$75 to \$100 million | This alternative was eliminated from further consideration because of the impacts to the historic district and the effect on lake access from the tourist core. This alternative does not meet the purpose and need for improved bicycle and pedestrian infrastructure. No specific map for this alternative was prepared. |

Source: TTD 2012; compiled by Ascent Environmental in 2016

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3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

3.1 APPROACH TO THE ENVIRONMENTAL ANALYSIS

As described in Chapter 1, “Introduction,” this is a joint environmental impact report (EIR) under the California Environmental Quality Act (CEQA) and its Guidelines, environmental impact statement (EIS) under the Tahoe Regional Planning Agency (TRPA) Code of Ordinances and Rules of Procedure, and an environmental impact statement (EIS) under the National Environmental Policy Act (NEPA) and its regulations adopted by the Council on Environmental Quality and Federal Highway Administration (FHWA). The overall content requirements of environmental documents are similar, although some terminology and content details vary between the three sets of environmental statutes and regulations. This EIR/EIS/EIS contains the necessary elements to satisfy the pertinent CEQA, TRPA, and NEPA requirements. The lead agencies preparing this joint document are Tahoe Transportation District (CEQA), TRPA, and FHWA for NEPA (including both the California and Nevada Divisions of FHWA). As a result of the Project Development Team (PDT) meetings, the EIR/EIS/EIS is prepared in accordance with the California Department of Transportation (Caltrans) Standard Environmental Reference and incorporates TRPA environmental review requirements.

3.1.1 California Environmental Quality Act

CEQA and the State CEQA Guidelines direct that an EIR evaluate and disclose the significant and potentially significant environmental impacts associated with a project (i.e., locally preferred action in this document). The significant and potentially significant environmental effects of all phases of the project and project alternatives, including construction and operation, are evaluated in the analysis (consistent with Guidelines Section 15126.2). A significant effect is defined in CEQA as a substantial or potentially substantial adverse change to the physical environment resulting from implementation of the project. Where significant effects on the environment are identified, the document describes feasible mitigation measures and a reasonable range of alternatives to reduce the significant or potentially significant effects on the environment. Mitigation measures may avoid, minimize, or compensate for significant adverse impacts, and need to be fully enforceable through permit conditions, agreements, or other legally binding means (Guidelines Section 15126.4[a]). Mitigation measures are not required for effects that are found to be less than significant. An EIR must also identify growth-inducing impacts and any significant effects that are unavoidable.

3.1.2 Tahoe Regional Planning Agency

Article VII(a)(2) of the Bi-State Compact requires TRPA, when acting upon matters that may have a significant effect on the environment, to prepare and consider a detailed environmental impact statement (EIS) before deciding to approve or carry out any project. The TRPA Code states that an EIS shall identify significant environmental impacts of the project (i.e., locally preferred action), any significant adverse environmental effects that cannot be avoided if the project is implemented, and mitigation measures that must be implemented to meet threshold standards of the Lake Tahoe Basin (Code Section 3.7.2). In addition, an EIS must include a discussion of the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity and any significant irreversible and irretrievable commitments of resources that would be involved in the project should it be implemented. The EIS shall also evaluate growth-inducing impacts of the project (TRPA Code, Section 3.7.2).

TRPA has established Environmental Threshold Carrying Capacities (threshold standards) and indicators for nine resource areas: water quality, air quality, scenic resources, soil conservation, fish habitat, vegetation,

wildlife habitat, noise, and recreation. TRPA threshold standards are minimum standards of environmental quality to be achieved in the Tahoe Region. Every five years, TRPA evaluates the attainment status of all TRPA threshold standards. The latest TRPA Threshold Evaluation was completed in April 2012 (TRPA 2012). Pursuant to TRPA Code Section 4.4, TRPA is required to find that the project would not cause the environmental threshold carrying capacities to be exceeded. The EIR/EIS/EIS helps to inform TRPA in making the findings; however, the specific threshold analyses and findings will be contained in staff reports presented to the TRPA Governing Board during consideration of certification of this EIR/EIS/EIS and approval of a project alternative at the conclusion of the environmental review process.

3.1.3 National Environmental Policy Act

NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. The US 50/South Shore Community Revitalization Project is a proposed action subject to NEPA, because it includes highway improvements proposed for FHWA funding (23 Code of Federal Regulations [CFR] 771.107[b]). When the significance of impacts of a transportation project proposal is uncertain, an EA is prepared to assist in making this determination. If it is found that significant impacts would result, preparation of an EIS is necessary. Based on a preliminary review of potential effects and because this is a joint document with a CEQA EIR and TRPA EIS, FHWA has determined that an EIS will be prepared.

The technical sections have been prepared in accordance with the Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR Section 1500 et seq.) issued by the Council on Environmental Quality. In addition, this EIS follows the FHWA regulations for implementing NEPA, including Environmental Impact and Related Procedures (23 CFR 771), *Environmental Impact and Related Procedures*. FHWA guidance complementing the regulations were issued in the form of a Technical Advisory (T.6640.8a), *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*. The Technical Advisory provides detailed information on the contents and processing of environmental documents. Additional guidance and information on the NEPA process and other environmental requirements are found in FHWA's Environmental Guidebook. The Guidebook includes up-to-date information to accelerate the delivery of transportation projects. It includes information on FHWA policy and guidance and provides links to transportation and environment websites and resources related to specific technical topics, such as air quality, biological resources, community impacts, cultural resources, Section 4(f), visual impacts, and water quality.

3.1.4 Incorporation by Reference

TRPA and the Tahoe Metropolitan Planning Organization (TMPO) prepared a program EIR/EIS for the environmental review and approval of the Lake Tahoe Regional Transportation Plan (RTP, also known as *Mobility 2035*) and Sustainable Communities Strategy (SCS, for the California portion of the Lake Tahoe Region) (TMPO and TRPA 2012). This program-level document provides a regional consideration of cumulative effects and includes broad policy alternatives and program mitigation measures that are equally broad in scope. The 2017 Regional Transportation Plan (2017 RTP), which is an update to the 2012 RTP, and its joint CEQA/TRPA environmental document have been circulated for public review. The vision and goals of the 2017 RTP were based on the 2012 RTP. The projects listed in the 2017 RTP are substantially similar to those in the 2012 RTP, and the US 50/South Shore Community Revitalization Project is included in both documents.

TRPA and TMPO have prepared a joint CEQA Initial Study/TRPA Initial Environmental Checklist for the 2017 plan as a supplement to the 2012 RTP EIS/EIR, that relies largely on that document's analysis of potential environmental impacts and mitigation measures. Pursuant to CEQA Guidelines Section 15163, a supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project, as revised. TMPO intends to continue to rely on the 2012 document, as supplemented, so the

environmental analysis in the 2012 document is still applicable. Because the approved RTP/SCS EIR/EIS includes the proposed US 50/South Shore Community Revitalization Project, some of its environmental effects, including cumulative effects, have been considered at the program level. Per the implementing regulations for NEPA (40 CFR 1502.21), “[a]gencies shall incorporate material into an [EIS] by reference when the effect will be to cut down on bulk without impeding agency and public review of the action. The incorporated material shall be cited in the statement and its content briefly described.” Thus, this EIR/EIS/EIS incorporates the RTP/SCS EIR/EIS by reference. It is available for review on the TMPO’s webpage (<http://tahoempo.org/Mobility2035/>) and cited and summarized in this document, where appropriate.

3.1.5 Contents of Environmental Analysis Sections

This environmental analysis provides a comparable level of detail regarding the environmental impacts of all of the US 50/South Shore Community Revitalization Project alternatives under consideration. The analysis of the proposed roadway, bicycle, and pedestrian improvements has been prepared at a project-specific level of analysis, based on conceptual engineering plans prepared for the alternatives. The analysis of the three mixed-use development options has been prepared at a program level of analysis, because their description involves proposed land uses at the three sites, rather than design concepts. The mixed-use development project component, which extends beyond the minimum Uniform Relocation Act requirements, is not FHWA’s action as part of the proposed project.

Discussion of each technical topic is contained in Sections 3.2 through 3.16. Section 3.17 contains a discussion of the relationship between local short-term uses of the human environment and the maintenance and enhancement of long-term productivity. Section 3.18 discusses irreversible and irretrievable commitments of resources that would be involved in the project. Section 3.19 contains a discussion of cumulative impacts in the context of other existing and proposed development near the project site. Chapter 3 includes the evaluation of all environmental topics originally identified for review in the Notice of Preparation (NOP)/Notice of Intent (NOI) for the Draft EIR/EIS/EIS and issue areas identified in the TRPA Initial Environmental Checklist. Appendix A of this EIR/EIS/EIS contains the NOP/NOI and the Scoping Summary Report, which includes the comments received during public scoping conducted for the EIR/EIS/EIS. Other appendices have been included to provide ease of access to important technical information.

In accordance with CEQA, TRPA, and NEPA requirements, this environmental analysis examines 15 technical topics. The impacts in Sections 3.2 through 3.16 address effects from implementation of Alternatives A through E. Technical topic areas consist of the following:

- ▲ Section 3.2, “Land Use”
- ▲ Section 3.3, “Parks and Recreational Facilities”
- ▲ Section 3.4, “Community Impacts”
- ▲ Section 3.5, “Public Services and Utilities”
- ▲ Section 3.6, “Traffic and Transportation”
- ▲ Section 3.7, “Visual Resources/Aesthetics”
- ▲ Section 3.8, “Cultural Resources”
- ▲ Section 3.9, “Floodplains”
- ▲ Section 3.10, “Water Quality and Stormwater Runoff”
- ▲ Section 3.11, “Geology, Soils, Land Capability, and Coverage”
- ▲ Section 3.12, “Hazards, Hazardous Materials, and Risk of Upset”
- ▲ Section 3.13, “Air Quality”
- ▲ Section 3.14, “Greenhouse Gas Emissions and Climate Change”
- ▲ Section 3.15, “Noise and Vibration”
- ▲ Section 3.16, “Biological Environment”

Sections 3.2 through 3.16 of this EIR/EIS/EIS are organized into the following major subsections:

Introduction: This section provides introductory text pertaining to each technical topic, including a brief summary of comments raised by the public in response to the Notice of Preparation, and issues dismissed from further discussion in the section.

Regulatory Setting: This section presents the applicable regulatory framework and planning context, if any, for the specific technical issue as it relates to TRPA, federal, state, and local requirements. For applicable resource sections, the Regulatory Setting also includes a discussion of the threshold standard attainment status for the relevant TRPA Environmental Threshold Carrying Capacities: water quality, soil conservation, air quality, vegetation, wildlife, fisheries, noise, recreation, and scenic resources.

Affected Environment: This section describes the environmental setting. The environmental setting presents the existing environmental conditions in the project site and surrounding study area, as appropriate. The affected environment constitutes the baseline, or point of comparison, for determining the environmental effects of the alternatives. The extent of the environmental setting area differs among the resources, depending on the locations where impacts would be expected. For example, air quality impacts are assessed for the regional air basin, while aesthetic impacts only need to be assessed for the immediate study area.

Environmental Consequences: This section identifies and describes the methods and assumptions used in the environmental impact analysis, the criteria used to determine the level of significance of environmental impacts, the environmental effects of implementing the project alternatives, and feasible minimization and mitigation measures that could reduce potentially significant and significant impacts. The potential impacts of the alternatives are determined by comparing estimated environmental effects of each alternative with the baseline condition, which is the existing affected environment (as defined above). The significance determination for each impact is also determined with this comparison. Project impacts are numbered sequentially in each section. A summary impact statement precedes a more detailed discussion of the environmental effects of the alternatives. The level of significance of the impact is also defined for each alternative, prior to the application of any mitigation measures, if they are needed, and then, again, after the application of proposed mitigation measures. The discussion is organized by alternative and includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. Some alternatives may have the same or similar impacts. In these instances, the reader is referred back to previous impact discussions to reduce redundancy.

Many environmental impacts are the subject of existing laws and regulations intended to protect environmental quality. For instance, the TRPA environmental threshold standards and Code requirements; federal environmental laws, regulations, and permitting requirements; and state environmental laws, regulations, and permitting requirements each may mandate either specific actions or achievement of performance standards. Existing laws, regulations, or permits that specify mandatory and prescriptive actions to be implemented by a project that would avoid or minimize an impact are considered before determining impact significance. If a residual adverse or significant impact would occur after considering implementation of existing laws, regulations, or permit requirements then additional avoidance or minimization measures are proposed to further reduce the significant or adverse impact. Where existing laws or regulations specify a mandatory permit process for future projects, performance standards without prescriptive actions to accomplish them, or other requirements that allow substantial discretion in how they are accomplished, or have a substantial compensatory component, the level of significance is determined before applying the influence of the regulatory requirements. In this circumstance, the impact would be potentially significant, significant, or adverse, and the regulatory requirements would be included as an avoidance, minimization, or mitigation measure.

This document provides environmental review at a programmatic level for the three proposed mixed-use development sites for Alternatives B, C, and D. These are the preferred sites for constructing replacement housing for displaced residents. Future development of the three mixed-use development sites identified in Exhibits 2-9 through 2-12 would be subject to subsequent project-level environmental review and permitting by the City of South Lake Tahoe and/or TRPA, with the permitting agency determined based on the size, nature, and location of the future project on each of these sites. If the replacement housing for displaced residents is constructed outside of one of these three sites, then full, project-level environmental review would be required. Under such circumstances, the replacement housing would still be constructed prior to

displacing residents for the purposes of constructing the proposed transportation improvements in California. Project-level environmental documents would require identification of, and mitigation for any potentially significant environmental impacts, and would be prepared in light of the information contained in the program-level analysis in this environmental document.

Methods and Assumptions: This section describes the methods, process, procedures, and/or assumptions used to formulate and conduct the impact analysis. Where relevant, this section may also include dialogue on any issue that is not discussed in the impacts section (i.e., where no impact would be expected and the reasoning behind this conclusion).

Design of the action alternatives has been an on-going process and refinements have been made for this EIR/EIS/EIS since the early phase of alternatives formulation. As a result, background studies have been revised as necessary to provide the best available information. Some of the background studies have been updated to reflect more recent design refinements identified for the project. For example, the Noise Study Report (Caltrans 2015) and Caltrans Project Report Traffic Operations Analysis Update Technical Memorandum (Wood Rodgers 2016). The analysis of alternatives in this EIR/EIS/EIS is based on the design refinements described in Section 2.4.8, “Further Development of Project Design.”

Significance Criteria: This section provides the criteria used in this document to define the level at which an impact would be considered significant, in accordance with CEQA, NEPA, and the TRPA Code of Ordinances. Significance criteria used in this EIR/EIS/EIS are based on the checklist presented in Appendix G of the State CEQA Guidelines; the TRPA Initial Environmental Checklist; factual or scientific information and data; and regulatory standards of Federal, State, and local agencies. While CEQA requires a determination of impact significance for each impact discussed in an EIR based on significance criteria, under NEPA, preparation of an EIS is triggered if a federal action has the potential to “significantly affect the quality of the human environment,” which is based on the context and intensity for each potential impact. The significance thresholds used in this document also encompass the factors taken into account under NEPA to evaluate the context and the intensity of the effects of an action.

Environmental Effects of the Project Alternatives: For each alternative, environmental effects are listed numerically and sequentially throughout each section. Analysis of each alternative is included under each impact. The discussion for each alternative is broken down into the impacts of the transportation improvements and the impacts of the proposed mixed-use development. A **bold** font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. Impact conclusions are made using the significance criteria described in each section and include consideration of the “context” of the action and the “intensity” (severity) of its effects in accordance with NEPA guidance (40 CFR 1508.27). To distinguish between NEPA environmental consequences and CEQA and TRPA impact determinations, each impact includes a concluding statement for NEPA environmental consequences and a concluding statement for CEQA and TRPA impact determinations.

The level of impact of the alternatives is determined by comparing estimated effects with baseline conditions. Under CEQA, the existing setting (as described in Affected Environment, above) normally constitutes the baseline point of comparison against which a significance determination is made. Under NEPA, the No Build Alternative (expected future conditions without the project) is the baseline against which the effects of alternatives are compared to determine the relative intensity of effects among the alternatives. NEPA also seeks identification of beneficial environmental effects, if they occur. Alternative-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact or a beneficial effect for the purposes of CEQA and TRPA and why impacts are found to be adverse, not adverse, or would have no environmental impact for the purposes of NEPA. A “potentially significant” impact and “significant” impact are treated the same under CEQA and TRPA in terms of procedural requirements and the need to identify feasible mitigation. For the purposes of NEPA, an “adverse” impact would be required to identify additional avoidance, minimization, and/or mitigation measures. A less-than-significant impact, for the purposes of CEQA and TRPA, and an impact that would not

be adverse, for the purposes of NEPA, is one that would not result in a substantial adverse change in the physical environment.

Both direct and indirect effects of the alternatives are evaluated for each environmental resource area. Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the study area, such as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Avoidance, Minimization, and/or Mitigation Measures: Mitigation measures are identified, where feasible, to avoid, minimize, rectify, reduce, or compensate for significant, potentially significant, or adverse impacts of the project, in accordance with the State CEQA Guidelines (section 15126.4), the TRPA regulations, and the regulations implementing NEPA. A level of significance after the application of mitigation measures is provided for the purposes of CEQA and TRPA, as well as, including an indication of whether a significant, unavoidable effect would occur. For NEPA purposes, a determination is made as to whether additional avoidance or minimization measures are needed or feasible beyond the design features included in the alternatives.

3.2 LAND USE

Land use planning is used to direct the amount, type, and location of land use and land coverage; balance land uses with transportation investments to achieve travel efficiency and reductions in vehicle miles of travel; and coordinate regional land use guidance with local land use plans. This section identifies the relevant federal, state, and local regulations and policies governing land use; describes existing land use patterns in the study area; and describes the land use planning structure and approach currently used by TRPA, the City of South Lake Tahoe, and Douglas County. It identifies significance criteria for land use impacts, and it assesses the environmental effects of each alternative. Where necessary, mitigation measures are identified to reduce environmental impacts to a less-than-significant level.

During the scoping process, the City of South Lake Tahoe provided comments on the Notice of Preparation/Notice of Intent requesting that the EIR/EIS/EIS address the project's consistency with goals and policies of the City of South Lake Tahoe General Plan, as well as city development and engineering standards, the South Tahoe Redevelopment Demonstration Plan, and the Stateline/Ski Run Community Plan. The Stateline/Ski Run Community Plan has largely been superseded by the city's recently adopted Tourist Core Area Plan. To the degree that these plans and standards are relevant to the project, they are addressed in this section.

The methods of analysis for impacts on land use issues are the various plans and planning documents that regulate and control land use and planning in the study area: the TRPA Regional Plan, Code of Ordinances, area plans, and plan area statements; the City of South Lake Tahoe General Plan; and the Douglas County Comprehensive Master Plan. As discussed in Section 3.16, "Biological Environment," none of the build alternatives would be constructed within an area covered under an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state conservation plan. Therefore, project implementation would not conflict with the provisions of an adopted conservation plan and this issue is not evaluated further.

Cumulative land use impacts are addressed in Section 3.19, "Cumulative Impacts." Recreational resources, uses, and facilities in the study area and relevant regulations, including Department of Transportation Act Section 4(f), are addressed in Section 3.3, "Parks and Recreational Facilities," and Chapter 4, "Other NEPA-, CEQA-, and TRPA-Mandated Sections." Impacts related to community character and cohesion, housing and business relocations, and environmental justice are addressed in Section 3.4, "Community Impacts."

3.2.1 Regulatory Setting

A variety of plans and policy statements administered by federal, state, regional, and local agencies apply to the build alternatives. Relevant planning guidance used to evaluate the potential for land use impacts resulting from project implementation is described below. The land use policies and designations relevant to the build alternatives are summarized in Section 3.2.2, "Affected Environment," below.

FEDERAL

Federal regulations related to land use are associated with resources such as wetland identification and protection, special status species protection, cultural resource protection, and health and safety on private lands. In the Lake Tahoe Basin, authority to enforce many of these regulations has been delegated to TRPA and/or the states of California and Nevada.

The Federal Highway Administration (FHWA) is the federal lead agency for the project. The only applicable FHWA land use regulation is Section 4(f) of the Department of Transportation Act, which relates to impacts of

transportation projects on parks, recreational, and open space lands; it is discussed in Section 3.3, “Parks and Recreational Facilities,” and Chapter 4, “Other NEPA-, CEQA-, and TRPA-Mandated Sections.”

The U.S. Forest Service, Lake Tahoe Basin Management Unit (LTBMU) also enforces many federal land use regulations, and manages all National Forest System lands within the Basin. There are no federal lands within the US 50/South Shore Community Revitalization Project site limits. The closest LTBMU holdings in the vicinity are Nevada Beach and Rabe Meadow east of the study area, portions of Heavenly Ski Resort, and lands near Van Sickle Bi-State Park and in the upper areas of the Edgewood Creek watershed.

TAHOE REGIONAL PLANNING AGENCY

Environmental Threshold Carrying Capacities

The Tahoe Regional Planning Agency (TRPA) has established Environmental Threshold Carrying Capacities (threshold standards) that are minimum standards of environmental quality targets to be achieved in the Tahoe Region (TRPA 2012b). No threshold standard applies specifically to land use, and the adopted environmental threshold standards do not define the maximum populations, densities, permitted uses, and other land use criteria for the region. However, the threshold standards do set performance criteria that may be influenced by land use planning considerations, including coverage, restoration-based incentives, and allocation considerations.

Lake Tahoe Regional Plan

The Tahoe Regional Planning Compact calls for the Lake Tahoe Regional Plan (Regional Plan) to establish a balance, or equilibrium, between the natural environment and the human-made environment. The Regional Plan includes Goals and Policies, Code of Ordinances, plan area statements (PASs), community plans, area plans, and other guidance documents. The heart of the Regional Plan is the Goals and Policies, statements of policy that guide decision making as it affects the Tahoe Region’s resources and environmental threshold standards, and are intended to provide opportunities for orderly growth and development consistent with those threshold standards. The Goals and Policies are addressed in six major elements: land use, transportation, conservation, recreation, public services and facilities, and the implementation elements.

The Regional Plan Update was adopted in December 2012. The Land Use Element sets forth the fundamental land use philosophies of the Regional Plan, including the direction of development to the most suitable locations within the Tahoe Region; maintenance of the environmental, economic, social, and physical well-being of the Tahoe Region; and coordination of the Regional Plan with local, state, and federal requirements. Land use designations within the project site and the study area are described in Section 3.2.3, “Affected Environment.”

The Land Use Subelement of the Regional Plan’s Land Use Element includes policies pertaining to growth and development of the Tahoe Region. It is intended to direct the amount, type, and location of land uses and land coverage; balance land uses with the social, environmental, and economic well-being of the Tahoe Region; and coordinate regional land uses with land uses in surrounding areas. The full text of these goals and policies that are relevant to the project, along with a discussion of the project’s consistency with the goals and policies, is included in Appendix E, “Goals and Policies Consistency Analysis.”

Code of Ordinances

The TRPA Code of Ordinances (Code) compiles all of the laws and ordinances needed to implement the goals and policies of the Regional Plan. The Code regulates, among other things, land use, density, rate of growth, land coverage, excavation, and scenic impacts. The regulations are designed to bring the Tahoe Region into conformance with the threshold standards. Public agencies and organizations in the Tahoe Basin must comply with the Code or may establish equivalent or more stringent requirements within their jurisdictions.

Permissible Uses

Chapter 50, “Allocation of Development,” of the Code sets forth requirements for regulating the rate and timing of growth within the Tahoe Region. TRPA regulates growth through the issuance of allocations of housing units, commercial floor area, tourist accommodation units, and people at one time (the number of people that a recreation use can accommodate at a given time). An allocation is generally only required for the main use for which the parcel is developed; accessory uses do not require allocations.

Primary uses are defined in Chapter 21, “Permissible Uses,” of the Code. All parcels have one or more permissible primary uses. PASs, community plans, and area plans define the permissible uses that apply to a particular parcel. Examples of primary uses include hotels and motels, eating and drinking places, and golf courses. Subsection 21.2.1 defines allowed uses as uses listed in the applicable PAS, community plan, or area plan that are appropriate for the specified area, and projects and activities pertaining to such uses may be permitted. By definition, allowed uses are assumed to be compatible with the direction of the Regional Plan and surrounding land uses. Special uses may also be found to be appropriate, but require a closer evaluation. In accordance with Subsection 21.2.2 of the TRPA Code, a special use must be found to: (1) be of a nature, scale, density, intensity, and type appropriate for the surrounding area in which it is located; (2) not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or properties in the neighborhood; and (3) not change the character of the neighborhood, or detrimentally alter the purpose of the applicable PAS, community, or area plan. It must also be determined that the applicant has taken appropriate steps to protect against any such injury and to protect the land, water, and air resources of both the affected property and that of surrounding property owners.

Plan Area Statements

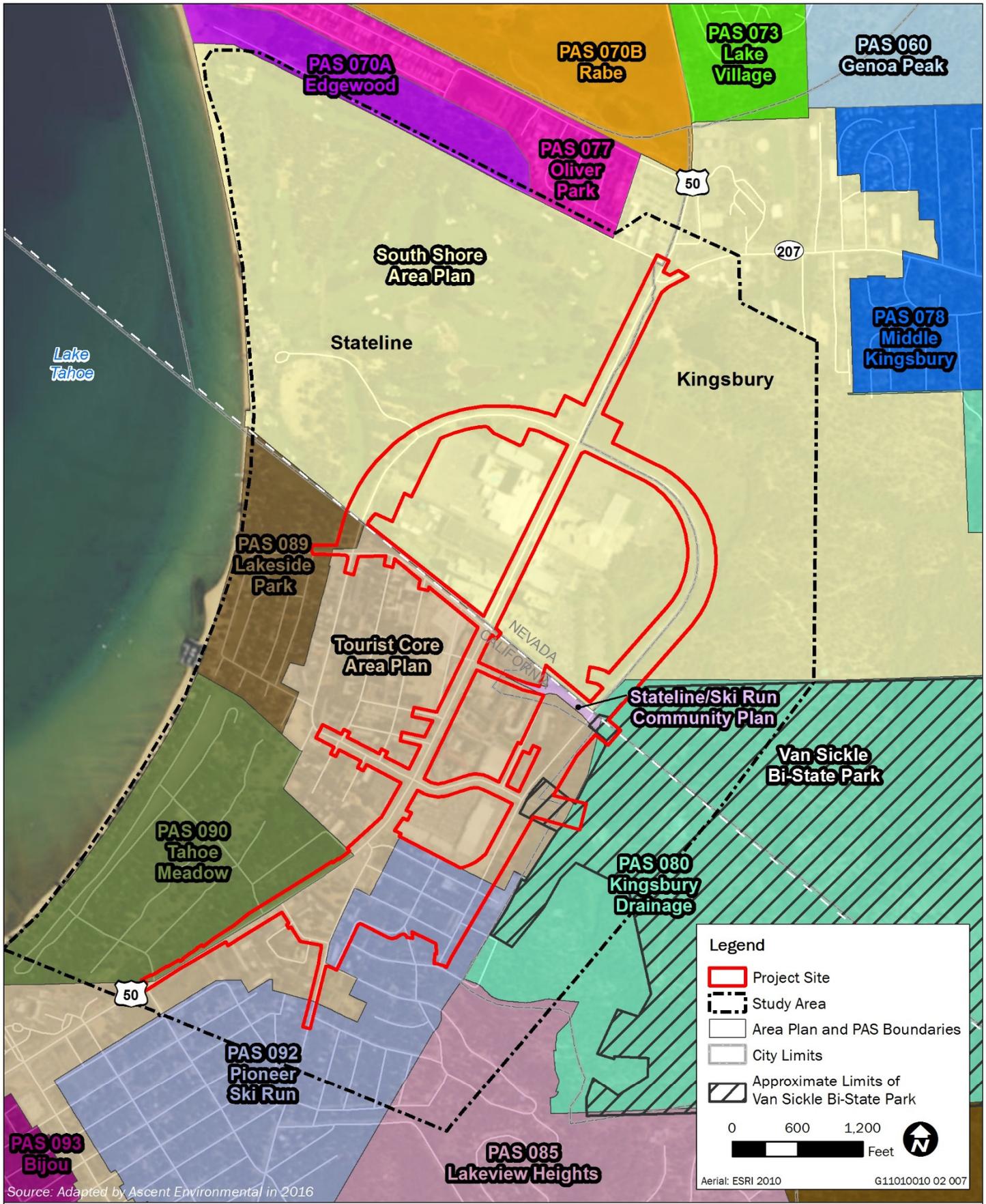
The PASs provide a detailed guide for planning within discrete areas of the Tahoe Region. Each PAS is assigned a single land use classification and one of three management strategies: development with mitigation, redirection of development, or maximum regulation. Some PASs are designated as receiving areas for transfer of development commodities, or areas targeted for scenic restoration and affordable housing provisions. Additionally, PASs provide planning considerations, special policies, maximum densities for residential and tourist development, noise standards, allowable and special uses, and the amount of additional recreation capacity permissible. The PASs that are applicable to the project include PAS 080 Kingsbury Drainage, PAS 089 Lakeside Park, PAS 090 Tahoe Meadows, and PAS 092 Pioneer/Ski Run. The portions of the project site within these PASs are shown in Exhibit 3.2-1. The full text of relevant special policies in these PASs, along with a discussion of the project’s consistency with the goals and policies, is included in Appendix E, “Goals and Policies Consistency Analysis.”

PAS 080 Kingsbury Drainage

A portion of the study area and a portion of the realigned US 50 right-of-way along Lake Parkway are located within PAS 080. PAS 080 identifies this area as “the backdrop country in the Kingsbury Grade area” east of Lake Parkway, which is characterized as mostly high hazard, with 5 percent of the area designated as a Stream Environment Zone (SEZ). The planning statement for PAS 080 states, “[t]his area should be rehabilitated to provide watershed restoration to enhance the area’s natural features and qualities (TRPA 2002a).” Portions of PAS 080 along existing US 50 were incorporated into the South Shore Area Plan (SSAP) when it was created in November 2013, and relevant policies that apply to these areas from PAS 080 have also been incorporated into the SSAP. PAS 080 includes a special policy that states the area adjoining US 50 should be maintained as a scenic view corridor.

PAS 089 Lakeside Park

PAS 089 Lakeside Park is located in California next to Lake Tahoe and south of the California/Nevada state line, west of the Tourist Core Area Plan (TCAP). The portion of the study area that includes transportation improvements around the Stateline Avenue/Pine Boulevard intersection is within PAS 089. The planning statement for PAS 089 states, “[t]his area should continue as a residential/recreation area while improving lake access opportunities (TRPA 2014).” No special policies in PAS 089 are relevant to the project.



Source: Adapted by Ascent Environmental in 2016

Legend

- Project Site
- Study Area
- Area Plan and PAS Boundaries
- City Limits
- Approximate Limits of Van Sickle Bi-State Park

0 600 1,200
 Feet

Aerial: ESRI 2010 G11010010 02 007

Exhibit 3.2-1

PASs, Community Plans, and Area Plans in the Study Area

PAS 090 Tahoe Meadows

PAS 090 Tahoe Meadows is located in California north of US 50 between Ski Run Boulevard and Park Avenue. The portion of the study area west of the new Pioneer Trail/US 50 intersection (Alternatives B and C) or reconstructed Pioneer Trail/US 50 intersection (Alternative D) falls within the edge of PAS 090. The planning statement for PAS 090 states, “[t]his area should continue to be a residential recreation area, maintaining the established rustic character (TRPA 2002b).” This area contains an SEZ and the planning considerations identify the area as “being considered as part of an overall solution to runoff problems in the watershed.” No special policies in PAS 090 are relevant to the project.

PAS 092 Pioneer/Ski Run

PAS 092 Pioneer/Ski Run is located in South Lake Tahoe and includes a primarily residential area set back and separated from US 50 and Ski Run Boulevard by areas in the TCAP, and immediately southwest of the Heavenly Village Center. The southern portion of the new US 50 alignment proposed for Alternatives B, C, and D extends through the northern portion of PAS 092. The planning statement for PAS 092 states, “[t]his area should continue to be residential with improvements made to upgrade that character (TRPA 2002c).” A number of planning considerations identified for PAS 092 are applicable to the build alternatives. Some of the planning considerations identified in PAS 092 include traffic congestion, transit use, and overcrowding in housing units. No special policies in PSA 092 are relevant to the project.

Area Plans

The concept of area plans was introduced with the adoption of the Regional Plan Update in 2012, wherein local public agencies may prepare plans for their jurisdictions that are consistent with the Regional Plan and assume the responsibility for permitting. Area plans use new development allowances for increased land use intensity in specific community centers. Area plans also include development ordinances and zoning designations. PASs, community plans, and use-specific master plans remain in effect in the newly-adopted Regional Plan (2012) until superseded by an area plan that is developed in accordance with and found in conformance with the Regional Plan.

Tourist Core Area Plan

The City of South Lake Tahoe, in conjunction with and approval from TRPA, adopted the Tourist Core Area Plan (TCAP) on October 15, 2013, which replaced the Stateline/Ski Run Community Plan of 1994 (City of South Lake Tahoe 2013), with limited exception. The single parcel owned by the California Tahoe Conservancy (Conservancy) between Forest Suites Resort and Harrah’s surface parking lot is the only property addressed by the community plan. The tourist core stretches approximately 2 miles along US 50 extending from Fairway Drive to the California and Nevada state line and along Ski Run Boulevard from Lake Tahoe to Pioneer Trail. This area functions as the primary visitor and tourist district in the City of South Lake Tahoe and provides direct access to recreation opportunities such as Heavenly Ski Resort, Ski Run Marina, Lakeside Marina, and Van Sickle Bi-State Park. TCAP Policies applicable to the build alternatives are discussed below.

Many of the policies in the TCAP are similar to those in the Regional Plan. However, the Land Use and Community Design section of the Regional Plan’s Land Use Element does include policies that promote improving connections for pedestrians and cyclists, development of multi-family residential and mixed-use, and new development in the tourist core that improves the character and establishes a distinct sense of place that are specific to the TCAP. 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.”

South Shore Area Plan

Douglas County, in conjunction with and with approval from TRPA, prepared and approved the SSAP on November 21, 2013 (Douglas County and TRPA 2013). The SSAP replaced the Stateline Community Plan, Kingsbury Community Plan, a portion of PAS 070A Edgewood, and a portion of PAS 080 Kingsbury Drainage. The SSAP is not a single, standalone document, but includes portions of other planning documents:

- ▲ Chapter 2: Land Use Element – Tahoe Planning Area of the Douglas County Master Plan Land Use Element;
- ▲ a designated area on the Douglas County Future Land Use Map;
- ▲ a designated area on the Douglas County Zoning Map;
- ▲ Chapter 20.703, Tahoe Area Plan Regulations of the Douglas County Development Code; and
- ▲ design standards and guidelines applicable to non-residential uses (originally termed South Shore Design Standards and Guidelines, but now termed Tahoe Design Standards and Guidelines as they are now proposed to apply to all non-residential properties within the Douglas County portion of the Tahoe Basin).

The SSAP includes policies that are similar to those in the Regional Plan. Because the portion of the project within the SSAP is limited to transportation improvements, there are few SSAP policies that are applicable to the project and are limited to enhancing and maintaining the aesthetic character of the built environment that compliments the natural environment. The full text of the relevant SSAP goals and policies, along with a discussion of the project’s consistency with these goals and policies, is included in Appendix E, “Goals and Policies Consistency Analysis.”

Community Plans

The 1987 Regional Plan designated 22 areas as eligible to be within a community plan. Presently 14 community plan areas that have adopted plans. These plans supersede the PASs and are designed to be more responsive to the needs and opportunities of the respective communities. The original intent of the community plans was to concentrate commercial uses to reduce the negative effects of “strip” development and to provide incentives to renovate, revitalize, and remove blighted commercial development.

Stateline/Ski Run Community Plan

The Conservancy-owned parcel located between Bellamy Court and Lake Parkway is located within a remnant portion of the Stateline/Ski Run Community Plan (see Exhibit 3.2-1). There are no specific policies in the Stateline/Ski Run Community Plan that are relevant to this Conservancy parcel or the project.

Environmental Improvement Program

Please refer to Chapter 2, “Proposed Project and Project Alternatives,” for a description of the Lake Tahoe Environmental Improvement Program (EIP). The US 50/South Shore Community Revitalization Project is included in the EIP (Project No. 03.010.02.24). Alternatives B, C, and D would also implement, at least partially, two other EIP projects (EIP Project No. 01.01.01.11: Stateline Water Quality Improvement and EIP Project No. 03.01.02.03: Class One/Two Bike Trail: Linear Park Trail to Stateline).

Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy

Adopted in 2012, the Lake Tahoe 2035 Regional Transportation Plan (RTP), also known as *Mobility 2035*, includes a list of transportation projects and strategies to improve mobility in the Tahoe Region and provide the opportunity for environmental gains related to a reduction in personal vehicle travel and attendant greenhouse gas emissions, improved air quality, improved water quality, and enhanced recreation opportunities related to bicycle, pedestrian, and transit improvements. The RTP also includes a Sustainable Communities Strategy (SCS), pursuant to California Senate Bill (SB) 375, Statutes of 2008, for the California portion of the Lake Tahoe Region to enable attainment of Regional greenhouse gas reduction targets.

The US 50/South Shore Community Revitalization Project is included as part of the RTP as a Corridor Revitalization Project, under the Tier 1 Project list (RTP #2) described as:

US 50 would be realigned around the Stateline resort-casino corridor to the east, between Lake Parkway in Nevada and a location southwest of Pioneer Trail in California. The new US 50 alignment would include two travel lanes in each direction with left-turn pockets at intersections. Between

Pioneer Trail and Lake Parkway within the resort-casino corridor, US 50 would become a local street and would be converted to two lanes, one way in each direction, with a landscaped median and turn pockets at major driveways and intersections. Expanded sidewalks, bicycle lanes, and traffic signals would be installed to improve the flow of traffic, improve pedestrian safety, and encourage the use of non-auto transportation modes along the roadway (TMPO and TRPA 2012b:4-6).

The 2017 Regional Transportation Plan (2017 RTP), which is an update to the 2012 RTP, and its joint CEQA/TRPA environmental document have been circulated for public review. The vision and goals of the 2017 RTP were based on the 2012 RTP. The projects listed in the 2017 RTP are substantially similar to those in the 2012 RTP, and the US 50/South Shore Community Revitalization Project is included in both documents.

Linking Tahoe: Active Transportation Plan

Please see Section 3.6, “Traffic and Transportation,” for a discussion of the *Linking Tahoe: Active Transportation Plan* (ATP). The ATP updates the Lake Tahoe Bicycle and Pedestrian Plan.

STATE

No state regulations pertaining to land use and planning apply to the US 50/South Shore Community Revitalization Project. Please see Section 3.3, “Parks and Recreational Facilities,” for a discussion of the *Van Sickle Bi-State Master Plan*.

LOCAL

This section includes a summary of and references to relevant policies from the City of South Lake Tahoe General Plan and Douglas County Master Plan. The TCAP and SSAP are planning documents prepared by the City of South Lake Tahoe and Douglas County in collaboration with TRPA, and the goals and policies of these plans are discussed above under, “Tahoe Regional Planning Agency.” The full text of the relevant goals and policies from these local land use planning documents are included in Appendix E, “Goals and Policies Consistency Analysis.” The consistency of project alternatives with these goals and policies is discussed in Appendix E and Impact 3.2-1 below.

City of South Lake Tahoe General Plan

The City of South Lake Tahoe adopted the 2030 General Plan on May 17, 2011. The 2030 General Plan is the city’s policy document containing elements that guide land use, transportation, public facilities and services, recreation, natural resources, and other decisions. General Plan policies that are relevant to the project address issues related to environmental justice, promoting pedestrian and transit-friendly development, encouraging housing to be incorporated into mixed-use projects in Town Centers, and other policies that address other resource topics, including air quality, cultural resources, recreation, and noise.

Douglas County Master Plan

The 2006 Douglas County Master Plan (Douglas County 2012) provides long-range guidance for numerous programs related to planning activities in the county including: development, open space preservation planning, transportation, flood and drainage, water resources planning and management, and capital improvements planning. The Lake Tahoe Planning Area is not included as part of the Land Use Element of the Douglas County Master Plan because the area is within the jurisdiction of TRPA, and the SSAP serves that function. This means that much of the planning guidance and many of the policies and regulations related to growth and development in Douglas County do not apply to the project. Other planning elements of the Douglas County Master Plan apply to the Lake Tahoe Planning Area to the extent that they do not conflict with the provisions of plans or regulations adopted by TRPA.

3.2.2 Affected Environment

This subsection discusses the existing and future land uses and zoning within the project. Land uses and zoning for the project site are delineated by several planning documents, including:

- ▲ the TCAP,
- ▲ the SSAP,
- ▲ the PAS 080 Kingsbury Drainage,
- ▲ the PAS 089 Lakeside Park,
- ▲ the PAS 090 Tahoe Meadows, and
- ▲ the PAS 092 Pioneer Ski Run.

EXISTING LAND USES WITHIN THE STUDY AREA

Much of the study area consists of developed land with a variety of urban land uses punctuated with a few undeveloped or vacant lots, some of which are utilized for water quality improvement projects and snow storage. A portion of Van Sickle Bi-State Park and other open space or undeveloped areas are within the study area along the eastern section of Lake Parkway. Additionally, this area serves as a gateway between California and Nevada.

Several small businesses, including restaurants and a liquor store are located in the area between US 50 and Pioneer Trail southwest of the intersection of US 50 and Pioneer Trail. A residential neighborhood containing single-family homes, multi-family homes, and vacation rentals is located within the area east of Pioneer Trail, west of Montreal Road, and south of the Heavenly Village Center. See Section 3.4, “Community Impacts,” for a more complete description of this residential area.

The land use conditions in the tourist corridor reflect the resort destination character of the area. In California, on the east side of US 50 and northeast of the Pioneer Trail/US 50 intersection, is the Heavenly Village Center, a commercial area containing a Raley’s grocery store and other commercial/retail uses. Heavenly Village, located north of the Heavenly Village Center, contains a gondola to the Heavenly Mountain Resort, an intermodal transit center, and a mix of commercial establishments. A timeshare lodging facility is located adjacent to the roadway at the California/Nevada state line and next to Harrah’s Casino.

Van Sickle Bi-State Park is located along the east side of Lake Parkway with its entrance at the intersection of Lake Parkway and Heavenly Village Way. North of the state line along Lake Parkway is primarily privately-owned forested open space to the east and the Harrah’s and Montbleu parking lots to the west.

The area west of US 50 bound by Lodge Road to the south, Pine Boulevard to the west, and Stateline Avenue to the north, contains a number of tourist lodging facilities, commercial uses, and dining establishments.

In Nevada, the four major resort-casinos, Harrah’s, Harvey’s, Hard Rock, and Montbleu, are located along US 50 between Stateline Avenue and Lake Parkway.

The area between Pine Boulevard, south of Stateline Avenue, and the lake includes a mix of tourist lodging, housing units, and the Lakeside Marina. Land uses just south of Pine Boulevard include a number of water quality detention basins that provide required stormwater quality control for the tourist core.

SURROUNDING LAND USES

Land uses surrounding the project site are generally similar in nature to the visitor-centered development within the project site. The Tahoe Meadows Historic District, a private community, is located southwest of the intersection of Pioneer Trail and US 50. Properties to the west of the project site north of Lodge Road consist of a number of tourist lodging facilities with the shore of Lake Tahoe and Lakeside Marina just beyond.

Single-family and multi-family neighborhoods border the project site to the south. Van Sickle Bi-State Park and privately-owned vacant land containing Jeffrey pine and white fir-mixed conifer forest is located east of the project site. To the north of Lake Parkway and west of US 50 is the Edgewood Tahoe Golf Course, while north of Lake Parkway east of US 50 contains the Friday's Station property, which is undeveloped.

LAND USE PLANS

The project site is subject to land uses designated in the Regional Plan, which are also reflected in PAS 080, PAS 089, PAS 090, PAS 092, Stateline/Ski Run Community Plan, and further refined in the TCAP and SSAP. Land use designations in the study area include conservation, mixed-use, recreation, residential, resort recreation, and tourist and are shown in Exhibit 3.2-2. Because the City of South Lake Tahoe General Plan and Douglas County Master Plan are consistent with the land uses and zoning identified in the Regional Plan, PASs, Stateline/Ski Run Community Plan, TCAP, and SSAP, land uses from the general plan and master plan are not discussed further.

Regional Plan Land Use Designations

The Regional Plan's land use designations, including those identified in the TCAP, SSAP, Stateline/Ski Run Community Plan, and PASs within the study area consist of Tourist, Residential, Recreation, and Resort Recreation (Exhibit 3.2-2). The allowable land uses associated with these designations are provided as follows:

Conservation: Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include: (1) public lands already set aside for this purpose; (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements; (3) isolated areas which do not contain the necessary infrastructure for development; (4) areas capable of sustaining only passive recreation or non-intensive agriculture; and (5) areas suitable for low-to-moderate resource management.

Mixed Use: Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses or have the potential to provide future commercial, public services, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience and enhanced sustainability.

Recreation: Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands identified as recreation areas include: (1) areas of existing private and public recreation use; (2) designated local, state, and federal recreation areas; (3) areas without overriding environmental constraints on resource management or recreational purposes; and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas.

Resort Recreation: Resort Recreation areas are the specific Edgewood and Heavenly parcels depicted on Map 1 of the Regional Plan.

Residential: Residential areas are urban areas having potential to provide housing for the residents of the Region. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes, (2) areas of moderate-to-good land capability, (3) areas within urban boundaries and serviced by utilities, and (4) areas of centralized location in close proximity to commercial services and public facilities.



Exhibit 3.2-2

Existing Land Use Designations in the Study Area

Tourist: Tourist areas are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. These lands include areas that are already developed with a high concentration of uses, good to moderate land capability, contain existing excess land coverage, and are located near commercial services, employment centers, public services and facilities, and multi-modal facilities.

Zoning Designations

The TCAP and SSAP provide zoning designations for the portions of the project site within their boundaries, which are identified in Exhibit 3.2-3. Although the PASs and Stateline/Ski Run Community Plan do not provide zoning designations, these planning documents do identify allowable uses, standards, and guidance for development within their boundaries similar to what would be prescribed by zoning.

Tourist Core Area Plan

The TCAP zoning districts within the project site include Tourist Center Core, Tourist Center Mixed-Use, Tourist Center Neighborhood Mixed Use, Recreation, and Open Space. The allowable uses in these zones are as follows (City of South Lake Tahoe 2013:5-5 – 5-6):

Tourist Center Core (TSC-C): This district is intended to become a commercial, tourist and recreation destination with public gathering places to meet the needs of both tourists and residents of the south shore. This district allows for horizontal and vertical mixed use projects. The sub-district contains complete streets that support multi-modal transportation options. Permissible uses include tourist accommodation, retail commercial, entertainment, restaurants, recreation, and mixed-use residential development.

Tourist Center Mixed-Use (TSC-MU): This district is intended to primarily provide for tourist accommodation uses, with supporting retail commercial uses to meet the regional demand for quality accommodation in the Stateline area in a manner compatible with a pedestrian environment.

Tourist Center Neighborhood Mixed Use (TSC-NMX): This district is intended to allow a variety of residential and non-residential uses to encourage a greater mix and intensity of uses in a pedestrian scaled environment that is appropriate to its neighborhood context and adjacent residential uses. Permissible uses include commercial, public service, professional offices, as well as residential and tourist development.

Recreation (REC): This district is intended to allow a variety of recreation uses such as dispersed recreation and parks. Permissible uses include day use areas and group facilities.

Open Space (OS): This district is intended to preserve land in its present use. The land in this district is predominantly open, undeveloped, or in a lightly developed [area] and is suitable for any of the following: natural areas, wildlife and native plant habitat; erosion control facilities, stream environment zones, stream corridors; passive parks; and/or trails for non-motorized activities.

South Shore Area Plan

The SSAP zoning districts within the project site include High Density Tourist, Town Center Mixed-Use, Recreation, and Resort Recreation. As defined in Douglas County Code Section 20.703.060, the allowable uses in these zones are as follows:

High Density Tourist (T-T/HDT): This is an overlay district for the tourist district containing existing resort-casinos and is targeted for redevelopment that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, provides greater access to recreational opportunities, and provides economic opportunities.

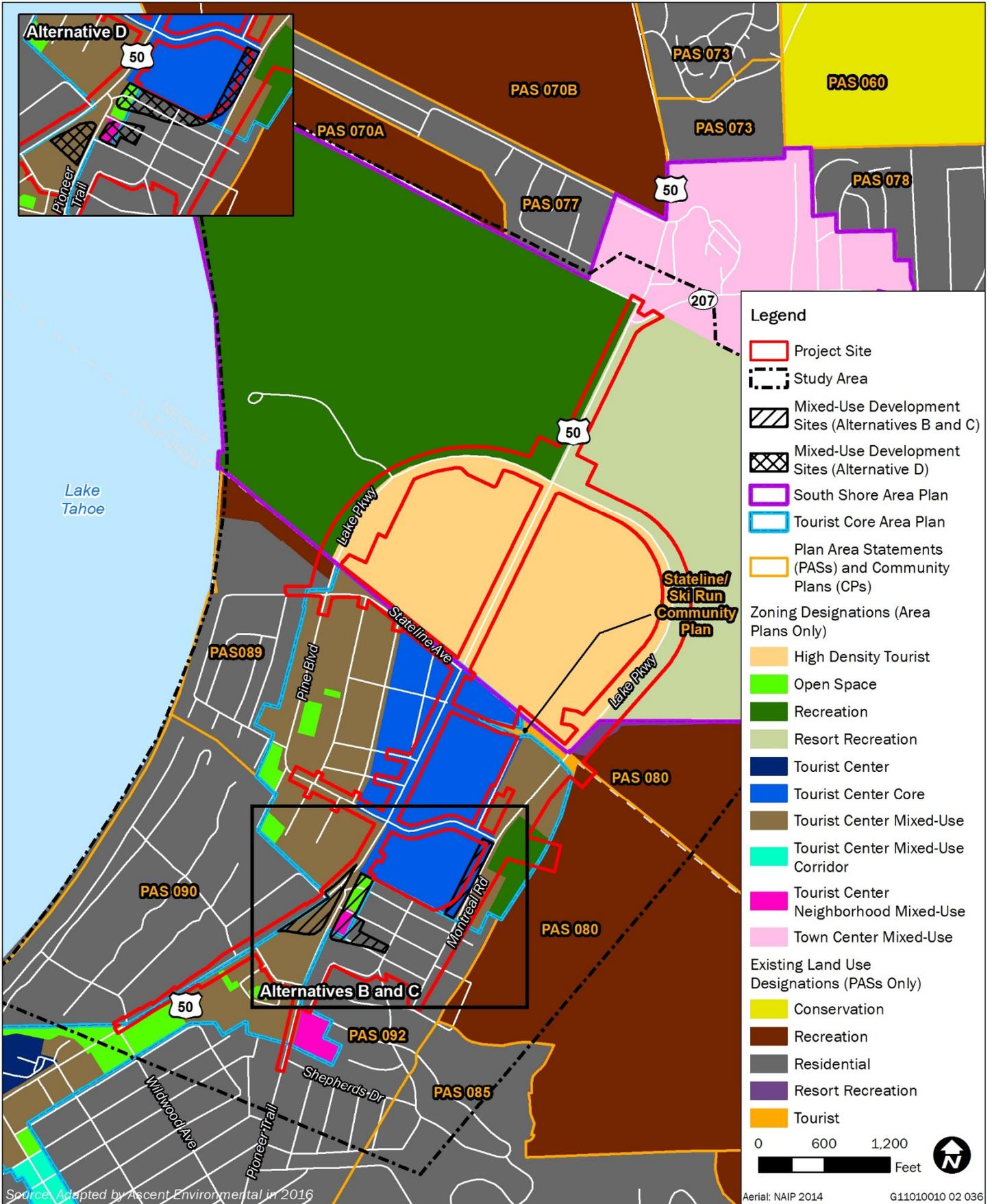


Exhibit 3.2-3

Zoning Designations in the Study Area

Town Center Mixed-Use (T-MU/TC): This is a mixed-use district with a town center overlay. This is an area targeted for redevelopment, may include a mix of tourist, recreation, commercial, light industrial, public service, and residential uses. The overlay district is an area that is targeted for redevelopment that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities and future development that will bring environmental gain to the Region.

Recreation: This district is for private and public recreation areas, such as golf courses, beaches, state parks, and ski resorts.

Resort Recreation: This district is limited to Edgewood Mountain parcels and allows for tourist, commercial and residential uses provided in conjunction with a recreation use. New development must be the result of development transfers that result in the retirement of existing development.

Stateline/Ski Run Community Plan

The land use classification for this community plan is “Tourist.” A special use permit is required for linear public facilities, including transportation routes.

PAS 080 Kingsbury Drainage

The land use classification for this PAS is “Conservation.” Permissible uses include single-family dwellings, summer homes, local public health and safety facilities, pipelines and power transmission lines, transmission and receiving facilities, transportation routes, and other recreation and resource management uses.

PAS 089 Lakeside Park

The land use classification for this PAS is “Residential.” Permissible uses include multiple-family dwellings, single-family dwellings, tourist accommodations, eating and drinking places, vehicle storage and parking, transit stations and terminals, transportation routes, and transmission and receiving facilities among other public service, recreation, and resource management uses.

PAS 090 Tahoe Meadows

The land use classification for this PAS is “Residential.” Permissible uses include single-family dwellings, transit stations and terminals, transmission and receiving facilities, and transportation routes among other public service and resource management uses.

PAS 092 Pioneer/Ski Run

The land use classification for this PAS is “Residential.” Permissible uses include single-family dwellings, employee housing, multiple-family dwellings, multi-person dwellings, transit stations and terminals, and transportation routes among other commercial, public service, recreation, and resource management uses.

3.2.3 Environmental Consequences

METHODS AND ASSUMPTIONS

The land use analysis involved a review of relevant land use plans, policies, and regulations, which compares the existing conditions to the project alternatives. Appendix E, “Goals and Policies Consistency Analysis,” includes a policy-by-policy discussion of each alternative’s consistency with relevant policies contained in the Regional Plan Goals and Policies, TCAP, SSAP, PAS 092 Pioneer/Ski Run, Lake Tahoe Active Transportation Plan, City of South Lake Tahoe General Plan, and Douglas County Master Plan. The tables in Appendix E include a consistency determination and supporting narrative for each policy. The consistency determinations rely on analyses contained in other resource sections in this EIR/EIS/EIS (i.e., Sections 3.2 through 3.16); therefore, the Appendix E discussion includes a cross-reference to the applicable discussion elsewhere in this document where relevant.

Although the draft 2017 RTP has been released for public review, and includes the US 50/South Shore Community Revitalization Project, the 2012 RTP/SCS is the currently adopted plan. Because an initial study/initial environmental checklist has been prepared for the 2017 RTP as a supplement to the RTP/SCS EIR/EIS and does not result in new significant environmental impacts, the analysis below continues to rely on the EIR/EIS.

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 project. Under NEPA, the significance of an effect is used solely to determine whether an EIS must be prepared. Regulations implementing NEPA require that an EIS discuss any inconsistency between the locally preferred action and state and local plans or laws, and if so, the extent to which they would be reconciled (40 CFR Section 1506.2(d)). No other specific factors related to land use are contained in NEPA, CEQ Regulations Implementing NEPA, or FHWA NEPA regulations in 23 CFR 771 et seq.

TRPA Criteria

The “Land Use” criteria from the TRPA Initial Environmental Checklist (IEC) were used to define the land use topics for evaluation. The purpose of the TRPA IEC is primarily to determine if an EIS is required and to help define the topics to be evaluated in greater detail. While many of the IEC checklist questions are conducive for use as significance criteria (that is, they include a defined standard, qualitative or quantitative), many are not, such as those for land use. Impacts would be significant if the project would:

- ▲ include uses which are not listed as permissible uses in the applicable PASs, community plans, and area plans;
- ▲ expand or intensify an existing non-conforming use; or
- ▲ propose uses inconsistent with applicable goals and policies of the TRPA Regional Plan, and applicable Plan Area Statements and Community Plans.

CEQA Criteria

In accordance with Appendix G of the State CEQA Guidelines, impacts relative to land use would be significant if the project would:

- ▲ conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

Impact 3.2-1: Conflict with or impede implementation of existing land use plans and policies

Implementation of Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, would have the potential to conflict with certain policies in relevant planning documents (see Appendix E and summarized herein). However, a conflict with a specific policy alone does not constitute “inconsistency” with a land use plan. The environmental effects of any policy conflicts are addressed in the individual resource sections in Chapter 3, “Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures,” of this document. Mitigation is incorporated to avoid or minimize significant effects to the extent feasible. Because Alternatives B, C, and D

would implement the broader vision and goals of the overarching land use plans (i.e., RTP/SCS, TCAP, SSAP, and ATP), these alternatives would not be in conflict with existing land use plans.

Because Alternative A would not construct a realigned US 50 around the tourist core along with other pedestrian and bicycle improvements, Alternative A would not meet the planning goals of the RTP/SCS, TCAP, and SSAP; however, Alternative A would not preclude construction of future transportation improvements in the study area. Similarly, Alternative E would only meet some of the goals of these plans related to safe pedestrian movement along US 50 in the resort-casino portion of the tourist core, because of the limited extent and nature of the improvements. Neither Alternative A nor Alternative E would preclude the possibility for a future proposal to implement similar transportation improvements as those identified in Alternatives B, C, and D. For these reasons, while Alternatives A and E would not meet planning goals, they would not be in conflict with existing land use plans.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or feasible to implement.

CEQA/TRPA Impact Determinations: Less than Significant for all Alternatives

The project site is located within the City of South Lake Tahoe TCAP, Douglas County SSAP, the Stateline/Ski Run Community Plan, PAS 080, PAS 089, PAS 090, and PAS 092. The project is also regulated by the Lake Tahoe Regional Plan. Policies in the Regional Plan, RTP/SCS, ATP, City of South Lake Tahoe General Plan, and Douglas County Master Plan are also applicable to the project. Consistency with relevant goals and policies from these planning documents is provided in Appendix E.

The transportation improvements proposed by Alternatives B, C, and D, consisting of realignment of US 50 around the tourist core and pedestrian and bicycle infrastructure improvements, are recognized as planned improvements in the RTP/SCS, TCAP, SSAP, and ATP (City of South Lake Tahoe 2013:6-4, 6-5; Douglas County 2013:65; TMPO and TRPA 2012a:4-6; TMPO and TRPA 2016:4-30).

Alternative A: No Build (No Project)

With Alternative A, no new facilities would be constructed. As shown in Appendix E, policies would generally not be applicable to maintenance of the existing conditions. Implementation of this alternative would not implement planning goals associated with the RTP/SCS, TCAP, SSAP, and ATP (City of South Lake Tahoe 2013:6-4, 6-5; Douglas County 2013:65; TMPO and TRPA 2012a:4-6; TMPO and TRPA 2016:4-30). While the possibility for a future proposal of a similar project remains, its implementation is speculative. Although this alternative would not implement planning goals associated with a realigned US 50 and other associated improvements, adoption of Alternative A would not preclude future opportunities to implement similar transportation improvements as those identified in Alternatives B, C, D, and E, and would not be in conflict with existing land use plans. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, because of the reasons stated above, Alternative A would avoid or minimize conflicts with implementing land use plans and policies.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

As described above, several plans that guide development in the project site recognize the realignment of US 50 and narrowing existing US 50 through the tourist core as a planned improvement; the project is also an EIP project. Implementation of Alternative B includes components that would improve safety and connectivity for pedestrians and cyclists, and enhance transit features, landscaping, lighting, and signage. The project objectives include reducing traffic volumes through the tourist core and “cut-through” traffic in neighborhoods, decreasing dependence on automobiles, creating a safe and walkable district that enhances

pedestrian activities and safety, and providing opportunities for redevelopment and revitalization. As a project identified in the RTP/SCS (TMPO and TRPA 2012a:2-10), Alternative B would help implement the RTP/SCS. The tables contained in Appendix E of this EIR/EIS/EIS discuss the project's consistency with specific goals, policies, and actions contained in Regional Plan, RTP/SCS, ATP, TCAP, SSAP, City of South Lake Tahoe General Plan, and Douglas County Master Plan.

Alternative B would narrow existing US 50 through the tourist core, creating a low speed street, and would enhance pedestrian, bicycle, and transit access and facilities in this area. These are some of the features of Alternative B that would help achieve goals, policies, and actions included in the Regional Plan, TCAP, and SSAP that encourage redevelopment, development of alternative modes of transportation, and creating a seamless connection between California and Nevada and a seamless pedestrian street environment (City of South Lake Tahoe 2013:5-1, 5-2, 6-1, 6-2; Douglas County 2013:75, 76; TRPA 2012a:3-2, 3-4, 3-6).

Realignment of US 50 around the tourist core along with transportation improvements, such as bicycle lanes and sidewalks between Heavenly Village Way and the new US 50/Pioneer Trail intersection, would reduce existing conflicts between cut-through traffic and pedestrians and cyclists in the Rocky Point neighborhood. Additionally, as described in Impact 3.6-1 and Impact 3.6-11, the realignment of US 50 would result in improvements in traffic operations compared to Alternative A during peak periods at the US 50/Pioneer Trail intersection. With these improvements, Alternative B would address some concerns regarding traffic congestion along Pioneer Trail and cut-through traffic through the Rocky Point neighborhood.

Alternative B would include replacement housing, planned to be in one of the three sites proposed for mixed-use development that are all within or mostly within the TCAP boundary; there would be no net loss of housing in the South Shore. The multi-family replacement housing would be constructed to the maximum allowable density in the TCAP and would include deed-restricted affordable housing equal to the amount of affordable housing displaced by the project. Alternative B would redevelop part of the town center near the state line with high density housing, that would provide for affordable housing near jobs and transit. For these reasons, Alternative B would help achieve policies in the Regional Plan, TCAP, and City of South Lake Tahoe related to affordable housing, redevelopment and high density development in the tourist core, and providing replacement housing for residents displaced by the project (City of South Lake Tahoe 2011:LU-11; City of South Lake Tahoe 2013:5-1, 5-3; City of South Lake Tahoe 2014:HE-3; TRPA 2012a:2-2, 2-12).

As shown in Exhibit 3.2-1, portions of the project site are within the boundaries of PAS 080, PAS 089, PAS 090, and PAS 092. Only Special Policy 4 in PAS 080 is applicable to the project. Alternative B is consistent with this policy because it would only include minor transportation changes, including a new sidewalk on the mountain side of US 50 between SR 207 and Lake Parkway, that would not interfere with views in this area.

While Alternative B would clearly meet the intent of certain plans (such as the RTP/SCS), Alternative B would be potentially inconsistent with certain policies in the Regional Plan, TCAP, and City of South Lake Tahoe General Plan. Alternative B is not consistent with policies related to development patterns and community character (Regional Plan Policy LU-3.4), traffic noise (Regional Plan Policy N-2.1, TCAP Policy LU-7.1, and General Plan Policies HS-8.3 and HS-8.4), SEZ restoration in the TCAP (Policy NCR-2.1), and environmental justice (General Plan Policy LU-11.1). The environmental effects of these policy conflicts are addressed in Section 3.4, "Community Impacts," Section 3.15, "Noise and Vibration," and Section 3.16, "Biological Resources." Mitigation is incorporated to avoid or minimize significant effects to the extent feasible.

A conflict with a specific policy alone does not constitute an inconsistency with a land use plan. Therefore, because Alternative B would be consistent with and would implement the overarching land use plans (i.e., RTP/SCS, TCAP, SSAP, and ATP), it would not be in conflict with existing land use plans. 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 conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or are 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. Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Implementation of Alternative B mixed-use development, including replacement housing, at Site 1, a portion of Site 2, and Site 3 would 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 (City of South Lake Tahoe 2013:5-3, 6-1 – 6-2; TRPA 2012a:2-11, 3-2). Analysis of the consistency of Alternative B mixed-use development, including replacement housing, is included in Appendix E.

A portion of mixed-use development Site 2 is located within PAS 092. Alternative B mixed-use development could include a combination of housing units and commercial floor area, which would help achieve PAS 092 policies and guidance for redevelopment of this area, scenic improvements, and receiving area for multi-residential units. Because mixed-use development located at Site 2 would potentially affect the existing drainage basin near the existing US 50/Pioneer Trail intersection, the mixed-use development would not be consistent with a policy related to maintaining stormwater drainage basins as view corridors (TCAP Policy NCR-1.2). Additional project-level environmental review for a specific proposal for the mixed-use development, including replacement housing, proposed by Alternative B would also be required to demonstrate consistency with this policy.

Because Alternative B mixed-use development, including replacement housing, would be consistent with and would implement the overarching land use plans (i.e., Regional Plan, TCAP, and PAS 092), it would not be in conflict with existing land use plans. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the Alternative B mixed-use development, including replacement housing, would avoid or minimize conflicts with implementing land use plans and policies 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 conflicts with implementing land use plans and policies as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential conflicts with implementing land use plans and policies 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 result in a **less-than-significant** impact and the Alternative B mixed-use development, including replacement housing, at one or more of the mixed-use development sites would also result in a **less-than-significant** impact on conflicts with implementing land use plans and policies.

For the purposes of NEPA, the design features of the Alternative B transportation improvements and mixed-use development, including replacement housing, would minimize conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or are feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

With Alternative C, US 50 would be split into two segments—an eastbound segment (US 50 East) that would travel through the tourist core and a westbound section that would travel along existing Lake Parkway (US 50 West). Neither segment would be a complete street and the split directional traffic flow does not implement the traffic and bicycle patterns and circulation envisioned in regional land use and transportation planning documents (i.e., the Regional Plan and RTP/SCS). Similar to Alternative B, Alternative C would include construction of replacement housing.

The tables contained in Appendix E of this EIR/EIS/EIS discuss the project's consistency with specific goals, policies, and actions contained in the Regional Plan, RTP/SCS, ATP, TCAP, SSAP, City of South Lake Tahoe General Plan, and Douglas County Master Plan. Similar to Alternative B, Alternative C would generally meet the intent of the overarching land use plans but would be inconsistent with the policies listed for Alternative B transportation improvements above. Because of the nature of the one-way traffic through and around the tourist core and associated impacts on emergency response, Alternative C would not be consistent with policies related to emergency response (City of South Lake Tahoe General Plan Policies PQP-6.3 and PQP-6.6). Because Alternative C, even with implementation of mitigation, would result in adverse effects, for the purposes of NEPA, and significant and unavoidable impacts, for the purposes of CEQA and TRPA, on roadway segment LOS, this alternative would not be consistent with policies related to traffic operations (Regional Plan Policy T-10.7, TCAP Policy T-1.2, City of South Lake Tahoe General Plan Policy TC-1.2, and Douglas County Master Plan TP Policy 4.13). The environmental effects of these policy conflicts are addressed in Section 3.6, "Traffic and Transportation." Similar to the reasons described above for Alternative B, Alternative C would not be in conflict with existing land use plans. This impact would be **less than significant** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or are 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. Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The land use plan consistency determination for Alternative C mixed-use development, including replacement housing, would be the same as that described for Alternative B mixed-use development including replacement housing, because the mixed-use development sites and development potential would be the same for both alternatives. As described above for Alternative B mixed-use development including replacement housing, Alternative C mixed-use development, including replacement housing, would not be in conflict with existing land use plans. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the Alternative C mixed-use development, including replacement housing, would avoid or minimize conflicts with implementing land use plans and policies 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 conflicts with implementing land use plans and policies as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential conflicts with implementing land use plans and policies 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 result in a **less-than-significant** impact on conflicts with implementing land use plans and policies.

For the purposes of NEPA, taken as a whole, the design features of the Alternative C transportation improvements and mixed-use development, including replacement housing, would minimize conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or are feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Although Alternative D would result in alignment of the new US 50/Pioneer Trail intersection further east than would occur for Alternative B, all other transportation improvements and construction of replacement housing included in Alternative D would be the same as those for Alternative B. For these reasons, the land use plan consistency determination for Alternative D would be the same as Alternative B. Therefore, as described above for Alternative B, Alternative D transportation improvements would not be in conflict with existing land use plans. This impact would be **less than significant** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or are 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. Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The land use plan consistency determination for Alternative D with mixed-use development would be the same as that described above for Alternative B with mixed-use development, because the mixed-use development components would include a similar amount of new commercial space and housing units in generally the same locations (see Exhibits 2-9 and 2-11). Therefore, as described above for Alternative B with mixed-use development, Alternative D with mixed-use development would not be in conflict with existing land use plans. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the Alternative D mixed-use development, including replacement housing, would avoid or minimize conflicts with implementing land use plans and policies 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 conflicts with implementing land use plans and policies as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown,

analysis of the potential conflicts with implementing land use plans and policies 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 result in a **less-than-significant** impact on conflicts with implementing land use plans and policies.

For the purposes of NEPA, taken as a whole, the design features of the Alternative D transportation improvements and mixed-use development, including replacement housing, would minimize conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or are feasible to implement.

Alternative E: Skywalk

Alternative E includes development of a raised pedestrian walkway between approximately 100 feet south of Stateline Avenue and near the northern end of the Montbleu Resort (about 450 feet south of Lake Parkway), which was not previously identified in the Regional Plan, RTP/SCS, TCAP, and SSAP. Similar to Alternative A, implementation of this alternative would not meet planning goals associated with the RTP/SCS, ATP, City of South Lake Tahoe General Plan, TCAP, and SSAP. As shown in Appendix E, some policies would generally not be applicable to the skywalk because of the limited extent and nature of the improvements included in this alternative within the resort-casino portion of the tourist core and the areas directly adjacent (see Exhibit 2-13).

Alternative E would be inconsistent with certain policies in the Regional Plan, SSAP, TCAP, City of South Lake Tahoe General Plan, and the Linking Tahoe: Active Transportation Plan. Alternative E is not consistent with policies related to scenic resources (Regional Plan Policies SR-1.1 and SR-1.2, SSAP Policy 5.4, and TCAP Policy NCR-1.1), implementation of an EIP project (Regional Plan Policy FIN-4.1), pedestrian and bicycle system enhancements (TCAP Policies LU-1.7, R-2.1, R-3.1; General Plan Policy TC-1.7; ATP Policies 3.1 and 4.4), and ground vibration impacts (TCAP Policy LU-7.3). The environmental effects of these policy conflicts are addressed in Section 3.6, "Traffic and Transportation," Section 3.7, "Visual Resources/Aesthetics," and Section 3.15, "Noise and Vibration," and Section 3.16, "Biological Resources." Mitigation would be implemented to avoid or minimize significant effects to the extent feasible.

Similar to Alternative A, Alternative E would not preclude the possibility for a future proposal to implement similar transportation improvements as those identified in Alternatives B, C, and D, and would not be in conflict with existing land use plans. This impact would be **less than significant** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the design features of the improvements included in Alternative E would avoid or minimize the conflicts with implementing land use plans and policies such that no additional mitigation measures are needed or are feasible to implement.

Impact 3.2-2: Include uses that are not listed as permissible uses in the applicable PASs, community plans, and area plans or expand or intensify an existing non-conforming use

Alternative A would be a continuation of existing conditions, and as such Alternative A does **not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use**. The transportation improvements proposed for Alternatives B, C, and D, including the realigned US 50, pedestrian overcrossing, and pedestrian and bicycle improvements, meet TRPA's definition of a transportation route. The raised pedestrian walkway proposed with Alternative E also meets this definition. These project features are identified as either allowable or special uses in applicable planning documents. Because existing regulations preclude the development of prohibited uses, and require that findings for any special uses be made before project approval, Alternatives B, C, and D transportation improvements and mixed-use development

including replacement housing, and Alternative E would **not include uses that are not permissible, nor would they expand or intensify an existing non-conforming use.**

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

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

Land uses and zoning within the study area are regulated by the City of South Lake Tahoe TCAP, Douglas County SSAP, Stateline/Ski Run Community Plan, PAS 080, PAS 089, PAS 090, and PAS 092. Chapter 21 of the TRPA Code includes use definitions, which are used in these plans to define a list of permissible uses. These plans also define whether a use is allowable (compatible with the surrounding land uses) or a special use (require additional findings to determine compatibility).

Alternative A: No Build (No Project)

With Alternative 1, no new facilities would be constructed and there would be no changes in land uses that would result in an inconsistency with an existing or adjacent land use. Alternative A would not expand or intensify any existing use, whether conforming or not. For these reasons, Alternative A would have **no impact** on proposing uses that are not listed as permissible or expanding existing non-conforming uses for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B project features, including the realigned US 50, pedestrian overcrossing, and pedestrian and bicycle improvements, all meet the use definition of a “transportation route” in Chapter 21 of the TRPA Code. Transportation routes are listed as permissible uses in the TCAP, SSAP, Stateline/Ski Run Community Plan, and PAS 080, PAS 089, PAS 090, and 092; they are an allowable use in the Douglas County SSAP and a special use in the other planning documents. As defined in Subsection 21.2.1 of the TRPA Code, allowable uses are considered appropriate for the specified area, may be permitted, and assumed to be compatible with the direction of the Regional Plan and surrounding land uses. Special uses, however, require that the findings under Subsection 21.2.2 of the Code be made by TRPA. As described in Chapter 1, “Introduction,” the findings supporting these special uses would be incorporated into a separate Findings document prepared by TRPA staff for consideration by the TRPA Governing Board prior to project approval. For these reasons, Alternative B would not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. 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 potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or are 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. Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Alternative B mixed-use development Site 1 and Site 3 are located within the

TCAP. Site 1 is located outside of PAS 090, which is adjacent to Site 1 to the west. The land use and zoning designations for Site 1 are Tourist and Tourist Center-Mixed Use, respectively. The land use designation and zoning district for Site 3 are Tourist and Tourist Center Core, respectively. Site 1 currently includes the linear park, US 50, and commercial uses. Site 3 currently contains a parking lot. These land uses are existing conforming uses within the TCAP.

The northern portion of Site 2 along existing Pioneer Trail is within the TCAP and the southeastern portion of this site is within PAS 092. The land use designation for Site 2 within the TCAP is Tourist and within PAS 092 is Residential. The TCAP zoning designations for Site 2 are Tourist Center Neighborhood Mixed-Use and Open Space. The land use and zoning designations assigned to these sites are shown in Exhibits 3.2-2 and 3.2-3. Site 2 currently contains detention basins, vacant parcels, hotel/motels, and residential uses.

The future redevelopment of these three sites could include a combination of high-density, multi-family residential uses and commercial uses that could include a mix of general retail, personal services, eating and drinking places, business support services, and professional offices. However, no specific types of commercial uses have been identified at this time. As described in “Mixed-Use Redevelopment Sites” in Section 2.4 and Exhibit 2-10, the conceptual plan for the mixed-use development within these three sites is based on the maximum density and types of uses allowed within the Tourist Center Mixed-Use and Tourist Center Core zoning districts. For Site 2, the maximum density and types of uses were also based on what is allowed within PAS 092.

Table 3.2-1 shows the types of uses that are allowable within PAS 092 and the zoning districts of the TCAP that are found within the mixed-use development sites. The types of residential and commercial uses that could occur on Site 1 would be consistent with the allowable and special uses within Tourist Center Mixed-Use. The types of residential and commercial uses that could occur on Site 3 would be consistent with the allowable uses within Tourist Center Core. The types and density of uses within the portion of Site 2 within PAS 092 would be consistent with and limited to those identified as an allowed or a special use under PAS 092, which excludes general retail uses. The types and density of uses within Tourist Center Neighborhood Mixed-Use portion of Site 2 would be consistent with the allowable and special uses for this zoning district. The types and uses that could be developed on Site 2 within Open Space are not allowable or special uses for this zoning district.

Table 3.2-1 Permissible and Special Uses for Mixed-Use Development Sites, including Replacement Housing, within the Tourist Core Area Plan and PAS 092

| Plan Area Statement/ Area Plan | Land Use Classification/Zoning District | Primary Use Categories | | | | | |
|-----------------------------------|---|---------------------------------|--|----------------------------------|---------------------------------|-------------------------|-----------------------------------|
| | | Multiple- Family Dwelling | General Retail and Personal Services | Eating and Drinking Places | Business Support Services | Professional Offices | Personal Services ¹ |
| PAS 092 Pioneer/Ski Run | Residential/Residential | A | - | S | S | S | S |
| Tourist Core Area Plan | Tourist/Tourist Center Core | A | A | A | A | A | NA |
| | Tourist/Tourist Center Mixed-Use | A | A | S | S | A | NA |
| | Tourist/Open Space | - | - | - | - | - | NA |

Abbreviations: A = Allowable, S = Special, NA = Not Applicable, - = Use Not Permitted

¹The TCAP includes “Personal Services” as part of “General Retail and Personal Services.” The definition of General Retail and Personal Services includes a description for ‘Personal Services’ that matches the description for ‘Personal Services’ included in TRPA Code (City of South Lake Tahoe 2013:C-6, TRPA Code Table 21.4-A).

As described above for Alternative B transportation improvements, uses that are considered special uses within the applicable area plan or PAS, require that the findings under Subsection 21.2.2 of the Code be

made by TRPA. As described in Chapter 1, "Introduction," the findings supporting these special uses would be incorporated into a separate Findings document prepared by TRPA staff for consideration by the TRPA Governing Board prior to project approval and permit issuance.

With adoption of findings regarding implementation of the mixed-use development identified as special uses on Site 1, mixed-use development on Site 1 would not include uses that are not listed as permissible uses in the TCAP. All potential uses that could occur on Site 3 in the mixed-use development are identified as allowable in the TCAP. The three mixed-use development sites do not contain any existing non-conforming uses; therefore, Alternative B with mixed-use development, including replacement housing, would not expand or intensify an existing non-conforming use.

Although some of the development that would be included in Site 2 would be allowable or a special use for PAS 092 or Tourist Center Mixed-Use, Site 2 could propose residential and commercial uses within an area designated as Open Space. These types of uses are not presently allowed within this zoning district. At the time of subsequent project-level environmental review for the mixed-use development including replacement housing, implementation of development at Site 2 would either require that (1) the site be configured in such a manner such that only existing permissible uses are located within the Open Space zoning district (none of the uses listed in Table 3.2-2 could be constructed in this area); or (2) that the site be rezoned as part of a separate action. Any rezoning to support development at this site would be completed as part of a future application for the site, which would be subject to separate and subsequent project-level environmental review. Because existing regulations preclude the development of prohibited uses on the mixed-use sites, Alternative B with mixed-use development, including replacement housing, would not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the Alternative B mixed-use development, including replacement housing, would avoid or minimize the potential to include uses that are not permissible or expand or intensify an existing non-conforming use 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 environmental consequences from non-conforming uses as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential to include uses that are not permissible or expand or intensify an existing non-conforming use 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 also result in a **less-than-significant** impact related to uses that are not permissible and expansion and intensification of an existing non-conforming use.

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 potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

The conclusion would be the same for Alternative C transportation improvements as that described for Alternative B transportation improvements, because the transportation, bicycle, and pedestrian

improvements would be similar to those described above for Alternative B with a smaller footprint. For the reasons described above for Alternative B, Alternative C would not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. 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 potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or are 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. Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The conclusion would be the same for Alternative C with mixed-use development as that described for Alternative B with mixed-use development, because the same amount and types of mixed-use development would be located in the same locations as proposed for Alternative B. For the reasons described above for Alternative B, Alternative C would not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the Alternative C mixed-use development, including replacement housing, would avoid or minimize the potential to include uses that are not permissible or expand or intensify an existing non-conforming use 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 environmental consequences from non-conforming uses as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential to include uses that are not permissible or expand or intensify an existing non-conforming use 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 also result in a **less-than-significant** impact related to uses that are not permissible and expansion and intensification of an existing non-conforming use.

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 potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

The conclusion would be the same for Alternative D transportation improvements as that described for Alternative B transportation improvements, because the transportation, bicycle, and pedestrian improvements would be similar to those described above for Alternative B. For the reasons described above

for Alternative B, Alternative D would not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. 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 potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or are 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. Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The conclusion would be similar for Alternative D mixed-use development, including replacement housing, as that described for Alternative B with mixed-use development, including replacement housing, because the mixed-use development sites could include similar densities and types of residential and commercial uses in similar locations as Alternative B.

Site 1A currently contains commercial uses and vacant parcels. Site 1B includes existing hotel/motels and residences. Site 2 contains detention basins and residential uses. Site 3 currently contains a parking lot. These land uses are existing conforming uses within the TCAP. The land use designations and zoning districts assigned to these sites by the TCAP and PAS 092 are shown in Exhibits 3.2-2 and 3.2-3.

The location, types, and density of development on Site 1A for Alternative D is the same as Site 1 for Alternative B. The location, types, and density of development on Site 3 for Alternative D is the same as that for Alternative B. See discussions for Site 1 and Site 3 above for Alternative B.

Alternative D mixed-use development Site 1B is located within a portion of the TCAP with the Tourist Center Neighborhood Mixed-Use zoning district and within PAS 092. The types of residential and commercial uses that are proposed for Site 1B would be consistent with the density and allowable and special uses shown in Table 3.2-1.

The southeastern portion of Site 2 is within PAS 092 and the northwestern portion of Site 2 currently containing detention basins is within the Open Space zoning district of the TCAP. The types of residential and commercial uses that are proposed for the southeastern portion of Site 2 would be consistent with the density and allowable and special uses shown for PAS 092 in Table 3.2-1. The types and uses proposed for the northwestern portion of Site 2 within Open Space are not allowable or special uses for this zoning district.

The three mixed-use development sites do not contain any existing non-conforming uses; therefore, Alternative D with mixed-use development would not expand or intensify an existing non-conforming use. For the reasons described above under Alternative B for Site 1 and Site 3, Alternative D Site 1A and Site 3 would not include uses that are not listed as allowable or special uses in the TCAP. Furthermore, as described in this impact, Alternative D Site 1B would not include uses that are not listed as allowable or special uses in the TCAP or PAS 092. Although some of the development that would be included in Site 2 would be allowable or a special use for PAS 092, Site 2 would propose residential and commercial uses within an area designated as Open Space in the TCAP that are currently not allowed or special uses for this designation. This is the same circumstance as Alternative B. For these reasons, Alternative D would not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the Alternative D mixed-use development, including replacement housing, would avoid or minimize the potential to include uses that are not permissible or expand or intensify an existing non-conforming use 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 environmental consequences from non-conforming uses as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential to include uses that are not permissible or expand or intensify an existing non-conforming use 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 also result in a **less-than-significant** impact related to uses that are not permissible and expansion and intensification of an existing non-conforming use.

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 potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

The skywalk, a raised pedestrian walkway, would be located in an area designated as Tourist in the TCAP and SSAP and within the Tourist Center Core zoning district of the TCAP in California and within the High Density Tourist zoning district of the SSAP. The skywalk would be considered a transportation route because it is a public right-of-way that permits pedestrian travel (City of South Lake Tahoe 2013:C-10) and is identified as a permissible use in the SSAP (Code Section 207.03.090.090D) and with a special permit in the TCAP. The pedestrian walkway could be used as a public gathering place that could meet the needs of tourists and residents. Within the SSAP, Alternative E would comply with the requirements of the High Density Tourist District to create a less auto-dependent development pattern because this alternative would enhance the pedestrian environment and improve pedestrian safety. The TCAP and SSAP do not specifically identify a raised pedestrian walkway as a permissible use; however, Alternative E includes pedestrian features that would be consistent with land uses and zoning districts in the TCAP and SSAP. For these reasons, Alternative E would not include uses that are not permissible, nor would it expand or intensify an existing non-conforming use. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the Alternative E would avoid or minimize the potential to include uses that are not permissible or expand or intensify an existing non-conforming use such that no additional mitigation measures are needed or feasible to implement.

3.2.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required to reduce impacts such that no additional mitigation measures are needed or feasible to implement for the purposes of NEPA or to a less-than-significant level for the purposes of CEQA and TRPA.

3.3 PARKS AND RECREATION FACILITIES

This section describes the parks and recreation resources, uses, and facilities in the study area, as well as the regulatory and planning influences on parks and recreation. Potential impacts that could result from implementation of the US 50/South Shore Community Revitalization Project are analyzed. This analysis of potential impacts includes the ability to access recreation areas from the tourist bed base in the Stateline/South Lake Tahoe tourist core, as suggested in scoping comments.

The primary sources of information used in the analysis are the relevant planning documents, including the Van Sickle Bi-State Park Master Plan and Tourist Core Area Plan in addition to others described below, as well as the following analyses conducted for the project:

- ▲ US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update (Wood Rodgers 2016; included as Appendix I of this EIR/EIS/EIS);
- ▲ Section 3.7, “Visual Resources/Aesthetics”;
- ▲ Section 3.15, “Noise and Vibration”; and
- ▲ *Resources Evaluated Relative to the Requirements of Section 4(f) and Proposed De Minimis Determination* (included as Appendix D of this EIR/EIS/EIS).

The following issues were dismissed from further evaluation in this analysis because the project alternatives do not include construction of any recreation facilities:

- ▲ creation of additional recreation capacity,
- ▲ potential to create conflicts between recreation uses, and
- ▲ inclusion of recreation facilities or requirement to construct or expand recreation facilities that might have an adverse physical effect on the environment.

Note that issues relating to Department of Transportation Act Section 4(f) properties, which include publicly owned parks, such as Van Sickle Bi-state Park, are summarized in Chapter 4, “Other NEPA-, CEQA-, and TRPA-Mandated Sections,” and addressed in detail in Appendix D.

A number of plans and policy statements administered by federal, state, regional, and local agencies apply to the build alternatives. Relevant planning guidance used to evaluate the potential for park and recreation impacts resulting from project implementation are described below. The policies relevant to the build alternatives are summarized in Section 3.3.2, “Affected Environment.”

This section also describes the park and recreation resources, uses, and facilities in the study area, as well as the regulatory and planning influences on parks and recreation. Potential impacts of the build alternatives are analyzed, and mitigation measures are provided for those impacts determined to be significant.

3.3.1 Regulatory Setting

FEDERAL

Department of Transportation Act (Section 4(f))

Section 4(f) of the Department of Transportation Act of 1966 states that a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance can be approved only if there is no prudent and feasible alternative to using that land and if the program or project includes all possible planning to minimize harm resulting from the use to the park, recreation area, wildlife and waterfowl refuge, or historic site. To qualify as a park, recreation area, or refuge, a property must meet all of the following criteria: (1) must be public owned; (2) it must be open to the public; (3) its major purpose must be for park, recreation, or refuge activities; and (4) it must be significant as a park, recreation area, or refuge.

As described in 23 Code of Federal Regulations (CFR) Section 774.13(f), trails, paths, bikeways, and sidewalks that are part of the local transportation system and that function primarily for transportation are an exception to the requirement for Section 4(f) approval. The Linear Parkway is determined to not be a Section 4(f) resource, because it is a dual-use facility that primarily serves as a shared-use path in the local transportation network. For these reasons, the Linear Parkway is not discussed further as a Section 4(f) resource here or in Appendix D, but is described below under Section 3.3.2, “Affected Environment,” and impacts on the Linear Park in the context of NEPA, CEQA, and TRPA requirements are analyzed in Section 3.3.3, “Environmental Consequences.”

Because the build alternatives that would realign US 50, including the locally preferred action, would require acquisition of a strip of property from Van Sickle Bi-State Park—a property that meets the aforementioned criteria as a Section 4(f) resource—the project is subject to evaluation under Section 4(f). Depending on realignment alternative, an estimated 0.2 to 0.5 acre would be acquired along the frontage of Lake Parkway as part of the right-of-way acquisition process. As documented in Appendix D, “Resources Evaluated Relative to the Requirements of Section 4(f) and Proposed *De Minimis* Determination,” the project would likely result in a *de minimis* impact on Van Sickle Bi-State Park. Refer to Chapter 4, “Other NEPA-, CEQA-, and TRPA-Mandated Sections,” for more information about Section 4(f) issues related to the project.

TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe Regional Plan

TRPA provides Basin-wide planning and policy direction related to recreation through its Regional Plan and related implementing ordinances and regulations.

Goals and Policies

The heart of the Regional Plan is the Goals and Policies, which are statements of policy to guide decision making as it affects the Tahoe Region’s resources and environmental threshold standards, and are intended to provide opportunities for orderly growth and development consistent with those threshold standards. The Goals and Policies are addressed in six major elements: land use, transportation, conservation, recreation, public services and facilities, and the implementation elements. The Recreation Element of the Regional Plan includes policies that provide for the development, utilization, and management of the recreation resources of the Lake Tahoe Region. Policies pertain to dispersed recreation activities in rural areas and developed recreation activities in urban and rural areas.

Area Plans

The concept of area plans was introduced with the adoption of the Regional Plan Update in 2012, wherein public agencies may prepare plans for their jurisdictions that are consistent with the Regional Plan and assume the responsibility for permitting. The area plans utilize new development allowances for increased

land use intensity in specific community centers. Area plans include development ordinances and zoning designations. These plans are subject to an initial conformance evaluation and ongoing implementation oversight by TRPA. Plan area statements (PASs), community plans, and use-specific master plans remain in effect in the Regional Plan (TRPA 2012b) until superseded by an area plan that is found in conformance with the Regional Plan. Two area plans have been adopted within the study area: the Tourist Core Area Plan (TCAP) in the study area in the City of South Lake Tahoe and the South Shore Area Plan (SSAP) in Douglas County. Because the TCAP and SSAP are developed and implemented by their respective local jurisdictions, they are further described under the “Local” section below.

Code of Ordinances

The TRPA Code of Ordinances (Code) is designed, among other things, to implement the Goals and Policies in a manner that attains and maintains the TRPA environmental thresholds. The Code addresses many subjects, including required permits for development, findings required for approval of projects, development standards, development allocations, resource management, water quality, air quality, and transportation. Chapter 50, Section 50.9 of the Code describes how TRPA regulates the expansion of recreation use in the Lake Tahoe Region by identifying targets for recreation use and regulating development to maintain them.

Environmental Threshold Carrying Capacities

TRPA has established TRPA threshold standards for nine resources, including recreation. The two recreation threshold indicators correspond to two policy statements in the Recreation Element of the TRPA Goals and Policies document (TRPA 2012b:5-1):

- ▲ **Quality of Recreation Experience and Access to Recreational Opportunities.** It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreation uses.
- ▲ **Fair Share Distribution of Recreation Capacity.** It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Region capacity for outdoor recreation is available to the general public.

The first threshold (i.e., Quality of Recreation Experience and Access to Recreational Opportunities) consists of two parts: (1) preservation and enhancement of a high-quality recreation experience and (2) the provision of additional public access to the lake and other natural features. To determine attainment of the first part of this threshold, TRPA relies on recreation user surveys conducted by recreation providers in the Tahoe Basin to determine whether the standard is being met. Such surveys compare the importance of an identified recreation attribute, such as recreation facilities and conditions, with the experience that the recreationists perceive. To determine attainment of the second part of this threshold, TRPA assesses the extent of public land acquired and the availability of additional amenities that provide public access for low-density recreation uses (i.e., trails and trailheads). Based on the majority of satisfied recreation users surveyed (85.7 percent), consistent increase in the amount of public land available for low-density recreation use, and the number of amenities that provide access to that land, the 2015 threshold evaluation determined that the threshold standard has been implemented and is in attainment (TRPA 2016).

The second threshold (i.e., Fair Share of Resource Capacity) is intended to ensure that a fair share of the Region’s outdoor recreation capacity is available to the general public. Three indicators provide a mechanism for evaluation of this threshold: cumulative accounts of recreation allocations (persons at one time [PAOTs]) when applicable; facility development for recreation projects that do not require PAOT allocations; and public acquisition of lands that support recreation purposes. Overall, the TRPA 2015 Threshold Evaluation Report concluded that an appropriate level of outdoor recreation facility development that is controlled by the PAOT capacity system has been planned (TRPA 2016).

Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy

Adopted in 2012, the Lake Tahoe 2035 Regional Transportation Plan (RTP), also known as *Mobility 2035*, was prepared by TMPO in 2012. The RTP lists transportation projects and strategies to improve mobility in the Tahoe Region and provide the opportunity for environmental gains related to the following categories: reduction in personal vehicle travel and attendant greenhouse gas (GHG) emissions; improved air quality; improved water quality; and enhanced recreation opportunities related to bicycle, pedestrian, and transit improvements. The RTP also includes a Sustainable Communities Strategy (SCS), pursuant to California Senate Bill (SB) 375, Statutes of 2008, for the California portion of the Lake Tahoe Region to enable attainment of regional GHG reduction targets.

The US 50/South Shore Community Revitalization Project is included as part of the RTP as a Corridor Revitalization Project, described as follows:

US 50 would be realigned around the Stateline casino corridor area to the east, between Lake Parkway in Nevada and a location southwest of Pioneer Trail in California. The new US 50 alignment would include two travel lanes in each direction with left-turn pockets at intersections. Between Pioneer Trail and Lake Parkway within the casino corridor, US 50 would become a local street and would be converted to two lanes, one way in each direction, with a landscaped median and turn pockets at major driveways and intersections. Expanded sidewalks, bicycle lanes, and traffic signals would be installed to improve the flow of traffic, improve pedestrian safety, and encourage the use of non-auto transportation modes along the roadway (TMPO and TRPA 2012:4-6).

The 2017 Regional Transportation Plan (2017 RTP), which is an update to the 2012 RTP, and its joint CEQA/TRPA environmental document have been circulated for public review. The vision and goals of the 2017 RTP were based on the 2012 RTP. The projects listed in the 2017 RTP are substantially similar to those in the 2012 RTP, and the US 50/South Shore Community Revitalization Project is included in both documents.

Linking Tahoe: Active Transportation Plan

The Tahoe Metropolitan Planning Organization and TRPA adopted an active transportation plan that involves pedestrian and bicycle facilities with both recreation and transportation values. The *Linking Tahoe: Active Transportation Plan* presents a guide for planning, designing, constructing, and maintaining a regional active transportation network that includes innovative infrastructure, support facilities, and awareness programs. The infrastructure network includes on-street bike facilities such as bike lanes, bike routes, and intersection designs that promote safety and convenient travel for bicycling and walking. The network also includes off-street, shared-use paths and sidewalks that appropriately integrate with the roadway and existing and planned land uses. The ATP outlines goals, policies, and actions that support implementation of high priority projects and guides long-term planning that will transform Tahoe's transportation system. Among the network recommendations in the plan is a bicycle trail connecting from Stateline to Edgewood, as part of the Stateline-to-Stateline Bikeway (TMPO and TRPA 2016:4-34).

STATE

California

Park Preservation Act

This project would affect facilities that are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409). The Park Preservation Act prohibits local and state agencies from acquiring any property, which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

The Linear Park is primarily used as a shared-use path and not a park. However, TTD would pay sufficient compensation for acquisition of land in the Linear Park (see discussion in Impacts 3.3-1 and 3.3-2) and would reconstruct a portion of the path as described in Chapter 2, “Proposed Project and Project Alternatives.” TTD would also pay sufficient compensation for acquisition of land in Van Sickle Bi-State Park in addition to reconstructing the park entrance, the pedestrian bridge, and other aesthetic treatments.

California Tahoe Conservancy

The California Tahoe Conservancy was created in 1984 to restore and sustain a balance between the natural and human environments for public and private uses at Lake Tahoe. The Conservancy provides grants to local governments and non-profit organizations for erosion control, public recreation and access, land acquisition, and other projects, and implements a mandate that, among other things, seeks to increase public access to the Tahoe Region’s natural recreational opportunities. In 2002 the Conservancy purchased the land in California that now provides public access to Van Sickle Bi-State Park.

Nevada

Nevada Division of State Parks

The Nevada Division of State Parks (NSP) plans, develops, and maintains a system of parks and recreation areas for the use and enjoyment of residents and visitors. NSP also preserves areas of scenic, historic and scientific significance in Nevada. Objectives of NSP are to:

- ▲ continue to manage, protect, operate and maintain existing and future units of the Nevada State Park System;
- ▲ acquire, plan for and develop a well-balanced system of areas of outstanding scenic, recreational, scientific and historical importance; and
- ▲ continue to manage and interpret the natural, cultural and recreational resources of the State Park System.

The NSP facility in the vicinity of the project is Van Sickle Bi-State Park, which is managed jointly with the California Department of Parks and Recreation (CDPR) and the California Tahoe Conservancy (Conservancy) (NSP et al. 2005).

Van Sickle Bi-State Park Master Plan

Van Sickle Bi-State Park is located in California and Nevada in South Lake Tahoe/Stateline and is within a portion of the study area. The Van Sickle Bi-State Park Master Plan established the long-term vision and purpose of the park, which is to preserve the outstanding scenic and natural character, historical, archeological, ecological, geological, and other such values of statewide significance and to create opportunities for compatible types of recreation. Projects associated with Phase 1 of the master plan were completed in 2011 with the opening of the park and construction of an access road, utilities, day-use picnic areas, signage, parking and the stabilization of the historic barn and cabin. Future phases could include overnight camping, additional parking, additional trailheads, and a visitor center (NSP et al. 2005).

LOCAL

South Lake Tahoe Parks, Trails, and Recreation Master Plan

The South Lake Tahoe Parks, Trails, and Recreation Master Plan (MIG 2014), provides guidance for maintaining and enhancing parks, recreation facilities and trails for both visitors and residents. The plan discusses the vision for recreation in the City of South Lake Tahoe and eastern El Dorado County, as well as priorities for capital projects, operations, and maintenance of recreation facilities. Priorities listed in the plan that are directly related to the project include: extension of the South Tahoe Greenway Bike Trail, and improvement of bicycle and pedestrian crossings.

Area Plans

Tourist Core Area Plan

The City of South Lake Tahoe, in conjunction with and approval from TRPA, adopted the TCAP on October 15, 2013, which replaced the Stateline/Ski Run Community Plan of 1994 (City of South Lake Tahoe 2013a) in most places. The tourist core stretches approximately 2 miles along US 50 extending from Fairway Drive to the California and Nevada state line and along Ski Run Boulevard from Lake Tahoe to Pioneer Trail. This area functions as the primary visitor and tourist district in the City of South Lake Tahoe and provides direct access to recreation opportunities such as Heavenly Ski Resort, Edgewood Tahoe Golf Course, Ski Run Marina, Lakeside Marina, and Van Sickle Bi-State Park. TCAP Policies applicable to the recreation are discussed in the individual impact sections below.

South Shore Area Plan

Douglas County, in conjunction with and with approval from TRPA, prepared and approved the South Shore Area Plan (SSAP) on November 21, 2013 (Douglas County and TRPA 2013). The SSAP replaced the Stateline Community Plan, Kingsbury Community Plan, and a portion of PAS 070A (Edgewood). The SSAP has been developed to build upon the concepts in the South Shore Vision Plan, as well as be consistent with the goals and policies in the 2012 TRPA Regional Plan. The SSAP includes four separate components that are integrated into Douglas County planning documents, including the Douglas County Master Plan, Zoning Map, Development Code, and Design Criteria and Improvement Standards.

City of South Lake Tahoe General Plan

The City of South Lake Tahoe adopted the 2030 General Plan on May 17, 2011. The 2030 General Plan is the city's policy document containing elements that guide land use, transportation, public facilities and services, recreation, natural resources, and other decisions in compliance with the TRPA Regional Plan. General Plan Policies applicable to recreation are listed briefly here and discussed in the impact sections below.

Recreation and Open Space Element

Goal ROS-1 of the Recreation and Open Space Element (City of South Lake Tahoe 2011:ROS-2 to ROS-3) is "To maintain and expand South Lake Tahoe's public park system and recreation opportunities to meet the needs of residents, employees, and visitors." The general plan accomplishes this goal through policies aimed at promoting full use of recreation facilities (ROS-1.1); improving access and connections to recreation opportunities (ROS-1.2); developing year-round recreation and athletic facilities (ROS-1.3); developing community pool facilities (ROS-1.5); developing playgrounds (ROS-1.11); neighborhood pocket parks (ROS-1.12); and joint-use park facilities (ROS-1.13); and encouraging the expansion and cultivation of community gardens and greenhouses as part of park areas (ROS-1.14). With regard to connectivity, the general plan contains policies for developing an interconnected system of public and private spaces as part of new development and redevelopment of existing sites (ROS-1.9) and requiring inclusion of public trails and plazas in the development and redevelopment of commercial, industrial, public, and multi-family projects (ROS-1.10). Specific facilities are also highlighted, with policies to expanding the Bijou Golf Course (ROS-1.4) and updating the Bijou Park Master Plan (ROS-1.7).

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."

Douglas County Master Plan

In addition to the SSAP, Douglas County has adopted a Master Plan, which covers the portion of the County containing the project site. The 15-year update of the Douglas County Master Plan was adopted on March 1, 2012. The Douglas County Master Plan contains several elements with issues, goals, policies, and actions for the future development within Douglas County, Nevada. The Parks and Recreation Element (Douglas County 2012:12), includes PR Policies 1.1 and 1.2 that support planning and providing for residents and visitors access to passive and active parks and recreation opportunities. 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."

3.3.2 Affected Environment

EXISTING PARK AND RECREATION FACILITIES AND RESOURCES

The Lake Tahoe Region contains many facilities and resources that provide a wide variety of high quality recreation opportunities for residents and visitors. The existing recreation facilities and resources near the project site are shown on Exhibit 3.3-1 and described below.

Note that, although the U.S. Forest Service, Lake Tahoe Basin Management Unit (LTBMU) manages recreation facilities throughout the Basin, no project activities would affect properties managed by LTBMU.

Van Sickle Bi-State Park

Van Sickle Bi-State Park is located on the border between California and Nevada in South Lake Tahoe/Stateline and is within a portion of the project site. The park encompasses approximately 720 acres, with the majority of the park located in Nevada (approximately 570 acres). The park is dominated by a Jeffrey pine and white fir-mixed conifer forest with stream environment zones, historic buildings, large granite outcrops, and great views of Lake Tahoe. The park is situated between the casino corridor and Heavenly Ski Resort with the primary access for vehicles, pedestrians, and bicycles located at the intersection of Lake Parkway/Montreal Road and Heavenly Village Way. A second and less conspicuous pedestrian and bicycle access point is located directly across Lake Parkway from the entrance driveway to Harrah's; a small sign indicates access to the park at this location. Parking is available within the park near the main entrance (NSP et al. 2005). Exhibit 3.3-2 shows the location of existing park features.

The purpose of the park is:

to provide recreation facilities for local residents and visitors to the Lake Tahoe Basin while protecting and showcasing the unique scenic, natural, cultural, and historic features of the site. The park offers a unique opportunity to provide recreation facilities close to the urban casino core of Lake Tahoe where visitors can enjoy the outdoor environment of Lake Tahoe without having to drive from their accommodation (NSP et al. 2005:5).

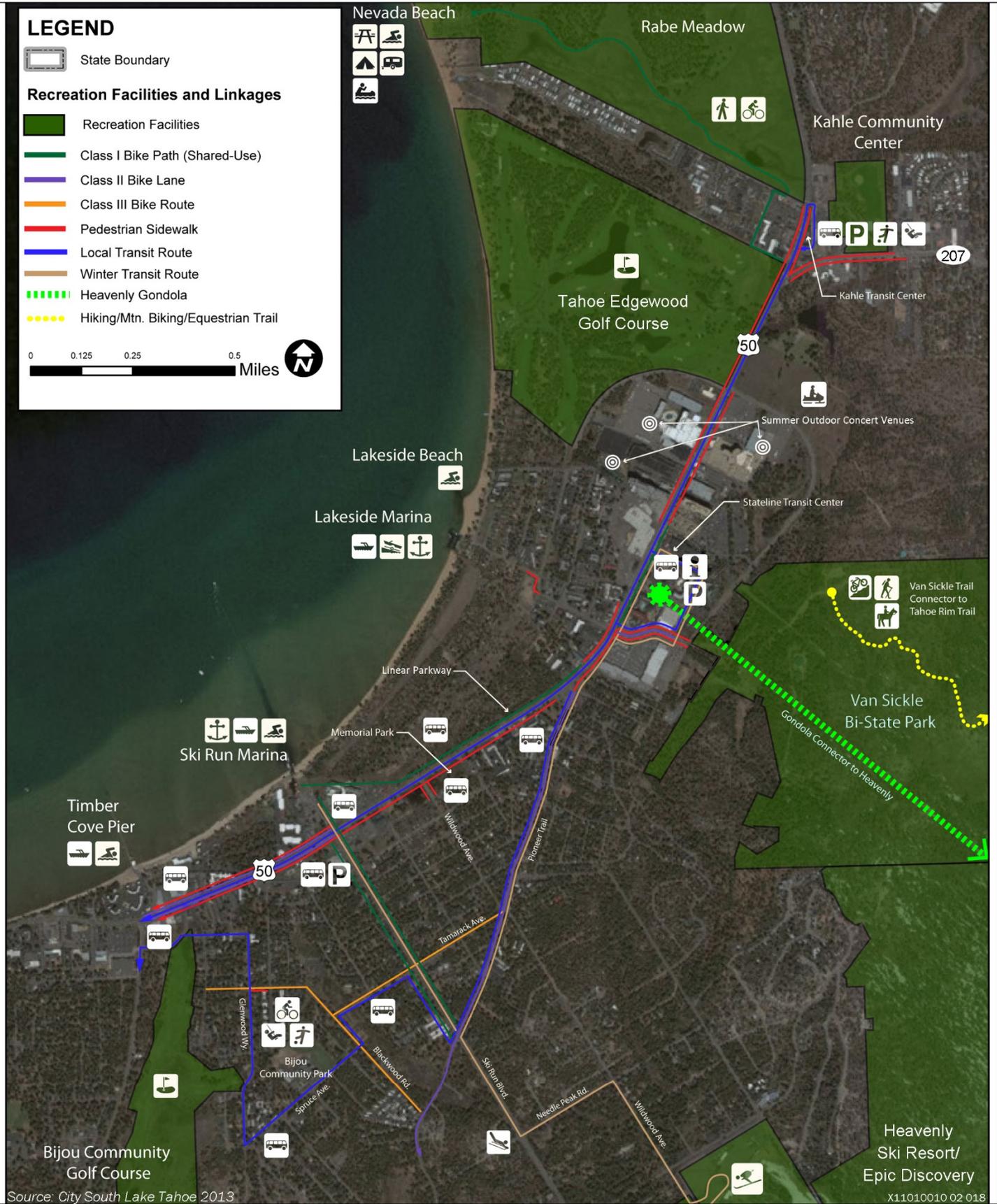
Van Sickle Bi-State Park is within a short walking distance (about 0.1 mile) from the tourist core and resort-casinos. Currently, pedestrian access is available via a crosswalk at the stop-sign controlled intersection of Heavenly Village Way and Lake Parkway/Montreal Road. The vehicle entrance to the park is also located at this intersection. Existing trails in the park connect to the Tahoe Rim Trail via the Van Sickle Connector and Daggett Trail System. The Tahoe Rim Trail is a 165-mile long-distance hiking trail that forms a loop around the Lake Tahoe Basin that extends through California and Nevada.

The park also ties into the Conservancy-funded Explore Tahoe Urban Trailhead, though presently there is no direct connection (such as a path or signage) between the two locations. In the future, trails within the park will connect with the Conservancy's planned South Tahoe Greenway Shared-Use Path. Interestingly, the Greenway shared-use path alignment through Van Sickle Bi-State Park is located within former Caltrans right-of-way that was intended for a highway bypass but has since been relinquished to the Conservancy.

The park is a day use only facility, open sunrise to sunset. The park is open year round to pedestrians. Vehicle access to the park is limited to between May 1 and October 31, weather permitting. Total annual use at the park in 2012, 2013, and 2014 was 30,148, 51,462, and 44,797 visitors, respectively.

LEGEND

-  State Boundary
- Recreation Facilities and Linkages**
-  Recreation Facilities
-  Class I Bike Path (Shared-Use)
-  Class II Bike Lane
-  Class III Bike Route
-  Pedestrian Sidewalk
-  Local Transit Route
-  Winter Transit Route
-  Heavenly Gondola
-  Hiking/Mtn. Biking/Equestrian Trail



Source: City South Lake Tahoe 2013

X11010010 02 018

Exhibit 3.3-1

Existing Nearby Recreation Facilities

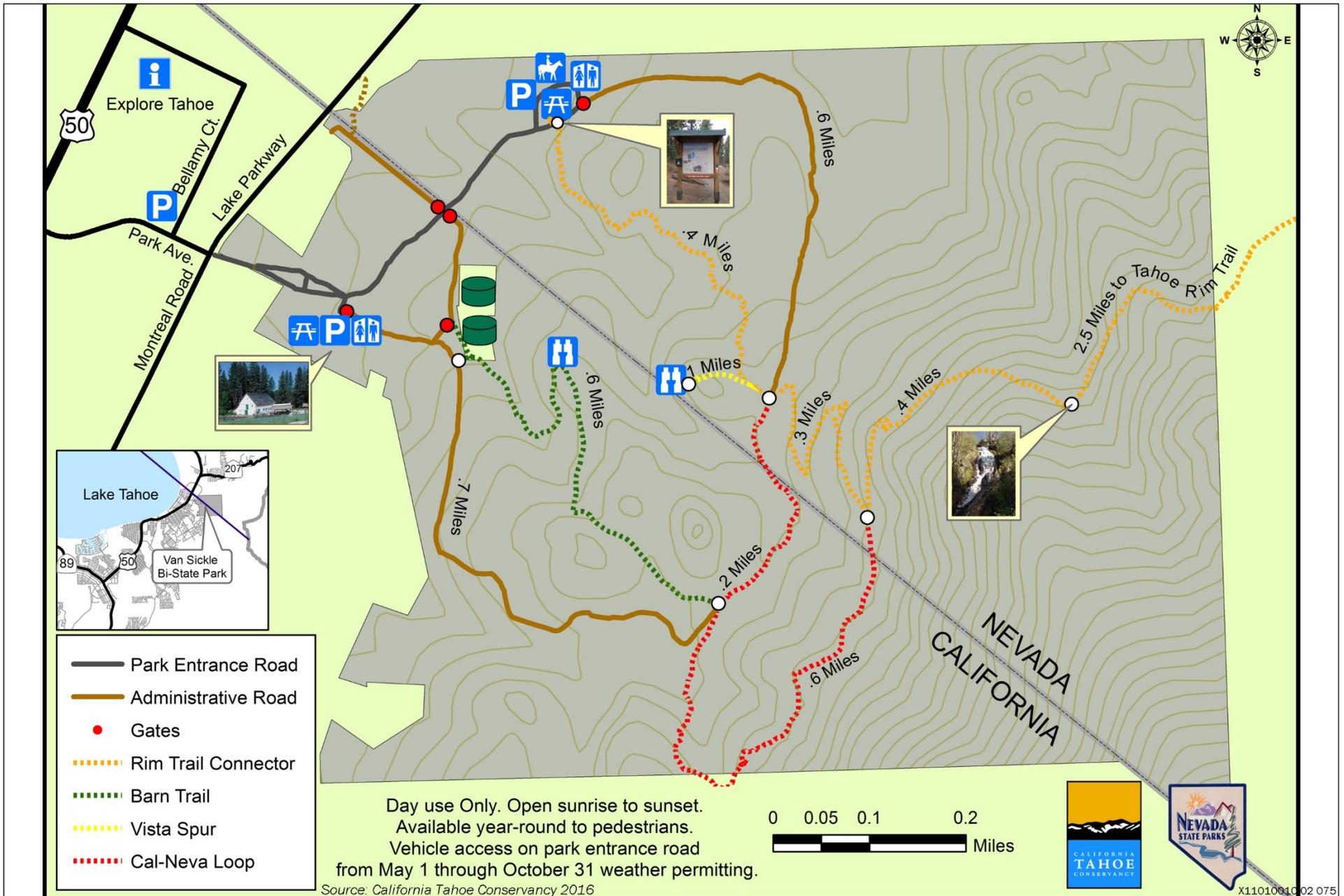


Exhibit 3.3-2

Existing Van Sickle Bi-State Park Features

Rabe Meadow

Rabe Meadow is located on National Forest System lands managed by LTBMU northwest of the project site and SR 207. This location provides dispersed recreation and contains public parking, restrooms, hiking and biking trails, and interpretative signage. Trails within Rabe Meadow connect to Nevada Beach and Round Hill Pines Resort along the Nevada Stateline-to-Stateline Bikeway. The shared-use path extending the length of Laura Drive is the latest component of the bikeway (constructed in 2015).

Linear Parkway

The Linear Parkway (Linear Park) is located within and directly adjacent to the project site. The Linear Park is approximately 2,400-feet long and begins at the end of the Tahoe Meadows historic residential community fence that fronts on US 50, near where Wildwood Avenue meets US 50, and extends east to the Holiday Inn Express driveway. This shared-use path system includes landscaping, a transit stop, benches, public art, and pedestrian lighting (City of South Lake Tahoe 2013a:6-4, 2014:13). The Linear Park is identified in various planning documents as a bicycle trail or a Class I Bicycle Path (City of South Lake Tahoe 2011:TC-13, MIG 2014:13, TMPO and TRPA 2016:2-4).

Lake Tahoe

Lake Tahoe is located outside of the study area. The project site is about four blocks from the Lake at its closest point. US 50 is about seven blocks from the Lake. Access to the Lake in the vicinity of the project site is via several existing streets to the Lakeside Beach and Marina. The beach and marina provide dispersed beach recreation, boat rentals, and a boat launching facility. Nevada Beach is the next closest public beach, located about 1 mile north on National Forest System land managed by LTBMU. It has overnight camping, day use areas, and dispersed beach recreational activities.

Kahle Community Center

The Kahle Community Center is located east of the project site on SR 207. The facility is operated by Douglas County and provides both indoor and outdoor recreation facilities, including a gymnasium, weight room, indoor and outdoor tracks, climbing wall, athletic facilities, playground facilities, and picnic areas. The facility is used by residents of Douglas County and the City of South Lake Tahoe, as well as visitors to the area.

South Lake Tahoe Recreation Complex

The South Lake Tahoe Recreation Complex is operated by the City of South Lake Tahoe and contains an indoor/outdoor swimming pool, gymnasium, weight room, a playground, an indoor ice rink, and picnic area. The facility is used by both residents and visitors to South Lake Tahoe.

Heavenly Ski Resort/Epic Discovery

Heavenly Ski Resort/Epic Discovery is a year-round resort that operates on both private lands and National Forest System lands under a special use permit issued by LTBMU. The ski resort and summer features offered by the Epic Discovery facility are owned by Vail Resorts. The resort is located adjacent to the US 50/South Shore Community Revitalization Project study area and is accessed within the study area via a gondola that is located at Heavenly Village. The resort provides winter activities such as skiing, snowboarding, and sightseeing; summer activities provided by Epic Discovery include ropes courses, zip lines, canopy tours, mountain biking, mountain coaster, and an aboveground sky cycle.

Edgewood Tahoe Golf Course

The Edgewood Tahoe Golf Course is an 18-hole course with a driving range, putting green, and a clubhouse with dining facilities and is located within the study area. The Edgewood Tahoe Golf Course is open to the public except during special events, such as the American Century Celebrity Championship.

Bijou Community Golf Course

The Bijou Community Golf Course is a 9-hole course with a putting green and is located west of the project site. The course is operated and maintained by the City of South Lake Tahoe.

Bijou Community Park

Bijou Community Park is a neighborhood park located west of the project site that contains a basketball court, volleyball courts, a skate park, a bike park, a disk golf course, and picnic facilities. This park is operated and maintained by the City of South Lake Tahoe.

3.3.3 Environmental Consequences

METHODS AND ASSUMPTIONS

The evaluation of potential temporary and long-term impacts on recreation is based on a review of recreation-related plans and documents pertaining to the project site and study, site visits to observe recreation use, and consultation with public agency personnel. The information obtained from these sources was reviewed and summarized to understand existing conditions and to identify potential environmental effects, based on the significance criteria. The impact analysis considers the potential effects of project construction and operation on use of dispersed recreation resources and developed recreation facilities in the study area, including disruption of public access, increased demand for and physical deterioration of recreation facilities, and influence on the quality of the recreation user's experience in the study area.

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. "Context" means that the significance of the action must be considered in terms of the region as a whole, affected interests, and the specific locality. "Intensity" refers to the severity of an effect.

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 intensity of its effects and, in this case, while also considering the TRPA and CEQA criteria—also include the effect to the recreation experience in the context of the study area as whole.

An alternative is determined to result in a significant impact related to recreation resources if it would:

- ▲ adversely alter or decrease the recreation resource values of the study area to the extent that recreation user experience or opportunity is substantially diminished.

TRPA Criteria

The "Recreation" criteria from the TRPA Initial Environmental Checklist were used to evaluate the recreation impacts of the project alternatives. Impacts would be significant if the project would:

- ▲ create additional demand for recreation facilities; or
- ▲ cause a decrease or loss of public access to any lake, waterway, or public lands.

CEQA Criteria

In accordance with Appendix G of the State CEQA Guidelines, impacts relative to recreation would be significant if the project would:

- ▲ increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- ▲ include recreation facilities or require the construction or expansion of recreation facilities that might have an adverse physical effect on the environment.

ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

Impact 3.3-1: Temporary disruption of public access to public lands and recreation areas

During the construction period, Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing would result in temporary disruption of public access to recreation areas and public lands (i.e., Van Sickle Bi-State Park, the Linear Park, and Edgewood Tahoe Golf Course) as a result of construction activities that could occur along US 50, Lake Parkway, and Montreal Road. Because the Linear Park is within the limits of mixed-use development Site 1 for Alternatives B and C, future redevelopment of this site could prolong the disruption in access to this recreation facility. Alternative E would result in temporary interference with pedestrian and vehicle access to Edgewood Tahoe Golf Course associated with the option to restripe Lake Parkway on the lake side of US 50. Alternative A would not result in disruption of public access.

NEPA Environmental Consequences: Mitigation Measure 3.3-1 has been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible temporary disruption of public access to public lands and recreation areas; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, D, and E after implementation of Mitigation Measure 3.3-1; No Impact for Alternative A

Based on a review of parks and recreation facilities in or near the project site, access to nearby recreation areas could be affected by the build alternatives in the following ways during construction.

Van Sickle Bi-State Park. Alternatives B, C, and D would involve construction-related activities along the new US 50 alignment immediately adjacent to and encroaching on Van Sickle Bi-State Park. Construction of the roadway and intersection improvements, sidewalk installation and improvements, and construction of the pedestrian bridge connecting the urban core and the park are all activities that could affect the park. These construction activities would temporarily disrupt access to the park for vehicles and pedestrians because of the physical barriers caused by construction and the necessary safety zones that surround construction activities using heavy equipment.

Linear Park. Alternatives B, C, and D would involve intersection and roadway construction along the existing US 50 alignment immediately adjacent to Linear Parkway on the west side of the project site. The construction of the relocated US 50/Pioneer Trail intersection and transportation improvements, along with the resulting safety zones around heavy equipment and during installation of signals at the intersection, may temporarily disrupt access to the eastern end of Linear Park for bicycles and pedestrians. Access would be maintained at the western end of the park during construction. Portions of the Linear Park would be narrowed and the shared-use path realigned to the northwest; however, where a realigned path would be constructed it would continue to be 8 feet wide (see Appendix N). Sections of the path would be relocated up to 1 foot away from the wrought iron fence around Tahoe Meadows. Depending on the alternative, between

seven and nine street lamps would be relocated within the Linear Park. The project would not affect public art or benches in the Linear Park and no changes would be made to the fence.

Edgewood Tahoe Golf Course. Alternatives B, C, D, and E include an option to restripe Lake Parkway between existing US 50 and Stateline Avenue from two lanes to four lanes; restriping activities would occur immediately in front of the entrance to Edgewood Tahoe Golf Course. The restriping would not require expanding the roadway width to accommodate the additional lanes. During the restriping process, both pedestrian and vehicle access to Edgewood Tahoe Golf Course might be disrupted, depending on the timing of the work. However, because the restriping would take less than 4 days to complete in its entirety, interference with pedestrian and vehicle access on this portion of Lake Parkway would be short-term and minimized through implementation of the Transportation Management Plan as discussed in Impact 3.6-6 in Section 3.6, "Traffic and Transportation."

Heavenly Ski Resort/Epic Discovery. Direct access to Heavenly Ski Resort and Epic Discovery from the study area is provided by the gondola that operates from Heavenly Village. Although Alternatives B, C, and D would involve intersection and roadway construction between Heavenly Village and Heavenly Ski Resort/Epic Discovery, none of the activities would be expected to disrupt access to or operation of the gondola, or access to these mountain top features.

Alternative A: No Build (No Project)

Alternative A would not include any construction-related activities in the vicinity of Lake Tahoe, public lands, and/or recreation areas. Therefore, no temporary disruption to public access would result. Alternative A would result in **no impact** on public access for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would include construction in the immediate vicinity of Van Sickle Bi-State Park, Linear Park, and Edgewood Tahoe Golf Course. These construction activities would produce temporary disruption in access to these recreation facilities. Taken as a whole, the temporary disruptions discussed above for Alternative B would have a short-term **significant** impact on public access to recreation areas and public lands 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 temporary disruption of public access to recreation areas and public lands.

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. None of the three mixed-use development sites are located on or adjacent to any recreation area or public lands not already affected by the proposed highway realignment. However, mixed-use development Site 1 includes portions of the existing Linear Park. It is likely that the future construction at this site could create a temporary disruption to public access to this park that could affect a larger portion of the park or could occur over a longer period. Therefore, this impact would be similar to but more intensive than that described previously for implementation of the transportation improvements. Alternative B mixed-use development including replacement housing would result in a short-term **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development including replacement housing in Alternative B to further reduce to the extent feasible the environmental consequences related to temporary disruption of public access to recreation areas and public lands.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for temporary disruption of public access to recreation areas and public lands 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 related to temporary disruption of public access to recreation areas and public lands 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 related to temporary disruption of public access to recreation areas and public lands.

For the purposes of NEPA, 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 temporary disruption of public access to recreation areas and public lands.

Alternative C: Triangle One-Way

Transportation Improvements

As with Alternative B, Alternative C transportation improvements would include construction in the immediate vicinity of Van Sickle Bi-State Park, Linear Park, and Edgewood Tahoe Golf Course. These construction activities would produce temporary disruption in access to these recreation facilities. Taken as a whole, the temporary disruptions discussed above for Alternative C would have a short-term **significant** impact on public access to recreation 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 temporary disruption of public access to recreation areas and public lands.

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 have the same impacts as discussed for Alternative C transportation improvements. As with Alternative B, future construction at mixed-use development Site 1 has the potential to create a temporary disruption to public access to the Linear Park that could affect a larger portion of the park or could occur over a longer period than the transportation improvements alone. This impact would be the same as that described above for Alternative B because project construction with Alternative C mixed-use development including replacement housing would be located mostly in the same locations and would include the same construction effects as Alternative B. For the reasons discussed above, this impact would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development including replacement housing in Alternative C to further reduce to the extent feasible the environmental consequences related to temporary disruption of public access to recreation areas and public lands.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for temporary disruption of public access to recreation areas and public lands 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 related to temporary disruption of public access to recreation areas and public lands 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 related to temporary disruption of public access to recreation areas and public lands.

For the purposes of NEPA, 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 temporary disruption of public access to recreation areas and public lands.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Alternative D transportation improvements would result in construction activities in the same locations as Alternative B, except in the residential area just west of the Heavenly Village Center; this area does not include any additional recreation areas or public lands used for recreation purposes that are not already affected (see Exhibit 3.3-1) by the roadway improvements. Taken as a whole, the temporary disruptions associated with Alternative D would have a short-term **significant** impact on public access to recreation areas and public lands 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 temporary disruption of public access to recreation areas and public lands.

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 have similar impacts as discussed for Alternative B with mixed-use development. None of the mixed-use sites associated with Alternative D include the Linear Park or other recreation areas. Therefore, the redevelopment of these sites alone would not be expected to disrupt access to such recreation. For the purposes of CEQA and TRPA, Alternative D mixed-use development including replacement housing would have a **less-than-significant** impact related to temporary impacts on public access to recreation areas and public lands.

For the purposes of NEPA, the design features of the mixed-use development including replacement housing for Alternative B would avoid or minimize the temporary impacts on public access to recreation areas and

public lands environmental consequences 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 temporary disruption of public access to recreation areas and public lands 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 related to temporary disruption of public access to recreation areas and public lands 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 related to temporary disruption of public access to recreation areas and public lands.

For the purposes of NEPA, 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 temporary disruption of public access to recreation areas and public lands.

Alternative E: Skywalk

Implementation of Alternative E would result in development of a raised concrete deck over the entire width and length of the existing US 50 ROW between Stateline Avenue and the northern end of the Montbleu Resort, which would be used by pedestrians. As described above under “Edgewood Tahoe Golf Course,” Alternative E includes an option to restripe Lake Parkway in front of Edgewood Tahoe Golf Course, which could temporarily interfere with pedestrian and vehicle access to Edgewood. Alternative E would not include any other construction-related activities in the vicinity of Lake Tahoe, public lands, and/or recreation areas. However, interference with pedestrian and vehicle access to Edgewood Tahoe Golf Course from Alternative E would result in a **significant** impact on public access to recreation for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the skywalk for Alternative E to further reduce to the extent feasible the environmental consequences related to temporary disruption of public access to recreation areas and public lands.

Impact 3.3-2: Long-term change in public access to public lands and recreation areas

Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing would include improvements that facilitate enhanced access from the tourist core by creating an improved setting for walking and bicycling throughout the core area. Alternatives B, C, and D would increase public access to Van Sickle Bi-State Park and/or Linear Park as a result of the pedestrian/bicycle bridge over realigned US 50 that would increase connectivity for visitors to the tourist core. Alternatives B, C, D, and E would not result in a long-term decrease in public access to Edgewood Tahoe Golf Course, because of the option to restripe Lake Parkway west of existing US 50, which would occur within the existing road footprint.

NEPA Environmental Consequences: The design features of Alternatives B, C, and D would avoid or minimize long-term changes in public access to public lands and recreation areas such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternatives A and E

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing; No Impact for Alternatives A and E

Based on a review of parks and recreation facilities in or near the project site, permanent access to nearby recreation areas could be affected by the build alternatives in the following ways.

Van Sickle Bi-State Park. Providing enhanced access to Van Sickle Bi-State Park is one of the basic project objectives (see Chapter 1, “Introduction”). Alternatives B and D include the realignment of US 50 right-of-way along the existing Montreal Road and Lake Parkway and widening the existing roadway from two lanes to four lanes, which would increase traffic adjacent to the entrance to Van Sickle Bi-State Park from current conditions and the No Project Alternative (Wood Rodgers 2016). Alternative C would also realign the westbound US 50 right-of-way along the existing Montreal Road and Lake Parkway, although this alternative would not increase the number of lanes over the existing roadway. Alternative C would increase traffic over current conditions and the No Project Alternative (Wood Rodgers 2016).

Alternatives B, C, and D would provide a new, grade-separated pedestrian and bicycle bridge over the realigned US 50 from the tourist core to Van Sickle Bi-state Park near the state line. This would become a new gateway to the park for visitors from the tourist core. Alternatives B, C, and D also include improved signage, paths and trails for bicycles and pedestrians, and two signalized at-grade crosswalks at existing park access points (the crossing near the entrance to Harrah’s has no traffic control, and the existing Heavenly Village Way/Lake Parkway intersection is stop sign controlled). These improvements would better connect Van Sickle Bi-State Park to the tourist core and would make access safer and easier for pedestrians and bicyclists. This would result in beneficial impact on long-term access to the park.

Linear Park. Alternatives B, C, and D would involve intersection and roadway construction along US 50 immediately adjacent to the Linear Park on the west side of the project site. Construction of the new US 50/Pioneer Trail intersection and transportation improvements would require acquisition of somewhere between 0.08 and 0.09 acre, depending on alternative, of the landscaped area and would reduce the width of the Linear Park in certain locations, and would realign a section of the Linear Park Bike Trail (see Appendix N). These alternatives would also include installation of a split rail barrier fence to separate the Linear Park from US 50 in certain locations where the path would be closest to the highway and would not meet minimum separation distances. The proposed transportation improvements and barrier fence would not decrease long-term access to the Linear Park and would retain the width of the existing 8-foot path. Alternatives B, C, and D, provide opportunities for connecting the Linear Park Bike Trail to pedestrian and bicycle facilities through the tourist core to the future segment of the Nevada Stateline-to-Stateline Bikeway alignment beginning at the corner of Lake Parkway and US 50.

Edgewood Tahoe Golf Course. Alternatives B, C, D, and E include an option to restripe Lake Parkway immediately in front of Edgewood Tahoe Golf Course as described previously. No widening of the roadway would be needed to accommodate the restriping. Restriping this stretch of Lake Parkway would eliminate existing bicycle lanes and roadside parking that is used during special events at Edgewood Tahoe Golf Course, such as the American Century Celebrity Championship, and at the resort-casinos; however, the existing sidewalk would maintain pedestrian access to the facility. The restriping of the road to four lanes would not impede pedestrian access across the road, as no crosswalk currently provides access across Lake Parkway in this area. Pedestrian crossing could still occur at the US 50/Lake Parkway or Stateline Avenue/Lake Parkway intersections as is provided today. The additional lanes would not impede pedestrian access to Edgewood Tahoe Golf Course in the long term. Because there would continue to be a sufficient amount of parking at nearby casinos to meet the parking demand during special events at Edgewood Tahoe Golf Course (see Impacts 3.6-9 and 3.6-10 in Section 3.6, “Traffic and Transportation”), the loss of on-street parking along Lake Parkway would not result in long-term reduction or interference with public access to Edgewood Tahoe Golf Course.

Heavenly Ski Resort/Epic Discovery. Alternatives B, C, and D would involve intersection and roadway construction between Heavenly Village and Heavenly Ski Resort/Epic Discovery. These construction activities would not limit public access to these facilities, which are accessed from the project site by the gondola. During winter, off-piste skiing from Heavenly Ski Resort allows skiers to descend into Van Sickle Bi-State

Park. Access to the tourist core for these skiers would be improved with implementation of the pedestrian bridge and signalized crossings over the realigned US 50.

Alternative A: No Build (No Project)

Alternative A would not include any infrastructure improvements in the vicinity of Lake Tahoe, public lands, and/or recreation areas. Therefore, no long-term decrease in public access would result. Alternative A would result in **no impact** on long-term public access to recreation for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would include widening of the roadway and improvements that would enhance access to Van Sickle Bi-State Park (e.g., new pedestrian bridge, two signalized at-grade crossings, and sidewalks). The encroachment into the park, ranging between 20 feet at the pedestrian bridge to 110 feet at the park entrance (acquisition of about 0.5 acre), would not preclude park access. Similarly, this alternative would not decrease public access to the Linear Park, although 0.088 acres of the park would be acquired for the project and 536 feet of the bike trail would be realigned. With implementation of Alternative B, the Linear Park Bike Trail would be connected to the tourist core through either a new cycle track between Park Avenue and Lake Parkway on the west side of existing US 50 or bicycle lanes. Alternative B transportation improvements would not decrease access to Edgewood Tahoe Golf Course or Lakeside Marina. Taken as a whole, Alternative B transportation improvements would have a **beneficial** impact on long-term public access to Lake Tahoe, recreation areas, and public lands for the purposes of CEQA and TRPA.

For the purposes of NEPA, design features of the transportation improvements included in Alternative B would avoid or minimize long-term changes in public access to public lands and recreation areas 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. None of the three mixed-use development sites, which are being considered for replacement housing, are located on or adjacent to any recreation area or public lands not already affected by the proposed transportation improvements. However, mixed-use development Site 1 includes portions of the existing Linear Park. The Linear Park would be retained through Site 1 with Alternative B and access would not be decreased. Alternative B mixed-use development including replacement housing would have **no impact** on long-term public access to Lake Tahoe, recreation areas, and public lands for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacements housing with Alternative B would avoid or minimize long-term changes in public access to public lands and recreation areas 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 long-term changes to public access to recreation areas and public lands 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 long-term changes to public access 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 **beneficial** impact on long-term public access to Lake Tahoe, recreation areas, and public lands.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development including replacement housing at the mixed-use development sites as part of Alternative B would avoid or minimize long-term changes in public access to public lands and recreation areas such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

As with Alternative B, Alternative C transportation improvements would include widening of the roadway and improvements that would enhance access to Van Sickle Bi-State Park (e.g., new pedestrian bridge, two signalized at-grade crossings, and sidewalks). The encroachment into the park, up to 85 feet near the park entrance (acquisition of about 0.2 acres), would not preclude park access. This alternative would not decrease public access to the Linear Park, although 0.088 acres of the park would be acquired for the project and 536 feet of the bike trail would be realigned. With implementation of Alternative C, the Linear Park Bike Trail would be connected to the tourist core by bicycle lanes carrying eastbound bicyclists and along the new westbound US 50 with westbound cyclists; connectivity would be enhanced, albeit, with more cumbersome travel patterns for cyclists. Alternative C transportation improvements would not decrease access to Edgewood Tahoe Golf Course or Lakeside Marina. Taken as a whole, Alternative C would have a **beneficial** impact on long-term public access to Lake Tahoe, recreation areas, and public lands for the purposes of CEQA and TRPA.

For the purposes of NEPA, design features of the transportation improvements included in Alternative C would avoid or minimize long-term changes in public access to public lands and recreation areas 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. None of the three mixed-use development sites are located on or adjacent to any recreation area or public lands not already affected by the proposed highway realignment. However, mixed-use development Site 1 includes portions of the existing Linear Park. The Linear Park would be retained through Site 1 with Alternative C and access would not be decreased. Alternative C would have **no impact** on long-term public access to Lake Tahoe, recreation areas, and public lands even with development at the three mixed-use sites for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacements housing with Alternative C would avoid or minimize long-term changes in public access to public lands and recreation areas 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 long-term changes to public access to recreation areas and public lands 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 long-term changes to public access 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 **beneficial** impact on long-term public access to Lake Tahoe, recreation areas, and public lands.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development including replacement housing at the mixed-use development sites as part of Alternative C would avoid or minimize long-term changes in public access to public lands and recreation areas such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

As with Alternative B, Alternative D transportation improvements would include widening of the roadway and improvements that would enhance access and the entry experience to Van Sickle Bi-State Park (e.g., new pedestrian bridge, enhanced entranceway, landscape improvements, aesthetic treatments of retaining walls along US 50, two signalized at-grade crossings, and sidewalks). The encroachment into the park, ranging between 20 feet at the pedestrian bridge to 110 feet at the park entrance (acquisition of about 0.5 acres), would not preclude park access. This alternative would not decrease public access to the Linear Park, although 0.076 acres of the park would be acquired for the project and 1,069 feet of the shared-use path would be realigned. With implementation of Alternative D, the Linear Park Bike Trail would be connected to the tourist core with the addition of new bicycle lanes. Alternative D transportation improvements would not decrease access to Edgewood Tahoe Golf Course or Lakeside Marina. Taken as a whole, Alternative D would have a **beneficial** impact on long-term public access to Lake Tahoe, recreation areas, and public lands for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternative D transportation improvements **would not be adverse**.

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. None of the three mixed-use development sites are located on or adjacent to any recreation area or public lands not already affected by the proposed highway realignment. Alternative D would have **no impact** on long-term public access to Lake Tahoe, recreation areas, and public lands even with development at the three mixed-use sites for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacements housing with Alternative D would avoid or minimize long-term changes in public access to public lands and recreation areas 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 long-term changes to public access to recreation areas and public lands 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 long-term changes to public access 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 **beneficial** impact on long-term public access to Lake Tahoe, recreation areas, and public lands.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development including replacement housing at the mixed-use development sites as part of Alternative D would avoid or minimize long-term changes in public access to public lands and recreation areas 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 the existing US 50 ROW between Stateline Avenue and the northern end of the Montbleu Resort, which would be used by pedestrians. The skywalk and the option to restripe the lake side of Lake Parkway from two to four lanes proposed for Alternative E would not result in a long-term decrease in public access to recreation facilities would result. Alternative E would result in **no impact** on public access to recreation for purposes of NEPA, CEQA, and TRPA.

Impact 3.3-3: Increased demand for or physical deterioration of recreation facilities

To offset displacement of low- and moderate-income housing units acquired to accommodate project construction, Alternatives B, C, and D propose to construct replacement housing as part of mixed-use development at three locations within the South Lake Tahoe portion of the project site. If the number of housing units that are constructed is equivalent to those displaced, there would be no net increase in demand for recreation facilities, physical deterioration of the study area recreation facilities would not increase, and additional recreation resources would not be required.

However, the mixed-use development at Sites 1, 2, and 3 as conceptualized in Alternatives B, C, and D could include construction of additional housing units above and beyond those necessary to replace units displaced by the project. Alternative B could result in a net increase of 139 housing units, Alternative C an additional 144 housing units, and Alternative D an additional 132 housing units. Because the type of higher density development and recreation demand associated with the mixed-use development including replacement housing has already been contemplated in the TCAP environmental review and Regional Plan, Alternatives B, C, and D would not substantively increase demand for recreation facilities, increase physical deterioration, or require additional recreation resources.

Alternatives A and E would not include mixed-use development and the Alternatives B, C, and D transportation improvements would not result in an increase in demand for recreation facilities, physical deterioration of the study area recreation facilities would not increase, and additional recreation resources would not be required.

NEPA Environmental Consequences: The design features of Alternatives B, C, and D would avoid or minimize the recreation demand environmental consequences 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

Alternative A: No Build (No Project)

Alternative A does not include a mixed-use development option. As a result, Alternative A would not increase the number of residents in the study area and would result in **no impact** on the demand for or physical deterioration of recreation facilities for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)**Transportation Improvements**

Alternative B transportation improvements would also result in enhancing pedestrian and cyclist connectivity in the study area and to nearby recreation resources, such as the Van Sickle Bi-State Park. The new pedestrian bridge extending over US 50 at a point just west of the Harrah's entrance driveway would provide an additional access point to the Van Sickle Bi-State Park from the tourist core. However, the visitors to the park via the pedestrian bridge would be part of the same group of people staying in or visiting the tourist core that currently use the access at the main entrance to the park at the intersection of Lake Parkway/Montreal Road/Heavenly Village Way. Alternative B transportation improvements would not increase the number of people in the study area that could visit the park over that which could occur today under existing conditions. With no increase in housing units, the project would not increase the number of residents in the study area over existing conditions. Therefore, demand for recreation facilities would not increase over that which could occur under existing conditions, physical deterioration of study area recreation facilities would not increase, and additional recreation resources would not be required. For this reason, Alternative B transportation improvements would result in **no impact** on the demand for or physical deterioration of recreation facilities for purposes of NEPA, CEQA, and TRPA.

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 could increase the number of residents in the study area over existing conditions. Based on the study area's average household size of 2.28 persons per household (see Section 3.4, "Community Impacts"), Alternative B mixed-use development including replacement housing would increase the population in the study area by an estimated 317 people [(227 total housing units - 88 displaced units = 139 additional units) x 2.28 = 316.9 people].

The potential for an increase in number and concentration of high-density housing units and mixed-use land uses within the study area, such as would result from Alternative B mixed-use development including replacement housing, was assessed by the City of South Lake Tahoe for the TCAP environmental document (City of South Lake Tahoe 2013b:6) and in the Regional Plan Update EIS (TRPA 2012a:3.11-17 - 3.11-19). Along with the assessment of an increase in housing units and related population increase, those environmental documents also assessed the potential for the increase in population in this area to create additional demand for recreation resources.

The TCAP environmental document states that future development within its boundaries could generate additional demand for recreation resources by increasing the concentration of residents in the area, and that numerous recreation opportunities in and near the tourist core could meet that potential increase in demand (City of South Lake Tahoe 2013b:135 - 136, 138 - 140). The TCAP also includes policies and implementing strategies to support development of new recreation opportunities and enhance public transit, bicycling, and pedestrian linkages to recreation uses in and beyond the boundaries of the TCAP. For example, Policy R-5.1 would require projects of more than 50,000 square feet to provide public gathering spaces for community activities. As discussed in Section 3.3.1 above, the City of South Lake Tahoe General Plan also contains policies that encourage development of neighborhood parks, expansion of city-owned facilities such as Bijou Community Golf Course and Bijou Park, and connectivity by requiring public trails in

private developments. Although Alternative B mixed-use development, including replacement housing, could result in an increase in residents, for the reasons discussed above, it would not substantively increase demand for recreation facilities, increase physical deterioration, or require additional recreation resources. Therefore, Alternative B mixed-use development, including replacement housing, would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development including replacement housing as part of Alternative B would avoid or minimize the potential increase in recreation demand and associated environmental consequences 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 an increase in recreation demand and associated environmental consequences 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 increase in recreation demand and associated 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 **less-than-significant** impact related to an increase in recreation demand and associated environmental consequences.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development including replacement housing as part of Alternative B would minimize the increase in recreation demand and associated environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements would provide an additional access point to Van Sickle Bi-State Park. The Alternative C transportation improvements would not with no increase in housing units, the project would not increase the number of residents in the study area over existing conditions. Therefore, demand for recreation facilities would not increase, physical deterioration of study area recreation facilities would not increase, and additional recreation resources would not be required. For this reason, Alternative C transportation improvements would result in **no impact** on the demand for or physical deterioration of recreation facilities for purposes of NEPA, CEQA, and TRPA.

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 could increase the number of residents in the study area over existing conditions. Based on the study area's average household size of 2.31 persons per household (see discussion in Section 3.4, "Community Impacts"), Alternative C mixed-use development including replacement housing would increase the population in the study area by an estimated 328 people [(227 total housing units – 83 displaced units = 144 additional units) x 2.28 = 328.3 people]. As discussed for Alternative B above, this increase in residents and the potential for increased demand for recreation were previously assessed in the TCAP and Regional Plan Update environmental documents.

As with Alternative B, the TCAP environmental document states that, while an increase in demand for recreation facilities would be likely, existing recreation facilities would be able to meet that demand. Also, as with Alternative B, mixed-use development would occur within the regulatory framework of the TCAP and the City of South Lake Tahoe General Plan, and that development would be subject to the same policies with regard to recreational opportunities. Although Alternative C mixed-use development including replacement housing would result in an increase in residents in the study area, for the reasons discussed above, it would not substantively increase demand for recreation facilities, increase physical deterioration of those facilities, or require additional recreation resources. Therefore, Alternative C mixed-use development including replacement housing would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development including replacement housing as part of Alternative C would avoid or minimize the potential increase in recreation demand and associated environmental consequences 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 an increase in recreation demand and associated environmental consequences 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 increase in recreation demand and associated 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 **less-than-significant** impact related to an increase in recreation demand and associated environmental consequences.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development including replacement housing as part of Alternative C would minimize the increase in recreation demand and associated environmental consequences 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 provide another access point to Van Sickle Bi-State Park with the new pedestrian bridge; however, it would not increase demand for the park for the same reasons described above for Alternative B transportation improvements. Therefore, demand for recreation facilities would not increase, physical deterioration of study area recreation facilities would not increase, and additional recreation resources would not be required. For this reason, Alternative D transportation improvements would result in **no impact** on the demand for or physical deterioration of recreation facilities for purposes of NEPA, CEQA, and TRPA.

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 could increase the number of residents in the study area over existing conditions. Based on the study area’s average household size of 2.31 persons per household (see discussion in Section 3.4, “Community Impacts”), Alternative D mixed-use development including replacement housing would increase the

population in the study area by an estimated 333 people [(224 total housing units – 78 displaced units = 146 additional units) x 2.28 = 332.9 people]. As discussed for Alternative B above, this increase in residents and the potential for increased demand for recreation were previously assessed in the TCAP and Regional Plan Update environmental documents.

As with Alternative B, the TCAP environmental document states that, while an increase in demand for recreation facilities would be likely, existing recreation facilities would be able to meet that demand. Also, as with Alternative B, mixed-use development would occur within the regulatory framework of the TCAP and the City of South Lake Tahoe General Plan, and that development would be subject to the same policies with regard to recreational opportunities. Although Alternative D mixed-use development including replacement housing would result in an increase in residents in the study area, for the reasons discussed above, it would not substantively increase demand for recreation facilities, increase physical deterioration of those facilities, or require additional recreation resources. Therefore, Alternative D mixed-use development including replacement housing would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development including replacement housing as part of Alternative D would avoid or minimize the potential increase in recreation demand and associated environmental consequences 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 an increase in recreation demand and associated environmental consequences 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 increase in recreation demand and associated 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 **less-than-significant** impact related to an increase in recreation demand and associated environmental consequences.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development including replacement housing as part of Alternative D would minimize the increase in recreation demand and associated environmental consequences 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 the existing US 50 ROW between Stateline Avenue and the northern end of the Montbleu Resort, which would be used by pedestrians near the resort-casinos. Alternative E does not include a provision for mixed-use development, would not increase the number of residents in the study area, and would result in **no impact** on the demand for or physical deterioration of recreation facilities for purposes of NEPA, CEQA, and TRPA.

Impact 3.3-4: Changes to the quality of recreation user experience

Because Alternatives A and E would not include any infrastructure improvements in the vicinity of Lake Tahoe, public lands and/or recreation areas, Alternatives A and E would not affect the recreation user experience in the study area.

The effects of Alternatives B, C, and D transportation improvements on the quality of recreation user experience at the Linear Park and Edgewood Companies mountain parcel would not be substantial because recreation user experience at these facilities is currently influenced by similar vehicle traffic on adjacent US 50 and Lake Parkway and the user experience would be similar to existing conditions. The mixed-use development including replacement housing proposed for Alternatives B, C, and D would be located adjacent to or near the Linear Park; however, these alternatives would not result in a substantial change in the quality of recreation user experience at this recreation facility, because the Linear Park is currently adjacent to existing US 50 and the user experience would be similar to existing conditions.

Alternatives B, C, and D transportation improvements would increase traffic and traffic noise levels in some areas of Van Sickle Bi-State Park; however, noise level changes at these locations would not be discernible by users at the park facilities (also discussed in Impact 3.15-3). These alternatives would use design solutions that reflect the local character, is appropriate for the site, and is compatible with the surrounding environment in the changes at the main entrance to the park, the pedestrian overcrossing into the park, and the retaining wall along the mountain side of existing Lake Parkway. For these reasons, and taking into account the park setting in proximity to an urban area, Alternatives B, C, and D transportation improvements would not substantially diminish recreation user experience.

Recognizing the influence of the combination of both detractions and enhancements to recreation resource site conditions (i.e., adverse for forest use, beneficial for access and amenities) and reasonably anticipating that user expectations take into account the setting, nearby urban area, and existing use patterns, the effect of the project's infrastructure improvements would have little effect on the quality of recreation user experiences in the study area.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and Alternative E would avoid or minimize the change in the quality of recreation user experience environmental consequences such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

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

Outdoor recreation occurs in many outside settings, from wilderness to downtown urban parks, in undeveloped or undisturbed landscapes to developed facilities and highly-altered resorts, and involving a wide variety of activities. The preferences, expectations, and experiences of recreation visitors determine the degree of satisfaction or, in other words, the quality of the outdoor recreation experience. A common measure of recreation experience quality is the degree of congruence between visitor expectations and outcomes. Expectations are defined in a large part by the character of the facility or site being visited and the prior experiences of the visitor.

Van Sickle Bi-State Park, regional trails, bicycle trails, and the Linear Park are the most important and well-used public recreation resources in the study area. The physical and perceptual characteristics of these resources are heavily influenced by existing site conditions, existing demand levels and use patterns, and the setting of nearby urban and tourist uses. All of these resources are a short distance from the most concentrated bed base in the Tahoe Basin. Existing demand for these and other recreation resources near the study area is seasonal, with high use levels during the peak summer season, particularly on weekends, and lower use in the spring, fall, and winter (although winter recreation use can increase with good snow and

weather conditions). The undeveloped property on Edgewood Companies mountain side parcel (northeast of the existing US 50/Lake Parkway intersection) is used by a recreation concessionaire to provide snowmobiling, sledding, and horse-drawn carriage rides when snow levels are sufficient during winter months. Alternatives B, C, and D transportation improvements would include signage near the Montbleu parking lot discouraging people from walking across the realigned US 50 at this location and would direct pedestrians to use the crossing at the US 50/Lake Parkway intersection.

The US 50/South Shore Community Revitalization Project is intended to improve access to Van Sickle Bi-State Park and enhance connectivity throughout the study area. Alternatives B, C, and D transportation improvements accomplish this by including substantial pedestrian and bicycle improvements, including the pedestrian/bicycle bridge to Van Sickle Bi-State Park, as described in Impact 3.3-2. The highway realignment would occupy a strip of what is now park property along the frontage of Lake Parkway, comprising between 0.2 and 0.5 acre of the existing, undeveloped forest land. The portion of the park that would be acquired for the project includes the main entrance, but no other park improvements. Alternative E would focus only on accomplishing pedestrian and traffic flow improvements in the tourist core, while minimizing right-of-way needs, housing and business displacement, and encroachment on Van Sickle Bi-State Park.

Alternatives B and D transportation improvements include the realignment of US 50 along the existing Montreal Road and Lake Parkway and widening the existing roadway from two lanes to four lanes, which would increase traffic adjacent to the entrance to Van Sickle Bi-State Park relative to current conditions and Alternative A (Wood Rodgers 2016). Alternative C transportation improvements would also align the westbound realigned US 50 along the existing Montreal Road and Lake Parkway, although this alternative would not increase the number of lanes over the existing roadway. Alternative C transportation improvements would increase traffic over current conditions and Alternative A (Wood Rodgers 2016).

This increase in traffic on present-day Lake Parkway would result in increased traffic noise levels at portions of the park located closest to the realigned highway. The park land closest to the realigned highway is the park entrance road intersection and forested embankments that can support off-trail strolling and nature observation, but otherwise do not contain recreation facilities or amenities. Park amenities used for visitor gatherings and recreational activity, such as picnic areas, the historic barn and cabin, and trailheads leading to the Rim Trail, are set back from the park boundary as depicted in Exhibit 3.3-2; these areas are approximately 700 feet from the edge of pavement of existing Lake Parkway. With Alternatives B, C, and D transportation improvements, these areas would be about 85 feet closer to the edge of the highway. These areas are also topographically separated from existing Lake Parkway and in most locations a dense stand of trees separates the gathering locations from the roadway.

The noise analysis in this EIR/EIS/EIS (see Section 3.15, "Noise and Vibration") considered noise impacts at key gathering areas in the park; the locations were determined in consultation with NSP and Conservancy staff and included existing gathering places, as well as future planned day-use and group camping facilities. Noise level changes at these locations would not be discernible at the modeled locations, as shown in Impact 3.15-3 (i.e., less than 3 dB CNEL; people are able to begin to detect sound level increases of 3 dB in typical noisy environments [Caltrans 2013:2-45]). This is due to the setback distance from the roadway edge, the intervening stand of trees, and topographical separation from the vehicles on the highway. As such, Alternatives B, C, and D transportation improvements would not be expected to substantially diminish recreation user experience at these locations from a noise perspective.

The entrance experience to the park would change with Alternatives B, C, and D transportation improvements because the realigned highway would be wider than the current street and the entrance intersection would be controlled by a traffic signal. Design solutions that reflect the local character, are appropriate for the site, and are compatible with the surrounding environment have been developed with input from NSP and the Conservancy and incorporated into the project to enhance the park entry features for pedestrian and vehicle access. For example, the new pedestrian bridge would serve as a gateway, visibly demarking the California and Nevada state line. It would also enhance pedestrian and bicycle access to the park and provide an arrival experience for park users not currently offered. Retaining walls would include

aesthetic treatments, and the main crosswalk would include grander features than exist today. As described in Section 3.7, “Visual Resources/Aesthetics,” recreationists at Van Sickle Bi-State Park would have little or no view of the highway once inside the park because of screening by existing tree cover and topography. For these reason, Alternatives B, C, and D transportation improvements would not be expected to diminish recreation user experience within the park.

Alternatives B, C, and D transportation improvements would involve intersection and roadway construction along US 50 immediately adjacent to the Linear Park on the west side of the project site. However, this would not cause a decrease in recreation experience for those individuals using the Linear Park as the park is currently adjacent to existing US 50 and the user experience would be similar to existing conditions.

Recognizing the influence of the combination of both detractions and enhancements to recreation resource site conditions (i.e., adverse for forest use, beneficial for access and amenities) and reasonably anticipating that user expectations take into account the setting, nearby urban area, and existing use patterns, the effect of the project’s transportation improvements would have a less-than-significant effect on the quality of recreation user experiences in the study area.

Alternative A: No Build (No Project)

Alternative A would not include any infrastructure improvements in the vicinity of Lake Tahoe, public lands and/or recreation areas, and as such there would be no change in recreation experience as a result of this alternative. Alternative A would result in **no impact** on recreation experience in the study area for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Implementation of the Alternative B transportation improvements roadway improvements would not result in substantial changes to recreation user experience at the Linear Park or on the Edgewood Companies mountain side parcel because recreation user experience at these facilities is currently influenced by similar vehicle traffic on adjacent US 50 and Lake Parkway.

Alternative B transportation improvements would include widening of the roadway and a corresponding increase in traffic in the immediate vicinity of Van Sickle Bi-State Park. The increase in traffic and shifting the roadway closer to park facilities would increase the traffic noise levels in some areas of the park; however, as described above, topography and densely forested areas separate these facilities from existing Lake Parkway and noise level changes at these locations would not be discernible at recreation sites within the park. Alternative B would also make context-sensitive design solutions to address changes at the main entrance to the park, the pedestrian overcrossing into the park, and the retaining wall along the mountain side of existing Lake Parkway. For these reasons, and taking into account the park setting in proximity to an urban area, Alternative B transportation improvements would not substantially diminish recreation user experience. This would be a **less-than-significant** impact 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 potential for substantially diminishing the quality of the recreation user experience 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. None of the three mixed-use development sites are located on or adjacent to any recreation area or public lands not already affected by the proposed highway realignment. However, mixed-use development

Site 1 includes portions of the existing Linear Park. The Linear Park would be retained through Site 1 with Alternative B and would not change the nature of recreation user experience at this facility from existing conditions adjacent to US 50. Therefore, Alternative B mixed-use development including replacement housing would result in a **less-than-significant** impact on the quality of recreation user experience at recreation resources in the study area for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative B mixed-use development including replacement housing would avoid or minimize the potential for substantially diminishing the quality of the recreation user experience 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 substantially diminishing the quality of the recreation user experience 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 the quality of recreation user experiences 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 on the quality of recreation user experience at recreation resources in the study area.

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 on quality of recreation user experience at recreation resources in the study area such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C, would include similar transportation improvements near the Linear Park, Edgewood Companies mountain parcel, and Van Sickle Bi-State Park and similar changes in traffic noise levels, changes at the main entrance to Van Sickle Bi-State Park, and new pedestrian overcrossing as Alternative B transportation improvements. For these reasons and the reasons described above for Alternative B transportation improvements, Alternative C transportation improvements would result in a **less-than-significant** impact on the quality of recreation user experience at recreation resources in the study area 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 potential for substantially diminishing the quality of the recreation user experience 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. Because the mixed-use development including replacement housing associated with Alternative C is in the same location as Alternative B mixed-use development including replacement housing, Alternative C would have the same impacts as discussed above for Alternative B. This would be a **less-than-significant**

impact on the quality of recreation user experience at recreation resources in the study area for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative C mixed-use development including replacement housing would avoid or minimize the potential for substantially diminishing the quality of the recreation user experience 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 substantially diminishing the quality of the recreation user experience 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 the quality of recreation user experiences 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 on the quality of recreation user experience at recreation resources in the study area.

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 on quality of recreation user experience at recreation resources in the study area 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 similar improvements near the Linear Park, Edgewood Companies mountain parcel, and Van Sickle Bi-State Park and similar changes in traffic noise levels, changes at the main entrance to Van Sickle Bi-State Park, and new pedestrian overcrossing as Alternative B transportation improvements. For these reasons and the reasons described above for Alternative B transportation improvements, Alternative D transportation improvements would result in a **less-than-significant** impact on the quality of recreation user experience at recreation resources in the study area 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 potential for substantially diminishing the quality of the recreation user experience 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. None of the three mixed-use development sites are located on or adjacent to any recreation area or public lands not already affected by the proposed highway realignment. For this reason, the mixed-use development including replacement housing associated with Alternative D would not change recreation user experience at recreation sites in the study area. Alternative D with mixed-use development would have a **less-than-significant** impact on recreation user experience for purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative D mixed-use development including replacement housing would avoid or minimize the potential for substantially diminishing the quality of the recreation user experience 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 substantially diminishing the quality of the recreation user experience 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 the quality of recreation user experiences 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 on the quality of recreation user experience at recreation resources in the study area.

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 on quality of recreation user experience at recreation resources in the study area 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 utilized by pedestrians along the casino corridor. Alternative E would not include any new infrastructure in the vicinity of Lake Tahoe, public lands and/or recreation areas, and as such would not change the recreation experience at any of these locations. Alternative E would result in **no impact** on recreation user experience for purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the potential for substantially diminishing the quality of the recreation user experience such that no additional mitigation measures are needed or feasible to implement.

3.3.4 Avoidance, Minimization, and/or Mitigation Measures

Mitigation Measure 3.3-1: Provide detours and maintain access to recreation facilities and public lands during construction

The following mitigation applies to transportation improvements and mixed-use development including replacement housing included in Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.

The project proponent shall ensure that the Transportation Management Plan (TMP) prepared for the project addresses all modes of transportation used to access recreation areas, including vehicle, pedestrian, and bicycle modes. To mitigate short-term decreases in access to recreation resources, the TMP shall include detour plans that meet, at a minimum, the following specifications:

1. During construction of the relocated US 50/Pioneer Trail intersection, the pedestrian and bike trail within Linear Park may be required to be temporarily closed in the construction area. If this closure is required, all bicycle and pedestrian traffic shall be detoured to a temporary trail/path on the highway, separated from vehicle traffic by a physical barrier such as "K-Rail." Signage will be provided at the western end of Linear

Park, at the intersection of Wildwood Avenue and US 50, and approaching the construction zone to alert trail users about the timing, duration, and nature of any construction-related closures and detours.

2. During construction of the new US 50/Heavenly Village Way intersection, roadway improvements eastward along the new US 50 alignment, and the pedestrian bridge over the realigned US 50 ROW, vehicle, pedestrian, and bicycle access to Van Sickle Bi-State Park shall be maintained through the use of detours and traffic control for all modes. Signage will be provided along roadways and sidewalks approaching the construction zone and in parking areas and trailheads within Van Sickle Bi-State Park to alert pedestrians, bicyclists, and motorists about the timing, duration, and nature of construction-related closures and detours.
3. During the restriping of Lake Parkway, vehicular access to Edgewood Tahoe Golf Course shall be maintained by the use of detours and traffic control.

Measures will be taken to keep the public informed of the project construction activities. When closures and/or detours are required, warning signs and signs regarding restricted access and detours will be posted to ensure adequate public safety. Detour routes will be clearly marked, and construction fencing or physical barriers will be installed to prevent access to the construction site and to clearly delineate the detour route. Full closure of trails or recreation facilities by the contractor(s) will be prohibited from July 1 through Labor Day weekend unless an approved detour has been established. All bicycle and pedestrian detours will be identified in the TMP and will be reviewed and approved by the project proponent, Caltrans, and TRPA before the start of earth-moving activities.

Significance after Mitigation

Implementation of Mitigation Measure 3.3-1 would reduce disruption of public access to recreation areas and public lands to a **less-than-significant** level for Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing, and E for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternatives B, C, and D transportation improvements and mixed-use development including replacement housing, and Alternative E with Mitigation Measure 3.3-1 **would not be adverse**.

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.

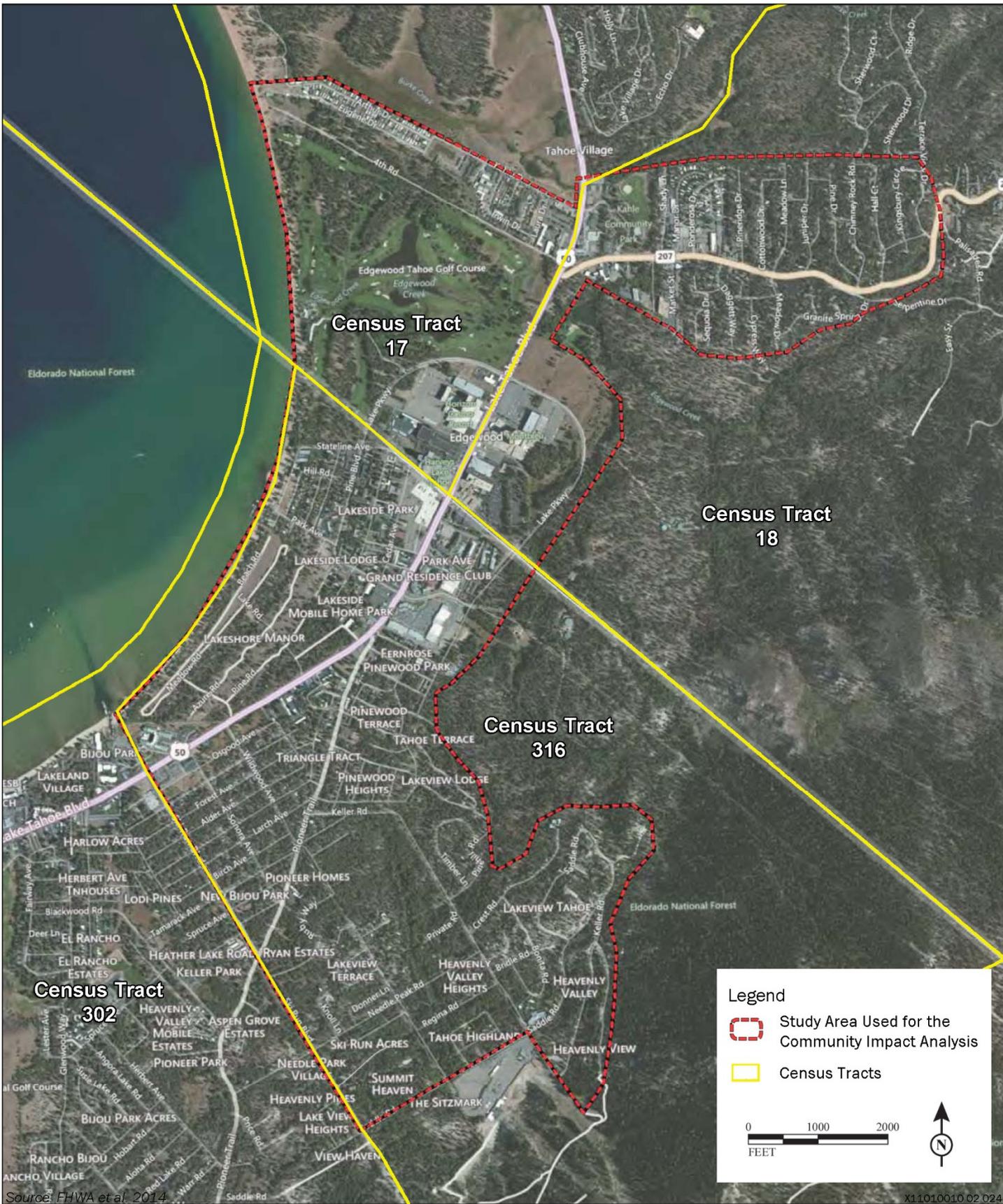


Exhibit 3.4-1

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 ¹ (percent of total occupied units) | Elderly Residents ² (percent of total population) | Workers 16 Years and Over (percent of total population) | Non-Auto- Dependent Population ³ (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) |

¹ Includes those residents who moved into their current residence in 1999 or earlier.² Persons 62 years or older.³ 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 |
| Total | 18,670 | 100 | 14,999 | 100.0 |

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



Source: Wood Rodgers 2016

Exhibit 3.4-2

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



Source: Wood Rodgers 2016

Exhibit 3.4-3

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



Source: Wood Rodgers 2016

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 ¹ | Maximum Number of Employees ² |
|--|---------------------------|--|--|
| 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 |

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

² 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

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

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

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

¹ 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.

² 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.

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

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

¹ 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.

² 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.

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

¹ Includes very-low and low-income housing units.

² Includes one moderate income unit.

³ Age restricted for persons 62 years old or older.

⁴ 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

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

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 ¹ | Total Housing Units | Motels | Total Motel Units | Motel Units with SRO Permit ² |
|--|--------------------------|-------------------------------|----------------------------------|---------------------|--------|-------------------|--|
| Transportation Improvements (Acquisition for ROW) | | | | | | | |
| 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 |
| Mixed-Use Development including Replacement Housing (Acquisition for Mixed-Use Development Only) | | | | | | | |
| 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 |
| ¹ "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. | | | | | | | |
| ² "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

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

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

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 ¹ | Number of Employees |
|--|-------------------|-----------------------------------|---------------------|
| Transportation Improvements (Acquisition for ROW) | | | |
| 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 |
| Mixed-Use Development, including Replacement Housing (Acquisition for Mixed-Use Development Only) | | | |
| 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). | | | |
| ¹ 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 (http://www.tahoetransportation.org/us50) | 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_x and fugitive dust (PM₁₀ and PM_{2.5}), 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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3.5 PUBLIC SERVICES AND UTILITIES

This section describes the existing public services and utilities in and around the study area, presents analysis of potential impacts resulting from the project alternatives, and identifies mitigation measures for those impacts determined to be significant. In particular, it addresses impacts on water supply, wastewater treatment and disposal, electricity, natural gas, solid waste, law enforcement, fire and emergency services, and school facilities. Federal, state, and local regulations related to public services and utilities are summarized. The primary issues raised during scoping included the following:

- ▲ Commenter describes Nevada regulations for water rights, new water supplies, and monitoring wells. The commenter also states that any water used for construction, dust control, or maintenance should be provided by an established utility or under permit or waiver issued by the State Engineer's Office.
- ▲ Commenters express concern regarding potential utility conflicts between the project and South Tahoe Public Utility District (STPUD) sewer and water distribution systems, fire hydrants, and storm drain systems. Commenter states that if the finish grade of the proposed improvements are similar to, or higher than, the existing grade, then the waterlines would generally not require relocation.
- ▲ Commenter states that a major cluster of system valves is located at the proposed US 50/Pioneer Trail intersection and that relocation of these main lines would interrupt STPUD's capacity to provide fire flows to a portion of their service area. Commenter suggests relocating the proposed intersection or relocating the valve assemblies outside of the proposed intersection.
- ▲ Commenter asserts that water meter boxes at buildings proposed for acquisition would need to be abandoned and other meter boxes would likely need to be relocated.
- ▲ Commenter asserts that the storm drain elements of the project would likely require the relocation of certain sections of water lines, typically by lowering the water line in the immediate vicinity of the storm drain improvement. Commenter suggests that the project engineering design and grading plans and STPUD water line profiles should be reviewed for conflict determination and that storm drain improvements for the project be designed around the existing gravity sewer network.
- ▲ Commenter asserts that the environmental document should assess potential impacts on snow removal services, including requirements for an increase in snow removal needs and project design elements that would require special equipment, techniques, or operations for snow removal.

Most of these issues are addressed in this section; however, stormwater issues and snow removal are addressed in Section 3.10, "Water Quality and Stormwater Runoff."

The primary sources of information presented in this section were TRPA, El Dorado County, and Douglas County planning documents, goals, and policies; through consultation with representatives of public service and utility providers; and the following documents:

- ▲ *Housing Analysis – Alternative B, C and D* (Massey 2016);
- ▲ *Community Impact Assessment* (FHWA et al. 2014);
- ▲ *Relocation Study for the US 50/South Shore Community Revitalization Project* (TTD 2012); and
- ▲ *Economic Analysis of the US 50/South Shore Community Revitalization Project* (TTD 2013).

Cumulative public service and utility impacts are addressed in Section 3.19, "Cumulative Impacts." The potential for impacts on recreational facilities is addressed in Section 3.3, "Parks and Recreational Facilities," and potential impacts on groundwater and stormwater drainage are addressed in Section 3.10, "Water Quality and Stormwater Runoff." Impacts associated with construction to upgrade existing

infrastructure or install new infrastructure on the project site are discussed in Section 3.11, “Geology, Soils, Land Capability, and Coverage.” Access for emergency services during construction and operation of the project is addressed in Section 3.6, “Traffic and Transportation.”

3.5.1 Regulatory Setting

The following provides an overview of laws and regulations related to public services and utilities that are applicable to the US 50/South Shore Community Revitalization Project.

FEDERAL

No federal regulations related to public services and utilities are applicable to the alternatives evaluated in this EIR/EIS/EIS.

TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe Regional Plan

The Tahoe Regional Planning Agency (TRPA) Lake Tahoe Regional Plan (Regional Plan) describes the needs and goals of the Lake Tahoe Region, and provides statements of policy to guide decision-making as it affects the Region’s resources and remaining capacities. The intent of the Regional Plan is to help guide decision-making as it affects the growth and development of the Lake Tahoe Region. The Regional Plan affects the planning activities of numerous governmental jurisdictions and utility service districts (TRPA 2012b).

Goals and Policies

The Public Services and Facilities Element of the TRPA Regional Plan includes goals and policies related to the provision of adequate public services and utilities to meet the needs of existing and new development, and protection of surface and groundwater from solid and liquid municipal waste. Goals and policies address adequate water supplies and conservation (Policies PS-1.3, PS-2.1, PS-2.3; TRPA 2012b:6-2 – 6-3), the prohibition of municipal or industrial wastewater entering the surface water and groundwater of the Tahoe Region (Policy PS-3.1; TRPA 2012b:6-3), and protection of the public health, safety, and general welfare of the region, educational and public safety services (Policy PS-4.1; TRPA 2012b:6-4). 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.”

Code of Ordinances

Chapter 33, Grading and Construction, of the TRPA Code applies to grading, excavation, filling, clearing of vegetation, and disturbance of the soil, and protection of vegetation during construction. In accordance with Code Section 33.3.4, the methods of disposal of solid or liquid materials, including soil, silt, clay, sand, or other organic or earthen materials, shall be reviewed and approved by TRPA. These methods of disposal shall include, but are not limited to:

- ▲ temporary stockpiling of all or some of the topsoil on the site for use on areas to be revegetated;
- ▲ disposal of the material at a location approved by TRPA; and
- ▲ export of the materials outside the Region.

Provisions of Chapter 33 regarding disposal of construction materials would apply to those portions of the project located within the area under the land use authority of TRPA.

Although TRPA does not specifically regulate the provision of electrical and natural gas services in the Lake Tahoe Basin, Code Section 27.5 directs that projects proposing a new structure, or reconstruction or

expansion of an existing structure, designed or intended for human occupancy shall be served by facilities to provide adequate electrical supply.

Arrangements for the design and installation of any needed additional natural gas facilities must be made in accordance with the rules and regulations set forth by the Public Utilities Commission of Nevada. Natural gas service would be provided to the project site by Southwest Gas Corporation (SGC). Once the project is approved for construction, SGC would require pre-construction review of site trenching and roadway improvement plans to determine the natural gas meter locations and specifications.

Water Service

Section 32.4 of the TRPA Code of Ordinances contains a basic water service requirement for projects proposing a new structure, or reconstruction or expansion of an existing structure, designed or intended for human occupancy, specifically directing that such projects shall have adequate water rights and water supply systems.

According to Code Section 32.4.2, adequate fire flow for a project in the Tourist Core Area Plan requires 750-1,000 gallons per minute (gpm) over a 2-hour period at 20 pounds per square inch (psi) residual pressure.

Wastewater Service

Section 32.5 of the TRPA Code specifically directs that projects that would generate wastewater shall be served by facilities for the treatment and export of wastewater from the Lake Tahoe Basin. To be considered served, the project must have a service connection to transport wastewater from the parcel to a treatment plant.

Electrical Service

Section 32.6 of the TRPA Code requires that adequate electrical supply shall be served to structures intended for human occupancy.

Environmental Threshold Carrying Capacities

TRPA has not established any environmental threshold standards related to public services and utilities.

Tourist Core Area Plan

No goals and policies from the Tourist Core Area Plan are applicable to public service or utility aspects of the alternatives evaluated in this EIR/EIS/EIS.

South Shore Area Plan

No goals and policies in the South Shore Area Plan are applicable to public services or utility aspects of the alternatives evaluated in this EIR/EIS/EIS.

STATE

California

Porter-Cologne Water Quality Control Act of 1970

The Porter-Cologne Water Quality Control Act of 1970 prohibits the use of reclaimed wastewater within the Lake Tahoe Basin. Wastewater is transported out of the Basin from the STPUD Wastewater Treatment Plant (WWTP) to Alpine County, and no reclaimed water is imported back into the Basin.

Public Resources Code Sections 4125 and 4102 – State Responsibility Areas

The California Department of Forestry and Fire Protection implements statewide laws aimed at reducing wildfire hazards in wildland-urban interface areas. These laws, based on fire hazard assessment and zoning, apply to State Responsibility Areas, which are defined as areas in which the state has primary financial

responsibility for preventing and suppressing fires. The determination of state responsibility is made by the State Board of Forestry in accordance with Sections 4125 and 4102 of the California Public Resources Code. Fire protection outside State Responsibility Areas is the responsibility of federal or local jurisdictions.

Public Resources Code 4216 – Excavations

Public Resources Code Section 4216 regulates excavations potentially affecting underground utilities, including notification requirements by excavators, operator response requirements, and excavation practices. In accordance with Section 4216.1, every operator of a subsurface installation—such as water lines, gas lines, and sewer lines—must become a member of, participate in, and share in the costs of a regional notification center. Underground Service Alert Northern California provides services to the study area. Any person planning to conduct an excavation must contact the regional notification center prior to commencing excavation (Section 4216.2). The operator of the utility must respond by locating and field marking the utility that may be affected by excavation (Section 4216.3). Section 4216.4 requires that the excavator determine the location of subsurface installations before using power-driven equipment for excavating or boring, and requires the excavator to notify the operator or emergency services, as appropriate, in the event that damage is discovered or caused by the excavator. Compliance with Section 4216 is required before commencement of excavation.

California Code of Regulations Section 1541 – Construction Safety Related to Excavations

California Code of Regulations Title 8, Chapter 4, Subchapter 4, Article 6, Section 1541 addresses construction safety orders related to excavations and requires safe conditions for workers involved with excavations or working near excavations.

California Building Standards Code (Title 24)

Energy consumption of new buildings in California is regulated by State Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Title 24 applies to all new construction of both residential and nonresidential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. The 2016 Building Energy Efficiency Standards have improved efficiency requirements from previous codes and the updated standards are expected to result in a statewide energy consumption reduction.

Effective January 1, 2011, CALGreen became California's first green building standards code. It is formally known as the California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations. CALGreen establishes mandatory minimum green building standards and includes more stringent optional provisions known as Tier 1 and Tier 2. Cities and counties, at their discretion, may adopt Tier 1 or Tier 2 as mandatory, or adopt and enforce other standards that are more stringent than the CALGreen Code. El Dorado County has adopted several modifications to both the residential and non-residential CALGreen mandatory sections.

Where a local jurisdiction has not adopted a more stringent construction and demolition (C&D) ordinance, construction activities are required to implement Section 5.408 of the CALGreen Code. Under Section 5.408, construction activities are required to recycle and/or salvage for reuse a minimum of 65 percent of their nonhazardous C&D waste as of January 1, 2017. Applicable projects are required to prepare and implement a Construction Waste Management Plan, which is submitted to the local jurisdiction prior to issuance of building permits. The City of South Lake Tahoe does not currently have an adopted C&D waste management ordinance.

Nevada

No Nevada state regulations related to public services and utilities are applicable to the alternatives evaluated in this EIR/EIS/EIS.

LOCAL

City of South Lake Tahoe General Plan

The City of South Lake Tahoe General Plan (City of South Lake Tahoe 2011) includes goals and policies to ensure the timely maintenance, expansion, and upgrade of public facilities and services for the city (Policy PQP-1.7). In addition, new construction must meet minimum fire flow requirements, as set forth in the California Building and fire codes (Policy HS-2.5). 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."

Douglas County Master Plan

No Douglas County Master Plan goals or policies associated public services and utilities are applicable to the alternatives evaluated in this EIR/EIS/EIS.

3.5.2 Affected Environment

WATER

STPUD supplies water to the California portion of the study area. Water supplies associated with STPUD are provided by municipal wells to pump groundwater to the district's service area. In 2015, 5,241 acre-feet of water was delivered to customers (STPUD 2016b:7).

Water is supplied to casino properties in Stateline by the Edgewood Water Company (EWC). Water supplies for EWC are provided from Lake Tahoe and are treated to meet drinking water quality standards. The average daily flow for the EWC, in 2015, was 601,715 gallons per day (gpd; 1.85 acre feet), and the peak daily flow was 1,612,400 gpd (5.0 acre feet; Tahoe Water Suppliers Association 2015:10). Based on the average daily flow for EWC, the estimated annual flow in 2015 was 219 million gallons (674 acre feet). The Lakeside Park Association serves the area along Stateline Avenue and the Lakeside Park area. In 2015, the average daily flow for Lakeside Park Association was 100,000 gpd (0.3 acre-feet) and the peak daily flow was 424,000 gallons (1.3 acre feet). Based on the average daily flow for Lakeside Park Association, the average annual flow in 2015 was 36.5 million gallons (112 acre feet).

Existing water supply lines for STPUD in the study area are shown in Exhibit 3.5-1. Water supply lines are located in project site roads, including Pioneer Trail, Moss Road, Montreal Road, Echo Road, Fern Road, US 50, and Lake Parkway.

Because Sites 1, 2, and 3 proposed for mixed-use development are located in the STPUD service area, the following discussion related to water supply is limited to the STPUD service area. Water supply is provided by 14 active supply wells. STPUD's Domestic Water Supply Permit lists a total of 23 wells within its service area. In addition to the supply wells, STPUD maintains several standby wells, several sampling and monitoring wells, and several inactive wells. The storage and distribution system is comprised of 16 booster pump stations, 23 storage tanks, 26 pressure-reducing valves, and 320 miles of potable water pipe (STPUD 2016b:4).

Existing water supply infrastructure in the study area is shown in Exhibit 3.5-1. The Stateline water storage tanks, which supply water to the Rocky Point neighborhood west of Heavenly Village Center, are located off of Lake Parkway near the California-Nevada state line. Water supply infrastructure within the study area includes, but is not limited to, water supply lines, meter boxes, and hydrants.

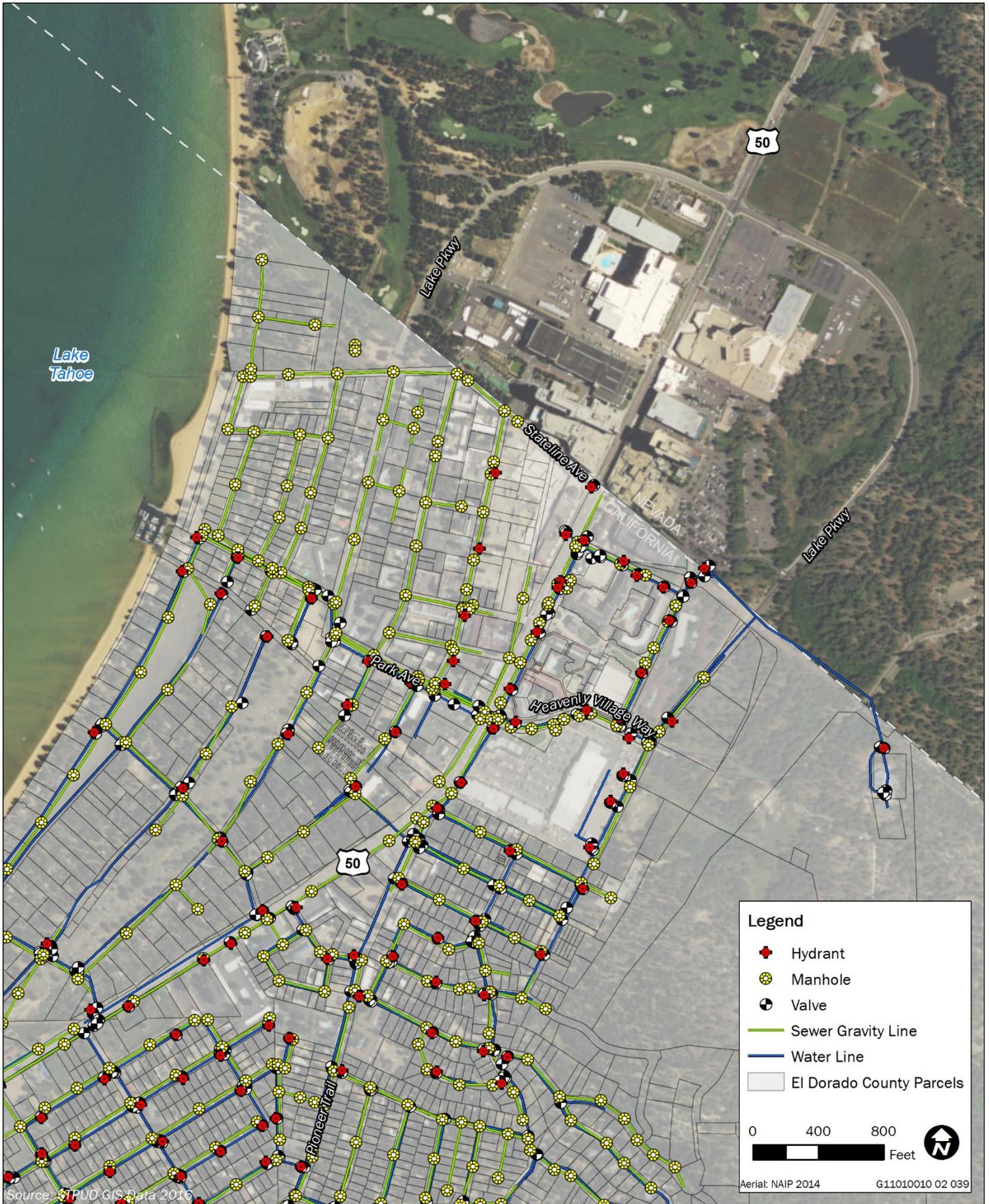


Exhibit 3.5-1

Existing STPUD Water Supply and Wastewater Conveyance Infrastructure

STPUD water supply is provided by groundwater. Surface water supply agreements and rights have been granted to STPUD from Cold Creek (2,718 acre feet per year [afy]) and the Upper Truckee River and tributaries (4,424 afy); however, these supplies are not currently used because of water quality and supply reliability concerns. Water pumped from groundwater sources has historically been below the basin's estimated safe yield of 9,528 afy and has been declining since 2007 (STPUD 2016b:12 - 13). Actual water demand in 2015 was 5,241 afy (STPUD 2016b:7).

Projected population growth rates in the STPUD service area are based on the City of South Lake Tahoe's Urban Water Management Plan (UWMP). The UWMP also recognizes that the TRPA Environmental Thresholds provide a growth control mechanism for the region, which in turn impacts projected water demands. Because the groundwater basin is not adjudicated, STPUD is not assigned an available supply. As described in the 2016 UWMP, STPUD will pump sufficient supply to meet the demands during each of the single and multiple dry year scenarios, without requiring a reduction in demand or supplemental supplies. Demand for the single dry year scenario is increased 10 percent as a conservative estimate of increased outdoor water usage during the first dry summer (STPUD 2016b:4, 6, 20). STPUD's projected water supply and demand is shown in Table 3.5-1.

Table 3.5-1 STPUD Water Supply and Demand (afy)

| | 2020 | 2025 | 2030 | 2035 |
|---------------------------|-------|-------|-------|-------|
| Normal Year | | | | |
| Supply Total | 6,019 | 6,137 | 6,255 | 6,373 |
| Total Water Demand | 6,019 | 6,137 | 6,255 | 6,373 |
| Single Dry Year | | | | |
| Supply Total | 6,621 | 6,751 | 6,881 | 7,010 |
| Total Water Demand | 6,621 | 6,751 | 6,881 | 7,010 |
| Multiple Dry Years | | | | |
| Supply Total | 6,019 | 6,137 | 6,255 | 6,373 |
| Total Water Demand | 6,019 | 6,137 | 6,255 | 6,373 |
| Source: STPUD 2016b:21 | | | | |

WASTEWATER

Under the Porter-Cologne Water Quality Control Act, all sewage within the Lake Tahoe Basin must be collected, treated, and exported outside of the Basin. STPUD provides wastewater collection and treatment for the California portion of the study area. Wastewater services in the Nevada portion of the study area are provided by the Douglas County Sewer Improvement District (DCSID). The DCSID Sewer Ordinance regulates the installation and maintenance of private and community wastewater collection, treatment, and export.

Currently, the STPUD WWTP treats 4.0 million gallons per day (mgd) and has a total capacity of 7.7 mgd (STPUD 2016a). The wastewater treatment plan has 3.7 mgd of available wastewater treatment capacity. Existing wastewater conveyance infrastructure for STPUD in the study area is shown in Exhibit 3.5-1. There are a number of sewer gravity lines in project site roads, including Pioneer Trail, Moss Road, Montreal Road, Echo Road, Fern Road, US 50, and Lake Parkway. Several sewer maintenance holes are located within roadways throughout the Rocky Point neighborhood west of Heavenly Village Center.

ELECTRICITY AND NATURAL GAS

Electrical service to the study area is provided by NV Energy in Nevada and Liberty Utilities in California. Natural gas service is provided to the study area by Southwest Gas Corporation.

SOLID WASTE

South Tahoe Refuse (STR) provide waste removal services for the South Lake Tahoe area and Douglas County. STR collects more than 100,000 tons of waste each year. This waste is collected and sorted for recycling at the Materials Recovery Facility (MRF) located at STR's transfer station in South Lake Tahoe, California. The MRF initiates or improves separation of aluminum cans, glass, plastics, cardboard, different grades of paper, tin, metals, appliances, milled wood, green waste, stumps, construction debris, and tires.

Waste collected by STR is delivered to Lockwood Regional Landfill in Storey County, Nevada. Lockwood Regional Landfill presently has a capacity of 302.5 million cubic yards over an area of 856.6 acres. Based on an April 2010 aerial survey, the landfill contained a waste volume of approximately 32.8 million cubic yards (Nevada Division of Environmental Protection [NDEP] 2016). The landfill receives approximately 5,000 tons of waste per day (NDEP 2016).

FIRE PROTECTION

Fire protection for the study area is provided by the City of South Lake Tahoe Fire Department (SLTFD) and Tahoe-Douglas Fire Protection District (TDFPD). Each district operates four fire stations. The nearest fire stations to the study area are located at 1252 Ski Run Boulevard in South Lake Tahoe, California, and 702 Kingsbury Grade in Stateline, Nevada.

LAW ENFORCEMENT

Law enforcement in South Lake Tahoe is provided by the South Lake Tahoe Police Department. Areas outside of the city limits, within the study area, are served by the Douglas County Sheriff Department. The California and Nevada Highway Patrols have jurisdiction over highways (e.g., US 50) within their respective states.

The Douglas County Sheriff's Department operates the Tahoe Station, located approximately ½ mile east of the study area at 175 US 50 in Stateline, Nevada. A total of 122 people are employed by the Douglas County Sheriff's Department, which includes four divisions: Administration, Investigations, Jail, and Patrol.

The South Lake Tahoe Police Department is located at 1352 Johnson Boulevard in South Lake Tahoe, California, approximately 2 miles southwest of the study area. There are currently 37 sworn officers and 11 supporting civilian positions (City of South Lake Tahoe 2016).

PUBLIC SCHOOL FACILITIES

Public school facilities in the vicinity of the study area that would serve the project are associated with Lake Tahoe Unified School District (LTUSD). The nearest LTUSD schools to the project are South Tahoe High, South Tahoe Middle, and Bijou Community Schools. Schools and enrollment statistics from 2010 through 2015 are provided in Table 3.5-2, as well as the maximum enrollment levels reported for each school since 1996.

Table 3.5-2 Public School Facility Enrollment

| School | 2010/2011 | 2011/2012 | 2012/2013 | 2013/2014 | 2014/2015 | Maximum Enrollment 1996-2015 ¹ |
|---|--------------|--------------|--------------|--------------|--------------|---|
| Bijou Community | 492 | 521 | 538 | 578 | 582 | 611 |
| Lake Tahoe Environmental Science Magnet | 369 | 378 | 374 | 384 | 397 | 397 |
| Mount Tallac High | 82 | 96 | 93 | 87 | 87 | 109 |
| Sierra House Elementary | 450 | 471 | 491 | 503 | 502 | 641 |
| South Tahoe High | 1,139 | 1,054 | 1,001 | 1,040 | 984 | 1,630 |
| South Tahoe Middle | 859 | 820 | 817 | 787 | 817 | 1,393 |
| Tahoe Valley Elementary | 446 | 458 | 434 | 433 | 474 | 729 |
| Transitional Learning Center | 41 | 61 | 45 | 43 | 38 | 173 |
| Total | 3,878 | 3,859 | 3,793 | 3,855 | 3,881 | 5,683 |

¹ Maximum number of students enrolled during a school year between 1996 and 2015. Total does not reflect an actual school year, but is intended to show a combined maximum enrollment rate that could occur by considering the greatest enrollment level recorded since 1996.

Source: California Department of Education 2016

3.5.3 Environmental Consequences

METHODS AND ASSUMPTIONS

The information presented in this section was obtained from TRPA, El Dorado County, and Douglas County planning documents, goals, and policies; and through consultation with representatives of public service and utility providers. Any potential effects of the build alternatives' transportation improvements on public services and utilities would occur only as a result of construction; operational conditions of the roadways would be the same as existing conditions. Alternatives B, C, and D mixed-use development, including replacement housing, could result in impacts from a net increase in population and new residential and commercial uses. These potential effects are discussed further below. The environmental effects of the potential revitalization benefits associated with the project, which could include increased visitation and associated additional demand for public services and utilities, would be considered as part of full buildout of the Tourist Core Area Plan and were previously assessed (City of South Lake Tahoe 2013:6 – 7, 17 – 18).

The project alternatives' projections for utility requirements are based on the following assumptions:

- ▲ Water supply projections were modeled using typical water demand factors for single-family residential, multi-family residential, and tourist accommodation unit (TAU) development (Coolidge, pers. comm., 2016a).
- ▲ Projections for wastewater treatment flows were modeled using typical wastewater flow factors for single-family residential and commercial uses (Coolidge and Goligoski, pers. comm., 2016). The overall model is based on buildout identified by the general plans in effect at the time of the model development, which consisted of the City of South Lake Tahoe 1999 General Plan, the 2008 General Plan Housing Element Public Review Draft, and the El Dorado County 2004 General Plan (Coolidge, pers. comm., 2016c). The buildout plan included flows from every parcel that can contribute wastewater. With that said, the Stateline area is unique due to the identified redevelopment in the area, which causes projects to be evaluated at a project level, as has been done for Alternative D. Estimates for existing wastewater flows are based on typical wastewater flows for individual sewer units (Coolidge, pers.

comm., 2016a, 2016b). The ability of the STPUD wastewater collection system to convey flows from the mixed-use development was modeled for Alternative D with mixed-use development because this alternative could result in the greatest increase in development over existing conditions and did not account for a reduction in wastewater flows resulting from displaced hotel/motel uses; therefore, the analysis of the mixed-use development wastewater impacts on wastewater collection is conservative because it considers a worst-case scenario. Final design of the alternatives with mixed-use development could result in a smaller number of housing units and amount of commercial floor area than described in Chapter 2, “Proposed Project and Project Alternatives.”

- ▲ Solid waste disposal estimates were determined through quantity estimates assumed under the Regional Plan Update EIS. This assumes that new jobs would be retail-based and would generate 1.9 tons of waste per year per employee, and that each new resident would generate 1.39 tons of waste per year (TRPA 2012a:3.13-10). Based on estimates by the California Department of Resources Recycling and Recovery (CalRecycle), 1 cubic yard of waste, compacted in a landfill, weighs 0.75 ton (CalRecycle 2016).
- ▲ The amount of demolition waste resulting in haul trips was estimated based on assumptions used in the air quality modeling conducted using California Emissions Estimator Model (CalEEMod), such as the amount of square footage of buildings displaced by the project (modeled by Ascent Environmental in 2016).

This evaluation provides qualitative information and analysis, to the extent feasible. Many of the impacts discussed below address effects that would be related to construction and operation of mixed-use development, including replacement housing, which are described at a program level as detailed information is not available at this time. As applications for the mixed-use development sites are submitted to the City, additional project-level evaluation would be required, including the necessary documentation under CEQA, NEPA, and TRPA regulations. Impacts on utilities and service systems would be limited to portions of the study area within California; because no changes to population levels would result in Nevada, there would be no impacts on public services and utilities for the Nevada portion of the study area.

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 TRPA and CEQA criteria used for this analysis.

TRPA Criteria

The “Public Services” and “Utilities” criteria from the TRPA Initial Environmental Checklist (IEC) were used to evaluate the public services and utilities impacts of the build alternatives. The purpose of the TRPA IEC is primarily to determine if an EIS is required and to help define the topics to be evaluated in greater detail. While many of the IEC checklist questions are conducive for use as significance criteria (that is, they include a defined standard, qualitative or quantitative), many are not, such as some of those for public services and utilities. The project would result in a significant impact on public services and utilities if it would:

- ▲ result in an unplanned effect on, or result in a need to alter, fire or law enforcement protection services;
- ▲ result in a need for new systems, or substantial alterations to existing systems, for power or natural gas, communication systems, stormwater drainage, or solid waste;

- ▲ utilize additional water that would exceed the maximum permitted capacity of the service provider; or
- ▲ utilize additional sewage treatment capacity that would exceed the maximum permitted capacity of the sewage treatment provider.

CEQA Criteria

Based on Appendix G of the State CEQA Guidelines, impacts on public services and utilities would be significant if the project would:

- ▲ result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for fire and law enforcement protection;
- ▲ create a water supply demand in excess of existing entitlements and resources;
- ▲ result in the determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- ▲ exceed wastewater treatment requirements of the applicable regional water quality control board;
- ▲ require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- ▲ be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- ▲ not comply with federal, state, and local statutes and regulations related to solid waste.

ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

Impact 3.5-1: Conflicts with existing utility infrastructure

Transportation improvements and construction of mixed-use development, including replacement housing, for Alternatives B, C, and D could result in conflicts with existing utility infrastructure and require relocation of utilities or access points to utility infrastructure (i.e., water, sewer, electrical, and natural gas services). Depending on the alternative, utility infrastructure that could be affected by the build alternatives is generally located at and around the existing US 50/Pioneer Trail and Pioneer Trail/Echo Road intersections and along existing US 50, Fern Road, Moss Road, Montreal Road, and the lake side of Lake Parkway. TTD would be required to coordinate with utility providers to address the project's conflicts with utility infrastructure. However, the extent to which existing utility infrastructure could be adversely affected, and plans for relocation, have not yet been determined, and plans for any necessary relocation have not yet been determined.

NEPA Environmental Consequences: Mitigation Measure 3.5-1 has been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible the environmental consequences related to conflicts with existing utility infrastructure; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, D, and E after implementation of Mitigation Measure 3.5-1; No Impact for Alternative A

The study area contains utility infrastructure for multiple utility providers in California and Nevada. Utility providers within the California portion of the study area include STPUD (water and wastewater), Lakeside Park Association (water), and Liberty Utilities (electricity). Utility providers within the Nevada portion of the study area include DCSID (wastewater), EWC (water), and NV Energy (electricity). Southwest Gas has natural gas infrastructure in both California and Nevada.

Alternative A: No Build (No Project)

With Alternative A, there would be no changes to existing utility lines associated with the project. Thus, there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Utility infrastructure that is located in the project site is related to water, sewer, electricity, natural gas, and communications. Alternative B would include the need to cap off and abandon underground utility lines, including for water, sewer, and natural gas, that serve parcels that would be acquired for the project. These parcels are along portions of Moss Road, Montreal Road, Echo Road, and Lake Parkway.

The realigned US 50 would not follow existing roadway alignments through the Rocky Point neighborhood west of the Heavenly Village Center and would involve construction of a new US 50/Pioneer Trail intersection, widening of existing roads, and displacement of existing residential, commercial, and hotel/motel buildings. These activities would interfere with operation of STPUD infrastructure, including water and sewer lines, sewer manholes, and hydrants shown in Exhibit 3.5-1. For Alternative B transportation improvements, relocation of utility infrastructure could occur at and around the existing US 50/Pioneer Trail intersection and along Moss Road, Montreal Road, and the lake side of Lake Parkway (Cotulla et al., pers. comm., 2016). STPUD has expressed concern about maintaining access to district facilities within the study area. As the project goes through further design refinements, TTD would continue coordination with STPUD to address relocation and reconstruction of specific water and sewer infrastructure within the study area and to ensure that access to district facilities is maintained.

Alternative B transportation improvements, including the new US 50/Pioneer Trail intersection, realigned US 50 through the Rocky Point neighborhood west of the Heavenly Village Center, new US 50/Heavenly Village Way intersection, and widening of the existing Montreal Road and Lake Parkway approximately 150 feet northeast of the existing Heavenly Village Way/Lake Parkway intersection, would interfere with operation of Liberty Utility electricity infrastructure. Liberty Utilities has indicated that the project would require realignment of electrical transmission facilities within the study area (Perra, pers. comm., 2016), including the existing 60 kV transmission lines that are located near the existing Montreal Road/Echo Road, the existing Montreal Road/Fern Road intersection, along Pioneer Trail between Echo Road and Primrose Road, and along the mountain side of Montreal Road between Echo Road and approximately 150 feet northeast of the Heavenly Village Way/Lake Parkway intersection.

Natural gas lines serving parcels that would be acquired for the project in the Rocky Point neighborhood west of Heavenly Village Center would need to be capped and abandoned. For Alternative B transportation improvements, relocation of natural gas infrastructure could occur at and around the existing US 50/Pioneer Trail intersection and along existing US 50, Moss Road, Montreal Road, and the lake side of Lake Parkway. As the project goes through further design refinements, TTD would coordinate with Southwest Gas to identify any gas lines that would need to be capped and abandoned within this neighborhood.

The transportation improvements and new sidewalk on the lake side of US 50 between Lake Parkway and State Route (SR) 207 would interfere with operation of NV Energy infrastructure. Specifically, overhead electricity lines and associated poles would need to be relocated beyond the edge of the new sidewalk and placed underground. As the project goes through further design refinements, TTD would coordinate with NV Energy to relocate this infrastructure. Alternative B would not interfere with operation of utilities located beyond the edge of the existing sidewalk on the lake side of US 50 northeast of the US 50/Lake Parkway intersection.

Other water, wastewater, and natural gas utility infrastructure in the Nevada portion of the study area are anticipated to remain in place, but could require some modifications to maintain access. TTD would be required to coordinate with DCSID, EWC, and Southwest Gas to address potential interference with access to their utility lines in the Nevada portion of the study area.

TTD would be required to coordinate relocation of affected utility infrastructure with utility providers prior to construction; however, the extent to which the existing utility infrastructure could be adversely affected, and plans for relocation, have not yet been determined. Thus, this impact would be **potentially significant** 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 conflicts with utility infrastructure.

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. Impacts of Alternative B mixed-use development, including replacement housing, related to interference with existing utility lines would be similar to those described above, including relocation of overhead electricity lines and access to water, sewer, and natural gas infrastructure.

With regard to mixed-use development Site 2, STPUD has expressed concern related to water lines and sewer gravity lines along Echo Road and Fern Road that extend through this site (Cotulla et al., pers. comm., 2016). The sewer gravity lines connect to a sewer main located in existing US 50. The conceptual plan for mixed-use development does not identify the locations where buildings would be placed on this site; thus, because the STPUD lines are in place under an encroachment permit, access to these lines could be eliminated. Eliminating access at this point in the water and sewer infrastructure system would require STPUD to install additional infrastructure to convey water and sewer flows around this site. Because mixed-use development, including replacement housing, on Site 2 could conflict with STPUD water and wastewater infrastructure at this location, this would be a **potentially significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the replacement housing at the mixed-use development sites as part of Alternative B to further reduce to the extent feasible the environmental consequences related to conflicts with utility infrastructure.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for conflicts with utility infrastructure as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts related to conflicts with utility infrastructure 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 result in a **potentially significant** impact from the potential for exposure of construction personnel and the public to recognized environmental conditions or previously undocumented contamination.

For the purposes of NEPA, 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 conflicts with utility infrastructure.

Alternative C: Triangle One-Way

Transportation Improvements

Impacts related to interference with existing utility lines would be similar to those described above for Alternative B transportation improvements. For these reasons, implementation of Alternative C transportation improvements would result in a **potentially 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 conflicts with utility infrastructure.

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. Impacts related to interference with existing utility lines would be similar to those described above for Alternative B mixed-use development, including replacement housing. For these reasons, implementation of Alternative C mixed-use development, including replacement housing, would result in a **potentially significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the replacement housing at the mixed-use development sites as part of Alternative C to further reduce to the extent feasible the environmental consequences related to conflicts with utility infrastructure.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for conflicts with utility infrastructure as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential conflicts with utility infrastructure 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 result in a **potentially significant** impact from the potential for conflicts with utility infrastructure.

For the purposes of NEPA, 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 conflicts with utility infrastructure.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Impacts related to interference with existing utility lines would be similar to those described above for Alternative B transportation improvements. The US 50 realignment for Alternative D would be shifted north compared to Alternative B, with a resulting shift in utility interference from a portion of Moss Road (with Alternative B) to portions of Echo Road and Fern Road (with Alternative D). For Alternative D transportation

improvements, relocation of utility infrastructure could occur at and around the existing US 50/Pioneer Trail and Pioneer Trail/Echo Road intersections and along US 50, Fern Road, Montreal Road, and the lake side of Lake Parkway. In spite of this shift in the locations of utility interference, the impacts of Alternative D on utilities would be similar in nature to those described for Alternative B transportation improvements. For these reasons, implementation of Alternative D transportation improvements would result in a **potentially 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 conflicts with utility infrastructure.

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. Impacts related to interference with existing utility lines would be similar to those described above for Alternative B with mixed-use development. Construction of the mixed-use development, including replacement housing, on Sites 1B and 2 for Alternative D would result in interference with access to STPUD water and sewer lines along Echo Road and Fern Road, as described above for Alternative B with mixed-use development. For these reasons, implementation of Alternative D with mixed-use development would result in a **potentially significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the replacement housing at the mixed-use development sites as part of Alternative D to further reduce to the extent feasible the environmental consequences related to conflicts with utility infrastructure.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for conflicts with utility infrastructure as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential conflicts with utility infrastructure 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 result in a **potentially significant** impact from the potential for conflicts with utility infrastructure.

For the purposes of NEPA, 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 conflicts with utility infrastructure.

Alternative E: Skywalk

Impacts related to interference with existing utility lines would be limited to the portion of the project study area within the Tourist Core that extends through the resort casinos. TTD has not yet determined the extent to which the existing utility infrastructure could be adversely affected, and plans for relocation have not yet been determined. However, it is anticipated that some relocation of underground utilities would be required as a result of placement of underground piles to support the raised pedestrian walkway structure. As discussed above for Alternative B transportation improvements, TTD would be required to coordinate with utility providers to address the project’s conflicts with utility infrastructure. However, the extent to which the existing utility infrastructure could be adversely affected by Alternative E and plans for relocation have not

yet been determined. For these reasons, this impact would be **potentially significant** 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 E to further reduce to the extent feasible conflicts with utility infrastructure.

Impact 3.5-2: Increased demand for water supply

Alternatives B, C, and D transportation improvements would generate water demand for dust suppression during construction that would be met by water trucks as necessary. Implementation of Alternatives B, C, and D mixed-use development, including replacement housing, would require water supplies for operation of residential and commercial uses and for fire suppression. Water demand associated with the mixed-use development, including replacement housing, would require additional water supplies; however, projected demand under each alternative would be substantially less than available supplies. Alternative E would generate water demand for dust suppression during construction, which would be met by water trucks as necessary.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize water demand environmental consequences such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

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

Alternative A: No Build (No Project)

With Alternative A, there would be no project activity and no changes to water supply. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B would include construction of the US 50 realignment, intersection improvements, pedestrian overcrossing into Van Sickle Bi-State Park, and pedestrian and bicyclist enhancements. Water would be required during the construction period for dust abatement and fire suppression. Water for dust abatement would be provided by water trucks. Water for fire suppression would be provided by existing hydrants in the study area. During construction activities, a certain number of fire hydrants would have to remain operational at all times, which would be specified in the project's construction documents. Existing fire hydrants in the Rocky Point neighborhood would be relocated during project construction to coincide with the new alignment. Fire hydrants along the mountain side of Lake Parkway also have the potential to be relocated as part of the project. Implementation of Alternative B without mixed-used development would result in a reduction in water demand during operation because residential, hotel/motel, and commercial uses would be removed and water demand associated with dust abatement would be temporary. Existing water demand associated with these displaced uses is 25,000 gpd (28 afy; see Table 3.5-3). 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 water demand such that no additional mitigation measures are needed or feasible to implement.

Table 3.5-3 Existing Uses and Proposed Uses Water Demand Comparison

| Alternative | Existing Water Demand for Displaced Uses ¹ (gpd/afy) | New Water Demand (gpd/afy) | Change in Water Demand (+ = increase/- = decrease; gpd/afy) |
|--|---|----------------------------|---|
| Transportation Improvements | | | |
| B: Triangle (Locally Preferred Action) | 25,000 (28) | 0 | -25,000 (-28) |
| C: Triangle One-Way | 24,000 (27) | 0 | -24,000 (-27) |
| D: PSR Alternative 2 | 29,000 (32) | 0 | -29,000 (-32) |
| With Mixed-Use Development | | | |
| B: Triangle (Locally Preferred Action) | 24,100 (27) | 117,550 (132) | 93,450 (105) |
| C: Triangle One-Way | 24,100 (27) | 117,550 (132) | 93,450 (105) |
| D: PSR Alternative 2 | 8,400 (9) | 119,680 (134) | 111,280 (125) |

¹ The numbers of displaced multi-family residential, single-family residential, TAUs, and CFA are identified in Tables 2-2 and 2-4 in Chapter 2, "Proposed Project and Project Alternatives." Multi-family residential, single-family residential, and TAU water demand factor = 200 gpd/unit. CFA water demand factor = 1.56 gpd/sq. ft. The existing water demand from TAUs is calculated using the average hotel occupancy rate in the City of South Lake Tahoe, which is 43 percent (TTD 2013:14).

Source: Compiled by Ascent Environmental, Inc. in 2016

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Construction of the mixed-use development, including replacement housing, would include water demand related to dust abatement and fire suppression. These demands are anticipated to be met through existing water supplies in the study area or by water trucks, as with construction of the project roadway improvements.

Alternative B mixed-use development, including replacement housing, and the transportation improvements would result in displacement of 88 housing units and 14 businesses, including hotel/motels, which would be replaced with up to 229 new housing units and 46,250 square feet of commercial floor area (CFA). Water demand generated by the mixed-use development is shown in Table 3.5-4. Operation of the residential and commercial uses in the mixed-use development would be anticipated to generate water demand equal to 117,550 gpd (132 afy). After displacement of residences, hotel/motels, and commercial units, this would be a net increase in water demand at the mixed-use development sites of 68,450 gpd (77 afy) after taking into account uses displaced by the mixed-use development and the right-of-way needs for the transportation improvements (see Table 3.5-3). This net increase in water demand represents less than 2 percent of the projected water supply and demand shown in Table 3.5-1 above.

As described above, STPUD would pump sufficient supply to meet the demands during each of the single and multiple dry year scenarios, without requiring a reduction in demand or supplemental supplies. Projected water demand within the STPUD service area (see Table 3.5-1) is well within the estimated safe pumping yield of 9,528 afy in the groundwater basin. Because the mixed-use development, including replacement housing, would be subject to density limitations in the Regional Plan and TCAP and would utilize commodity allocations for residential and CFA, it is reasonable to assume that the potential net increase in water demand in the project site resulting from the mixed-use development, including replacement housing, is within the growth assumptions used for determining future water demand in STPUD's UWMP.

Furthermore, STPUD has indicated that sufficient water supply and infrastructure are available to meet the demands of the mixed-use development (Coolidge and Goligoski, pers. comm., 2016). It is important to note that water demand would likely be lower than reported in Table 3.5-4, as new buildings would be equipped with more efficient toilets, water heaters, and other types of residential water uses.

Table 3.5-4 Mixed-Use Development, including Replacement Housing, Estimated Water Demand

| Alternative | Multi-Family Residential Units | Commercial Floor Area (square feet) | Multi-Family Residential Water Demand Factor (gpd/unit) | Commercial Water Demand Factor (gpd/square foot) | Total Multi-Family Residential Water Demand (gpd/afy) | Total Commercial Water Demand (gpd/afy) | Total Water Demand (gpd/afy) |
|--|--------------------------------|-------------------------------------|---|--|---|---|------------------------------|
| A: No Build (No Project) | NA | NA | NA | NA | NA | NA | NA |
| B: Triangle (Locally Preferred Action)/ C: Triangle One-Way ¹ | 227 | 46,250 | 200 | 1.56 | 45,400 (51) | 72,150 (81) | 117,550 (132) |
| D: PSR Alternative 2 | 224 | 48,000 | 200 | 1.56 | 44,800 (50) | 74,880 (84) | 119,680 (134) |
| E: Skywalk | NA | NA | NA | NA | NA | NA | NA |

Notes: NA = not applicable

¹ Because Alternatives B and C propose the same amount of mixed-use development, they would result in the same water demand and are shown together.

Source: Coolidge, pers. comm., 2016a

TRPA Code Section 32.4 does not allow project approval unless adequate quantity and quality of water for domestic consumption and fire protection are available, which would be demonstrated through the acquisition of a “will serve” letter from the applicable water purveyor, in this case STPUD for the mixed-use development. Because sufficient water supplies and water supply infrastructure, for residential and commercial use and fire flow, are available to meet demand associated with the mixed-use development, including replacement 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 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 water demand 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 increase in water demand as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects related to water demand 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 on water demand.

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 effects related to water demand such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements would be similar to Alternative B, except that the project footprint would be reduced. Water requirements for construction would be similar to those described above, including

for fire suppression during construction activities and with implementation of the project. Alternative C would displace fewer total housing units than Alternative B (see Table 2-2 in Chapter 2, “Proposed Project and Project Alternatives”). Existing water demand associated with these displaced housing units, CFA, and TAUs is 24,000 gpd (27 afy; see Table 3.5-3). Because water demand during construction would be minimal, short term, and likely supplied by water trucks from available sources, 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 water demand 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Alternative C mixed-use development, including replacement housing, and the transportation improvements would result in displacement of 83 housing units and 14 businesses, including hotel/motels, which would be replaced with up to 229 new housing units and 46,250 square feet of CFA. Operation of the residential and commercial uses in the mixed-use development would generate the same water demand described above for Alternative B with mixed-use development. After displacement of residences, hotel/motels, and commercial units, this would be a net increase in water demand at the mixed-use development sites of 69,450 gpd (78 afy) after taking into account uses displaced by the mixed-use development and the right-of-way needs for the transportation improvements (see Table 3.5-3). This net increase in water demand represents less than 2 percent of the projected water supply and demand shown in Table 3.5-1. Because sufficient water supplies and water supply infrastructure are available, as described above for Alternative B with mixed-use development, to meet the water demand from Alternative C mixed-use development, including replacement 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 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 water demand 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 increase in water demand as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects related to water demand 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 on water demand.

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 effects related to water demand 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 be similar to Alternative B, except that the project footprint would be reduced. Water requirements for construction would be similar to those described above for Alternative B, including for fire suppression during construction activities and with implementation of the project. Alternative D would displace fewer housing units than Alternatives B and C (see Table 2-2 in Chapter 2, “Proposed Project and Project Alternatives”). However, Alternative D transportation improvements would result in displacing a greater number of businesses compared to Alternatives B and C. Existing water demand associated with these displaced housing units, CFA, and TAUs is 29,000 gpd (32 afy; see Table 3.5-3). Because water demand for construction would be minimal, short term, and likely supplied by water trucks from available sources, 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 water demand 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Alternative D mixed-use development, including replacement housing, and the transportation improvements would result in displacement of 78 housing units and 10 businesses, including hotel/motels, which would be replaced with up to 224 new housing units and 48,000 square feet of CFA. Operation of the residential and commercial uses in the mixed-use development would generate water demand equal to 119,680 gpd (see Table 3.5-3). After displacement of residences, hotel/motels, and commercial units, this would be a net increase in water demand at the project site of 82,280 gpd (92 afy) after taking into account uses displaced by the mixed-use development and the right-of-way needs for the transportation improvements (see Table 3.5-3). This net increase in water demand represents less than 2 percent of the projected water supply and demand shown in Table 3.5-1. Because sufficient water supplies and water supply infrastructure are available to meet the water demand from Alternative D mixed-use development, including replacement housing, as described above for Alternative B mixed-use development, including replacement 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 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 water demand 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 increase in water demand as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects related to water demand 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 on water demand.

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 effects related to water demand such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

With Alternative E, water requirements for construction would be similar to those described above for Alternative B transportation improvements including for fire suppression during construction activities and with implementation of this alternative. Because water demand would be minimal, short term, and likely supplied by water trucks from available sources, 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 water demand such that no additional mitigation measures are needed or feasible to implement.

Impact 3.5-3: Increased demand for wastewater collection, conveyance, and treatment

Alternatives B, C, and D transportation improvements and Alternative E would not result in an increased demand on wastewater collection, conveyance, and treatment because construction workers would use portable toilets rather than public wastewater facilities.

Construction of mixed-use development, including replacement housing, for Alternatives B, C, and D would require additional wastewater collection, conveyance, and treatment to serve the additional residential and commercial development. Adequate capacity is available in the wastewater treatment plant to serve the wastewater flows generated by the mixed-use development, including replacement housing. However, the addition of wastewater flows from the mixed-use development would exceed the capacity of one segment of pipe in the wastewater collection and conveyance system near the McDonald's on Lake Tahoe Boulevard and contribute flows to another segment of pipe on Lakeshore Boulevard south of Park Avenue that is already over capacity.

Because no project activity would be implemented with Alternative A, there would be no change in demand for wastewater collection, conveyance, and treatment.

NEPA Environmental Consequences: Mitigation Measure 3.5-3 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment; No Impact for Alternatives A and E

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, and D after implementation of Mitigation Measure 3.5-3; Less Than Significant for Alternative E; No Impact for Alternative A

Alternative A: No Build (No Project)

With Alternative A, the project would not be implemented. Thus, there would be **no impact** on demand for wastewater collection, conveyance, and treatment for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)**Transportation Improvements**

With Alternative B transportation improvements, construction workers would be served by portable toilets. There would be no increase in wastewater collection, conveyance, and treatment needed to implement this scenario. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Alternative B with mixed-use development, including replacement housing, would result in displacement of 88 housing units and construction of up to 227 new housing units. Wastewater flows generated by the mixed-use development are shown in Table 3.5-5. Operation of the residential and commercial uses in the mixed-use development would generate wastewater flows equal to 99,935 gpd. After displacement of residences, hotel/motels, and commercial units for the mixed-use development and the right-of-way needs for the roadway improvements, Alternative B would result in an estimated net increase in wastewater generated at the project site of approximately 60,920 gpd (see Table 3.5-6).

Table 3.5-5 Mixed-Use Development Estimated Wastewater Flows

| Alternative | Multi-Family Residential Units | Commercial Floor Area (square feet) | Multi-Family Residential Wastewater Demand Factor (gpd/unit) | Commercial Wastewater Demand Factor (gpd/square feet) | Total Multi-Family Residential Wastewater Flows (gpd) | Total Commercial Wastewater Flows (gpd) | Total Wastewater Flows (gpd) |
|--|--------------------------------|-------------------------------------|--|---|---|---|------------------------------|
| A: No Build (No Project) | NA | NA | NA | NA | NA | NA | NA |
| B: Triangle (Locally Preferred Action)/ C: Triangle One-Way ¹ | 227 | 46,250 | 155 | 1.40 | 35,185 | 64,750 | 99,935 |
| D: PSR Alternative 2 | 224 | 48,000 | 155 | 1.40 | 34,720 | 67,200 | 101,920 |
| E: Skywalk | NA | NA | NA | NA | NA | NA | NA |

NA = not applicable

¹ Because Alternatives B and C propose the same amount of mixed-use development they would result in the same wastewater flows and are shown together here.

Source: Coolidge, pers. comm., 2016a

As described above, the STPUD WWTP has 3.7 mgd of available treatment capacity to meet future demand. The net increase in wastewater flow from Alternative B with mixed-use development, including replacement housing, represents less than 2 percent of the available WWTP capacity. Sufficient wastewater treatment capacity is available to meet the demands of Alternative B with mixed-use development.

The mixed-use development sites are located in areas that are currently served by wastewater collection infrastructure. Construction of the mixed-use development, including replacement housing, would be able to connect to this existing infrastructure. STPUD has indicated that the wastewater infrastructure in the Rocky Point neighborhood west of Heavenly Village Center is operating well (Cotulla et al., pers. comm., 2016). Preliminary modeling results provided by STPUD for the increase in wastewater flows from the project

indicate that the existing sewer system has available capacity to serve the project, with the exception of a 105-foot long section of pipe in the parking lot of McDonald's on Lake Tahoe Boulevard southwest of Wildwood Avenue, between sanitary sewer manhole (SSMH) BJ182 and SSMH BJ181 (Coolidge and Goligoski, pers. comm., 2016:3 - 4). The modeling indicates that with the addition of flows from the project, this section of pipe would surcharge. (Note: surcharging is an indicator of a potential sanitary sewer overflow condition.) Additionally, mixed-use development at Site 3 would contribute wastewater flows to an existing surcharge condition in SSMH BJ25 near Lakeshore Boulevard and Park Avenue.

Table 3.5-6 Existing Uses and Proposed Uses Wastewater Demand Comparison

| Alternative | Existing Wastewater Flows for Displaced Parcels ¹ (gpd) | New Wastewater Flows (gpd) | Change in Wastewater Flows (+ = increase/- = decrease; gpd) |
|--|--|----------------------------|---|
| Transportation Improvements | | | |
| B: Triangle (Locally Preferred Action) | 11,780 | 0 | -11,780 |
| C: Triangle One-Way | 11,005 | 0 | -11,005 |
| D: PSR Alternative 2 | 21,202 | 0 | -21,002 |
| With Mixed-Use Development | | | |
| B: Triangle (Locally Preferred Action) | 18,234 | 99,935 | 60,921 |
| C: Triangle One-Way | 18,234 | 99,935 | 70,696 |
| D: PSR Alternative 2 | 7,262 | 101,920 | 73,456 |

¹ Wastewater demand for existing uses was determined based on the estimated amount of commercial floor area (CFA) and housing units displaced by the alternatives. These estimates do not take into account the change in use of water from existing TAUs that would be displaced in order to be consistent with analysis conducted by STPUD; therefore, the estimated net change in wastewater flows are conservative. The wastewater demand factors are 1.4 gpd per square foot of CFA and 155 gpd per housing unit.

Source: Coolidge, pers. comm., 2016a, 2016b; Compiled by Ascent Environmental Inc. in 2016

The project-level environmental analysis that would be conducted for the detailed project design for the mixed-use development, including replacement housing, would include analysis of the exact magnitude of commercial and residential development on increased flows to the STPUD sanitary sewer system.

The capacity of the wastewater treatment plant is sufficient to serve the additional wastewater flows generated by Alternative B with mixed-use development. Because capacity of the wastewater collection/conveyance infrastructure in one section of sewer pipe would be exceeded with the addition of wastewater flows from Alternative B mixed-use development, including replacement housing, and would contribute wastewater flows to an existing surcharge condition in another section of sewer pipe this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the construction of the mixed-use development, including replacement housing, as part of Alternative B to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment 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 demand for wastewater collection, conveyance, and treatment as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential wastewater 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 **potentially significant** impact on wastewater demand.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative B to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment.

Alternative C: Triangle One-Way

Transportation Improvements

With Alternative C transportation improvements, construction workers would be served by portable toilets. There would be no increase in wastewater collection, conveyance, and treatment needed to implement this scenario. There would be **no impact** for purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Alternative C mixed-use development, including replacement housing, would result in displacement of 83 housing units that could be replaced with up to 227 new housing units. During operation, the residential and commercial uses in the mixed-use development would generate wastewater flows equal to 99,935 gpd. After displacement of residences, hotel/motels, and commercial units for the mixed-use development and the right-of-way needs for the roadway improvements, Alternative C would result in an estimated net increase in wastewater generated at the mixed-use development sites of approximately 70,700 gpd (see Table 3.5-6).

The net increase in wastewater flow from Alternative C represents less than 2 percent of the available WWTP capacity. Sufficient wastewater treatment capacity is available to meet the demands of Alternative C mixed-use development, including replacement housing. However, as described above for Alternative B mixed-use development, including replacement housing, STPUD staff has indicated that the addition of wastewater flows from Alternative C mixed-use development would result in surcharge of a sewer pipe near Lake Tahoe Boulevard southwest of Wildwood Avenue (between SSMH BJ182 and SSMH BJ181), would contribute wastewater flows to an existing surcharge condition at SSMH BJ25, and other segments of the collection system would be near their maximum capacity once project discharges are added (Coolidge and Goligoski, pers. comm., 2016:3 – 4).

The project-level environmental analysis that would be conducted for the detailed project design for the mixed-use development, including replacement housing, would include analysis of the exact magnitude of commercial and residential development on increased flows to the STPUD sanitary sewer system.

The capacity of the wastewater treatment plant is sufficient to serve the additional wastewater flows generated by Alternative C mixed-use development, including replacement housing. Because capacity of the wastewater collection/conveyance infrastructure in one section of sewer pipe would be exceeded with the addition of wastewater flows from Alternative C mixed-use development, including replacement housing, and would contribute wastewater flows to an existing surcharge condition in another section of sewer pipe this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the construction of the mixed-use development, including replacement housing, as part of Alternative C to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment 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 demand for wastewater collection, conveyance, and treatment as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential wastewater 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 **potentially significant** impact on wastewater collection, conveyance, and treatment.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

With Alternative D transportation improvements, construction workers would be served by portable toilets. There would be no increase in wastewater collection, conveyance, and treatment needed to implement this scenario. There would be **no impact** for purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Alternative D mixed-use development, including replacement housing, would result in displacement of 78 housing units that could be replaced with up to 224 new housing units. During operation, the residential and commercial uses in the mixed-use development would generate wastewater flows equal to 101,920 gpd. After displacement of residences, hotel/motels, and commercial units for the mixed-use development and the right-of-way needs for the roadway improvements, Alternative D would result in an estimated net increase in wastewater generated at the mixed-use development sites of approximately 73,460 gpd (see Table 3.5-6).

The net increase in wastewater flow from Alternative D represents less than 2 percent of the available wastewater treatment plant capacity. Sufficient wastewater treatment capacity is available to meet the demands of Alternative D with mixed-use development. However, as described above for Alternative B with mixed-use development, STPUD staff has indicated that the addition of wastewater flows from Alternative D with mixed-use development would result in a surcharge of a sewer pipe near Lake Tahoe Boulevard southwest of Wildwood Avenue (between SSMH BJ182 and SSMH BJ181) and other segments of the collection system would be near their maximum capacity once project discharges are added (Coolidge and Goligoski, pers. comm., 2016:3 – 4).

The project-level environmental analysis that would be conducted for the detailed project design for the mixed-use development, including replacement housing, would include analysis of the exact magnitude of commercial and residential development on increased flows to the STPUD sanitary sewer system.

The capacity of the wastewater treatment plant is sufficient to serve the additional wastewater flows generated by Alternative D with mixed-use development. Because capacity of the wastewater collection/conveyance infrastructure in one section of sewer pipe would be exceeded with the addition of wastewater flows from Alternative D mixed-use development, including replacement housing, and would contribute wastewater flows to an existing surcharge condition in another section of sewer pipe this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the construction of the mixed-use development, including replacement housing, as part of Alternative D to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment 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 demand for wastewater collection, conveyance, and treatment as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential wastewater 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 **potentially significant** impact on wastewater collection, conveyance, and treatment.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative D to further reduce to the extent feasible the environmental consequences related to demand for wastewater collection, conveyance, and treatment.

Alternative E: Skywalk

With Alternative E, construction workers would be served by portable toilets. There would be no increase in wastewater collection, conveyance, and treatment needed to implement this scenario. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

Impact 3.5-4: Increased generation of solid waste

Under the build alternatives, waste generated during land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities would require disposal. Under Alternatives B, C, and D mixed-use development, including replacement housing, scenarios, solid waste generation would increase over the long term as a result of new housing units and commercial units. However, the Lockwood Regional Landfill presently has a capacity of approximately 280 million cubic yards. Waste generated as part of the project would not represent a substantial proportion of remaining capacity at the landfill. Additionally, Alternatives B, C, D, and E would implement a Construction Waste Management Plan and divert a minimum of 65 percent of construction and demolition waste from the landfill.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize solid waste demand environmental consequences such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

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

Alternative A: No Build (No Project)

With Alternative A, the project would not be constructed. Thus, there would be no increase in population that could result in changes to solid waste generation. There would be **no impact** for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Implementation of Alternative B transportation improvements would require land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities. These activities are anticipated to generate approximately 5,700 cubic yards of solid waste, based on preliminary analysis (modeled by Ascent Environmental in 2016). Waste from demolition and site preparation activities would be hauled to and disposed of at Lockwood Regional Landfill in Storey County, Nevada, which has approximately 280 million cubic yards of available capacity (NDEP 2016). However, in accordance with Section 5.408 of the CALGreen Code, the project would submit and complete a Construction Waste Management Plan to the City of South Lake Tahoe and would recycle and/or salvage for reuse a minimum of 65 percent of construction and demolition (C&D) debris generated during project construction. Because adequate capacity is available to serve Alternative B transportation improvements and activities would be carried out in compliance with regulations pertaining to solid waste disposal and diversion of C&D waste, 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 environmental consequences related to solid waste disposal and C&D diversion 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As described above, Alternative B transportation improvements would generate 5,700 cubic yards of solid waste during construction and demolition of the roadway alignment. The addition of mixed-use development would result in construction of up to 46,250 square feet of commercial space and 227 housing units, for a net increase of 139 housing units. As discussed in Section 3.4, “Community Impacts,” on average this additional development would generate approximately 186 new jobs and a net increase of 317 residents. The net increase in waste generated by the mixed-use development, including replacement housing, for each alternative is shown in Table 3.5-7. Given assumptions made in the Regional Plan Update EIS (see “Methods and Assumptions” above), Alternative B mixed-use development, including replacement housing, would generate approximately 440 tons of waste per year from new residents and approximately 350 tons of waste per year from new jobs, for a total of approximately 790 tons (1,060 cubic yards) of waste per year. It is important to note that the amount of solid waste generated by Alternative B mixed-use development, including replacement housing, is substantially overestimated because the assumptions do not account for diversion of recyclable materials or waste reduction requirements, and assumes that retail uses would be placed in all new commercial units. This alternative would result in a small increase in solid waste generated (0.0004 percent) per year of the remaining approximately 280 million cubic yards of space available at Lockwood Regional Landfill. Additionally, prior to issuance of building permits, the mixed-use development proponents would be required to prepare and implement a Construction Waste Management Plan, which would result in diverting a minimum of 65 percent of C&D waste from the landfill. This impact would be **less than significant** for the purposes of CEQA and TRPA.

Table 3.5-7 Estimated Solid Waste Generated by Mixed-Use Development

| Alternative | Net Increase in Residents | Net Increase in Employees | Total Residential Waste ¹ (tons/year) | Total Commercial Waste ¹ (tons/year) | Total Waste (tons/year) | Total Waste (cubic yard/year) |
|--|---------------------------|---------------------------|--|---|-------------------------|-------------------------------|
| A: No Build | NA | NA | NA | NA | NA | NA |
| B: Triangle (Locally Preferred Action) | 317 | 186 | 441 | 353 | 794 | 1,059 |
| C: Triangle One-Way | 328 | 186 | 456 | 353 | 809 | 1,079 |
| D: PSR Alternative 2 | 333 | 210 | 463 | 339 | 862 | 1,149 |
| E: Skywalk | NA | NA | NA | NA | NA | NA |

¹ The solid waste generation factors used in the analysis of total solid waste generated are 1.39 tons per resident per year and 1.9 tons per employee per year.

NA = not applicable

Source: TRPA 2012a:3.13-10; CalRecycle 2016; compiled by Ascent Environmental 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 B would avoid or minimize the environmental consequences related to solid waste disposal 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 demand for solid waste disposal and C&D diversion as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential solid waste 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 **less-than-significant** impact on solid waste disposal.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the solid waste environmental consequences 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 require land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities. These activities would generate approximately 5,700 cubic yards of solid waste (modeled by Ascent Environmental in 2016). Waste from demolition and site preparation activities could be hauled to and disposed of at Lockwood Regional Landfill in Storey County, Nevada, which has approximately 280 million cubic yards of available capacity (NDEP 2016). However, some materials would be reused or recycled, including wood, concrete, and other types of masonry and drywall. While the amount of material diverted is unknown at this time, it is reasonable to assume that reuse and recycling of materials would occur to the extent feasible. As described above for Alternative B, Alternative C would implement a Construction Waste Management Plan and divert a minimum of 65 percent of C&D waste from the landfill. Because adequate capacity is available to serve Alternative C transportation improvements and construction activities would be carried out in compliance with regulations pertaining to solid waste disposal, 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 environmental consequences related to solid waste disposal and C&D diversion 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As described above, Alternative C transportation improvements would generate 5,700 cubic yards of solid waste during construction and demolition of the roadway alignment. The addition of mixed-use development would result in construction of up to 46,250 square feet of commercial space and a net increase of 144 housing units. As discussed in Section 3.4, “Community Impacts,” on average this would generate approximately 186 new jobs and a net increase of 328 residents. Given assumptions made in the Regional Plan Update Draft EIS (see “Methods and Assumptions” above), this additional development would amount to approximately 460 tons of waste from new residents and approximately 350 tons of waste from new jobs (see Table 3.5-7), for a total of approximately 810 tons (1,080 cubic yards) of waste per year. It is important to note that the amount of solid waste generated by Alternative C mixed-use development, including replacement housing, is substantially overestimated because the assumptions do not account for diversion of recyclable materials or waste reduction requirements, and assumes that retail uses would be placed in all new commercial units. This alternative would result in a small incremental increase (0.0004 percent) per year of the remaining approximately 280 million cubic yards of space available at Lockwood Regional Landfill. Additionally, as described above for Alternative B, Alternative C mixed-use development, including replacement housing, would implement a Construction Waste Management Plan and divert a minimum of 65 percent of C&D waste from the landfill. 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 environmental consequences related to solid waste disposal 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 demand for solid waste disposal and C&D diversion as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential solid waste 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 **less-than-significant** impact on solid waste disposal.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the solid waste environmental consequences 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 require land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities. These activities are anticipated to generate 5,700 cubic yards of solid waste (modeled by Ascent Environmental in 2016). Waste from demolition and site preparation activities could be hauled to and disposed of at Lockwood Regional Landfill in Storey County, Nevada, which has approximately 280 million cubic yards of available capacity (NDEP 2016). However, some materials would be reused or recycled, including wood, concrete, and other types of masonry and drywall. While the amount of material diverted is unknown at this time, it is reasonable to assume that reuse and recycling of materials would occur to the extent feasible. Because adequate capacity is available to serve Alternative D transportation improvements and activities would be carried out in compliance with regulations pertaining to C&D waste diversion minimum requirements and solid waste disposal, 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 environmental consequences related to solid waste disposal and C&D diversion 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As described above, Alternative D transportation improvements would generate 5,700 cubic yards of solid waste during construction and demolition of the roadway alignment. The addition of mixed-use development would result in construction of up to 48,000 square feet of commercial space and a net increase of 132 housing units. As discussed in Section 3.4, “Community Impacts,” on average this additional development would generate approximately 210 new jobs and a net increase of 333 residents. Given assumptions made in the Regional Plan Update Draft EIS (see “Methods and Assumptions” above), this would amount to approximately 460 tons of waste from new residents and approximately 400 tons of waste from new jobs, for a total of approximately 860 tons (1,150 cubic yards) of waste per year (see Table 3.5-7). It is important to note that the amount of solid waste generated by Alternative D mixed-use development, including replacement housing, is substantially overestimated because the assumptions do not account for diversion of recyclable materials or waste reduction requirements, and assumes that retail uses would be placed in all new commercial areas. This alternative would result in a small incremental increase (0.0004 percent) per year of the remaining approximately 280 million cubic yards of space available Lockwood Regional Landfill. Additionally, as described above for Alternative B, Alternative D mixed-use development, including replacement housing, would implement a Construction Waste Management Plan and divert a minimum of 65 percent of C&D waste from the landfill. 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 environmental consequences related to solid waste disposal 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 demand for solid waste disposal and C&D diversion as described for the mixed-use

development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential solid waste 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 **less-than-significant** impact on solid waste disposal.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the solid waste environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Implementation of Alternative E would require land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities. The disturbance area for construction of Alternative E is smaller than that for Alternative B, and implementation of Alternative E would not involve the displacement of residential, hotel/motel, and commercial buildings that would occur with Alternative B. For these reasons, construction activities for Alternative E are anticipated to generate less solid waste than Alternative B. Wastes from demolition and site preparation activities could be hauled to and disposed of at Lockwood Regional Landfill, which has approximately 280 million cubic yards of available capacity (NDEP 2016). As described above for Alternative B, Alternative E would implement a Construction Waste Management Plan and divert a minimum of 65 percent of C&D waste from the landfill. Because adequate capacity is available to serve Alternative E and activities would be carried out in compliance with regulations pertaining to solid waste disposal, 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 environmental consequences related to solid waste disposal and C&D diversion such that no additional mitigation measures are needed or feasible to implement.

Impact 3.5-5: Inefficient and wasteful consumption of energy

The energy used for project construction would not require substantial additional power generation capacity or substantially increase peak or base-period demand for electricity and other forms of energy. New housing units associated with Alternatives B, C, and D mixed-use development, including replacement housing, would be required to meet Title 24 standards for energy efficiency. The mixed-use development sites would be concentrated within walking distance of retail, restaurants, and services. In addition, vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the Region.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the environmental consequences related to inefficient or wasteful consumption of energy; No Impact for Alternative A

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

Alternative A: No Build (No Project)

With Alternative A, the project would not be constructed. Thus, there would be no increase in population that could result in changes to energy consumption. There would be **no impact** for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Energy would be required to construct project elements, operate and maintain construction equipment, and produce and transport construction materials. The one-time energy expenditure required to construct the physical infrastructure associated with Alternative B transportation improvements would be non-recoverable. Most energy consumption would result from operation of construction equipment, and actual indirect energy consumption (e.g., waste transport and disposal) may vary from the modeled values, depending on the final design of individual structures. The energy used for project construction would not require substantial additional capacity or substantially increase peak or base-period demand for electricity and other forms of energy. The project has no unusual characteristics that would necessitate the use of construction equipment that would be less energy efficient than typical equipment used at comparable construction sites in other parts of the state. Non-renewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction sites 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 environmental consequences related to inefficient or wasteful consumption of energy 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Alternative B mixed-used development, including replacement housing, would result in a net increase in the number of housing units within the study area and, therefore, an increase in the amount of electricity and natural gas needed. Project operation would be typical of residential and commercial uses, requiring electricity and natural gas for lighting, climate control, and day-to-day activities. Operational energy use would also include landscape maintenance, snow removal equipment, and groundwater well operation. Indirect energy use would include wastewater treatment and solid waste removal. Electricity and natural gas supplies, from Liberty Energy and Southwest Gas Corporation, would be available to serve the mixed-use development, including replacement housing, proposed for Alternative B (Perra, pers. comm., 2016; Echeverria, pers. comm., 2016).

The project would be required to meet Title 24 standards for energy efficiency. Identified housing and commercial areas would be concentrated within walking distance of retail, restaurants, and services. The demolition and replacement of housing within the study area would provide an opportunity to update outdated infrastructure and improve energy-efficiency of buildings. Fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the Region. The project is located near public transportation and in an urban area, consistent with sustainable community design practices. As discussed further in Impact 3.14-1 in Section 3.14, “Greenhouse Gas Emissions and Climate Change,” the project would meet the GHG efficiency standard established in the 2020 statewide GHG emissions target.

Appendix F of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient, and unnecessary” energy usage (Public Resources Code Section 21100[b][3]). While the project would increase

the overall energy demand in the study area, new construction would provide an opportunity to decrease per capita energy usage compared to the existing housing through design considerations. In addition, due to the location of the project near an urban center, mixed-use development would be consistent with sustainable community design practices, which are generally intended to reduce GHG emissions associated with fuel consumption. Thus, Alternative B mixed-use development, including replacement housing, would not result in an inefficient or wasteful consumption of energy. 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 environmental consequences related to inefficient or wasteful consumption of energy 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 inefficient or wasteful consumption of energy as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts related to inefficient or wasteful consumption of energy 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 on inefficient or wasteful consumption of energy.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the environmental consequences of inefficient or wasteful consumption of energy such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Energy use with Alternative C transportation improvements would be the same as with Alternative B. For the reasons discussed above for Alternative B, 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 environmental consequences related to inefficient or wasteful consumption of energy 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Energy use for Alternative C mixed-use development, including replacement housing, would be the same as for Alternative B. For the reasons discussed above for Alternative B, 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 environmental consequences related to inefficient or wasteful consumption of energy 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 inefficient or wasteful consumption of energy as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts related to inefficient or wasteful consumption of energy 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 on inefficient or wasteful consumption of energy.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the environmental consequences of inefficient or wasteful consumption of energy such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Energy use with Alternative D transportation improvements would be the same as with Alternative B. For the reasons discussed above for Alternative B, 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 environmental consequences related to inefficient or wasteful consumption of energy 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Energy use for Alternative D mixed-use development, including replacement housing, would be the same as for Alternative B. For the reasons discussed above for Alternative B, 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 environmental consequences related to inefficient or wasteful consumption of energy 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 inefficient or wasteful consumption of energy as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts related to inefficient or wasteful consumption of energy 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 on inefficient or wasteful consumption of energy.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the environmental consequences of inefficient or wasteful consumption of energy such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Energy use with Alternative E would have characteristics similar to Alternative B; however, construction activities would be less extensive, leading to substantially less energy use. For the reasons discussed above for Alternative B, 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 environmental consequences related to inefficient or wasteful consumption of energy such that no additional mitigation measures are needed or feasible to implement.

Impact 3.5-6: Increased demand for law enforcement and fire and emergency services

Multiple local, state, and federal agencies provide police, fire, and emergency services to the study area throughout high and low tourist seasons. Because Alternatives B, C, and D transportation improvements would not result in an increased population, there would be no increase in demand for police, fire, or emergency services. With Alternatives B, C, and D mixed-use development, including replacement housing, population increases would not be substantial enough to require additional police, fire, or emergency services. Demand for law enforcement, fire, and emergency services would not increase with Alternatives A and E.

NEPA Environmental Consequences: The design features of Alternatives B, C, and D would avoid or minimize environmental consequences related to demand for law enforcement, fire, and emergency services 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

Alternative A: No Build (No Project)

With Alternative A, the project would not be constructed. Thus, there would be no increase in population that could result an increased demand for law enforcement or fire and emergency services. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

The study area is located in a tourist destination, marked by a variety of active recreational opportunities, including boating, hiking, cycling, skiing, and passive forms of recreation. Multiple local, state, and federal agencies provide police, fire, and emergency services to the study area throughout high and low tourist seasons. Areas within the study area are currently developed and are served by the South Lake Tahoe Police Department, SLTFD, and TDFPD. Without construction of new mixed-use development, including replacement housing, the permanent population within the study area would decrease with demolition of housing units; however, fluctuations in population related to tourism would not be altered by the project and would continue to occur on a seasonal basis. Furthermore, displaced residents are expected to relocate within the City of South Lake Tahoe (see discussion under “Mixed-Use Development including Replacement Housing” below), thus, the population levels served by law enforcement and fire and emergency services would not substantially change. Because Alternative B transportation improvements would not result in an increase in the population, there would be no increase in demand for police, fire, or emergency services and, therefore, **no impact** for the purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of mixed-use development, including replacement housing, with Alternative B would result in the construction of up to 212 residential units and removal of 92 housing units. While the City of South Lake Tahoe is not subject to a performance standard regarding law enforcement levels (City of South Lake Tahoe 2010:4.11-12), the ratio of sworn officers to housing units is approximately 1:419 (37 sworn officer:15,500 residential units). Given a net increase of up to 139 housing units, new facilities to support additional law enforcement needs would not be required. Likewise, the SLTFD does not have a standard ratio goal for fire and emergency services. Population increases associated with 139 housing units would not be substantial compared to the more than 15,500 housing units currently served. Regardless, Alternative B mixed-use development, including replacement housing, would be required to analyze the effects related to fire protection, law enforcement, and emergency response services, including consultation with these service providers. 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, for Alternative B would avoid or minimize the effects related to demand for fire protection, law enforcement, and emergency response services 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 demand for fire protection, law enforcement, and emergency response services as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects related to increased demand for fire protection, law enforcement, and emergency services 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 on demand for fire protection, law enforcement, and emergency response services.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the effects related to demand for fire protection, law enforcement, and emergency response services such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Because Alternative C transportation improvements would not result in an increase in the population, there would be no increase in demand for police, fire, or emergency services. For the reasons described above for Alternative B, there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of mixed-use development, including replacement housing, as part of Alternative C would result in a net increase of up to 144 housing units; new facilities to support additional law enforcement needs would not be required. Likewise, the SLTFD does not have a standard ratio goal for fire and emergency services. Population increases associated with 144 housing units would not be substantial compared to the more than 15,500 housing units currently served. 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, for Alternative C would avoid or minimize the effects related to demand for fire protection, law enforcement, and emergency response services 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 demand for fire protection, law enforcement, and emergency response services as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects related to increased demand for fire protection, law enforcement, and emergency services 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 on demand for fire protection, law enforcement, and emergency response services.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the effects related to demand for fire protection, law enforcement, and emergency response services such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Because Alternative C transportation improvements would not result in an increase in the population, there would be no increase in demand for police, fire, or emergency services. For the reasons described above for Alternative B, there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of mixed-use development, including replacement housing, with Alternative D would result in a net increase of up to 146 housing units; new facilities to support additional law enforcement needs would not be required. Likewise, the SLTFD does not have a standard ratio goal for fire and emergency services. Population increases associated with 146 housing units would not be substantial compared to the more than 15,500 housing units currently served. 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, for Alternative D would avoid or minimize the effects related to demand for fire protection, law enforcement, and emergency response services 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 demand for fire protection, law enforcement, and emergency response services as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects related to increased demand for fire protection, law enforcement, and emergency services 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 on demand for fire protection, law enforcement, and emergency response services.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the effects related to demand for fire protection, law enforcement, and emergency response services 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 pedestrian walkway over US 50 through the resort-casino portion of the Tourist Core. No residents would be displaced with Alternative E and no new residences would be constructed. For these reasons, Alternative E would not result in an increase in the population or associated demand for police, fire, or emergency services. Furthermore, Alternative E would not require additional personnel or construction of new facilities associated with police, fire, or emergency services. For these reasons, there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

Impact 3.5-7: Increased demand for public schools

Implementation of Alternatives B, C, and D transportation improvements would result in a decrease in population due to the removal of housing units. This is likely to reduce the number of students in the study area and would not require the construction of additional public schools. With Alternatives B, C, and D mixed-use development, including replacement housing, the number of additional students would be minimal compared to the total student population of the school district and typical fluctuation in enrollment at nearby public schools. Schools would not be affected with Alternative A and E.

NEPA Environmental Consequences: The design features of Alternatives B, C, and D would avoid or minimize the environmental consequences related to demand for schools; 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

Alternative A: No Build (No Project)

With Alternative A, the project would not be constructed. Thus, there would be no increase in population that could result in additional enrollment at public schools. 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, population would decrease due to demolition of housing units. Thus, new schools would not be required and there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

With Alternative B mixed-use development, including replacement housing, a net increase of 139 housing units could be constructed. Public schools in the project vicinity include Bijou Community School, South Tahoe Middle School, and South Tahoe High School (see Table 3.5-2 for a complete list of schools in the Lake Tahoe Unified School District). No specific data related to student generation rates exist for the South Lake Tahoe area; however, the El Dorado County estimated rate is 0.338 students per household. According to this rate, the mixed-use development, including replacement housing, could result in approximately 47 new students. This increase would not be substantial compared to the currently enrolled 3,881 students

(2014/2015 school year); would not be substantial compared to the fluctuations in enrollment over the past 5 years (3,793 to 3,881 students); and would not exceed levels observed in the district in the past (Table 3.5-2). As described in Impact 3.4-3 and shown in Table 3.4-9, the small potential increase in permanent employment would be met by the existing local workforce and, thus, would not be expected to increase the population or result in an increase in demand for schools. Thus, no new school facilities would be required and 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 environmental consequences related to demand for schools 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 demand for schools as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential school demand 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 **less-than-significant** impact on wastewater collection, conveyance, and treatment.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the environmental consequences related to demand for schools such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

With Alternative C transportation improvements, population would decrease due to demolition of housing units. Thus, new schools would not be required and there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

With Alternative C mixed-use development, including replacement housing, a net increase of 144 housing units could be constructed. According to the El Dorado County estimated student generation rate, the mixed-use development, including replacement housing, could result in approximately 49 new students. This increase would not be substantial compared to the currently enrolled 3,881 students (2014/2015 school year); would not be substantial compared to the fluctuations in enrollment over the past 5 years (3,793 to 3,881 students); and would not exceed levels observed in the district in the past (Table 3.5-2). Thus, no new school facilities would be required and 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 environmental consequences related to demand for schools 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 demand for schools as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential school demand 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 **less-than-significant** impact on wastewater collection, conveyance, and treatment.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the environmental consequences related to demand for schools such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

With Alternative D transportation improvements, population would decrease due to demolition of housing units. Thus, new schools would not be required and there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

With Alternative D mixed-use development, including replacement housing, a net increase of 146 housing units could be constructed. According to the El Dorado County estimated student generation rate, the mixed-use development, including replacement housing, could result in approximately 49 new students. This increase would not be substantial compared to the currently enrolled 3,881 students (2014/2015 school year); would not be substantial compared to the fluctuations in enrollment over the past 5 years (3,793 to 3,881 students); and would not exceed levels observed in the district in the past (Table 3.5-2). Thus, no new school facilities would be required and 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 environmental consequences related to demand for schools 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 demand for schools as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential school demand 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 **less-than-significant** impact on wastewater collection, conveyance, and treatment.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the environmental consequences related to demand for schools 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 pedestrian walkway over US 50 through the resort-casino portion of the Tourist Core. No residents would be displaced by Alternative E and no new residences would be constructed. As described in Impact 3.4-3 and shown in Table 3.4-9, the small potential increase in permanent employment would be met by the existing local workforce and, thus, would not be expected to increase the population or result in an increase in demand for schools. Alternative E would not generate additional demand for school services, and no new school facilities would be required to be constructed. For these reasons, there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

3.5.4 Avoidance, Minimization, and/or Mitigation Measures

Mitigation Measure 3.5-1: Prepare and implement a Utility Relocation Plan

This mitigation measure is required for Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, and Alternative E, for the purposes of NEPA, CEQA, and TRPA.

Before the start of construction-related activities, including demolition of displaced residential, hotel/motel, and commercial buildings, the TTD (and the project proponent for the mixed-use development) shall coordinate with STPUD, DCSID, EWC, Lakeside Park Association, Liberty Utilities, NV Energy, and Southwest Gas Corporation to relocate utility infrastructure, which is dependent on the alternative and could include infrastructure at and near the existing US 50/Pioneer Trail and Pioneer Trail/Echo Road intersections and along US 50, Fern Road, Moss Road, Primrose Road, Montreal Road, and the lake side of Lake Parkway. The final design plans for the transportation improvements submitted to Caltrans and NDOT shall identify all utility relocations affected by the transportation improvements. To minimize disruption to utility services, relocation of the utility lines shall occur after any required clearing and demolition within the study area and before construction of the realigned US 50 and other transportation improvements. Actions needed to comply with this mitigation measure include coordination with each affected utility company to prepare a utility relocation plan that would, at a minimum, include the following:

- ▲ plans that identify the utility infrastructure elements that require relocation as a result of constructing the project transportation improvements and mixed-use development, including replacement housing;
- ▲ safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines;

- ▲ timing for completion of the utility infrastructure relocation as part of construction of the transportation improvements and mixed-use development, including replacement housing, which shall be scheduled to minimize disruption to the utility companies and their customers;
- ▲ reparations, if required, and certification of necessary additional environmental evaluations and pertinent processes (e.g., CEQA, NEPA, and/or TRPA documents and requirements), all of which shall be completed, as necessary, before final plans for the mixed-use development, including replacement housing, are permitted;
- ▲ preparation and approval by a licensed civil engineer; and
- ▲ approval as adequate by the affected utility companies and Caltrans, NDOT, TTD, and TRPA, as necessary.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1 would reduce potentially significant impacts related to interference with utility infrastructure because TTD would coordinate with affected utility companies, engineering studies, and environmental analyses to ensure that all utility realignment and/or relocation plans are feasible and compliant with federal, state, and local regulations. Because the utility relocations would occur simultaneously with construction of the project and would be within the project disturbance area (i.e., the study area), the effects of the utility line relocations on the environment would be similar to, and not greater than, the environmental effects of the project, which are assessed throughout the resource sections in this document. Implementation of this measure would reduce impacts to a **less-than-significant** level for all build alternatives for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences related to interference with utility infrastructure from implementing the build alternatives with Mitigation Measure 3.5-1 **would not be adverse**.

Mitigation Measure 3.5-3: Ensure sufficient capacity in the STPUD wastewater collection and conveyance system

This mitigation measure is required for Alternatives B, C, and D mixed-use development, including replacement housing, for the purposes of NEPA, CEQA, and TRPA.

Prior to completion of project-level environmental review for the mixed-use development, including replacement housing, the project applicant shall coordinate with STPUD to determine the wastewater conveyance demand for a detailed project design, including the number of housing units and square footage of commercial floor area. If STPUD finds that the project-generated peak wastewater flows cause the STPUD line between SSMH BJ182 and SSMH BJ181 to surcharge, then STPUD and the project applicant shall develop plans for and construct improvements that would allow for conveyance of buildout wastewater flows. The project applicant shall be responsible for covering the cost of improvements that would be needed to serve the mixed-use development. The improvements shall be constructed to meet peak wet weather flows in the sewer line between SSMH BJ182 and SSMH BJ181, located near McDonald's and Lake Tahoe Vacation Resort on Lake Tahoe Boulevard. The plans shall identify the timing of the improvements, and that the capacity of the line will be available when needed by the mixed-use development. Replacement of this sewer line shall be completed prior to occupancy of the mixed-use development.

If STPUD finds that project-generated peak wastewater flows contribute to an existing surcharge condition at SSMH BJ25, then STPUD and the project applicant shall either develop plans for and construct improvements that would allow for the conveyance of buildout wastewater flows. Alternatively, the project applicant would be required to pay their fair share towards improvements at SSMH BJ25.

The project applicant shall provide a will-serve letter from STPUD that indicates their wastewater treatment collection and conveyance infrastructure has adequate capacity to serve the mixed-use development,

including replacement housing, and that any necessary improvements to the system have been completed prior to the issuance of occupancy permits by the City of South Lake Tahoe.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-3 would reduce potentially significant impacts related to sufficient capacity in the STPUD wastewater collection and conveyance system because the project applicant would coordinate with STPUD to determine whether the mixed-use development, including replacement housing, would result in surcharging a segment of pipe in the collection system. If the mixed-use development would require replacement of a 105-foot segment of sewer pipe between SSMH BJ182 and SSMH BJ181 then the applicant would construct, in consultation with STPUD, and pay for the necessary improvement prior to when the capacity would be needed for the mixed-use development. Additionally, if the mixed-use development would require improvements to be made at SSMH BJ25 to serve the project, then the project applicant and STPUD would coordinate the completion of these improvements and/or the project applicant would pay their fair share towards improvements at SSMH BJ25.

Replacement of the 105-foot segment of sewer pipe between SSMH BJ182 and SSMH BJ181 would likely include trenching activities within the parking lot of McDonald's on Lake Tahoe Boulevard, which is outside of the study area for the project. The pipe replacement would not result in ground disturbance of any previously undisturbed areas. Because the construction activities would adhere to standard construction practices (including construction outside of noise-sensitive times of day), no unique noise impacts would occur. No new above ground structures would be constructed, thus there would be no significant effects on views from a scenic roadway.

Improvements that could be required at SSMH BJ25, located near Lakeshore Boulevard and Park Avenue outside of the project site, would likely include trenching activities. Infrastructure replacement, which could include sewer pipe, would not result in ground disturbance of any previously undisturbed areas. Because the construction activities would adhere to standard construction practices (including construction outside of noise-sensitive times of day), no unique noise impacts would occur. No new above ground structures would be constructed, thus there would be no significant effects on views from a scenic roadway.

Implementation of this measure would reduce impacts to a **less-than-significant** level for Alternatives B, C, and D mixed-use development, including replacement housing, for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences on capacity of the STPUD wastewater collection and conveyance system from implementing Alternatives B, C, and D mixed-use development, including replacement housing, with Mitigation Measure 3.5-3 **would not be adverse**.

3.6 TRAFFIC AND TRANSPORTATION

This section evaluates the impacts on the vehicular, transit, bicycle, and pedestrian components of the transportation system that may result from implementation of each of the alternatives. The traffic and transportation regulatory framework and existing environmental setting are described, and the impacts of each alternative are identified and assessed.

The build alternatives involve improvements to existing transportation infrastructure that are scheduled to be constructed by 2020 (or shortly thereafter) and are evaluated for impacts in that year (opening day). Daily trip increases on opening day are the result of trips generated by currently planned development in the project area that is anticipated to be completed by 2020, and by a year-over-year traffic growth rate applied to the region. The adopted Tourist Core Area Plan (TCAP) includes planned development for the vicinity of the project. Total development in that plan area and the Lake Tahoe Region would be controlled by the Lake Tahoe Regional Plan and its limits on land use commodities, such as tourist accommodation units (with or without the project). The proposed transportation improvements are intended to help support revitalization of the tourist core area in a manner consistent with existing plans by enhancing the quality of vehicular and non-vehicular mobility in the area. No new daily trips would be created as a direct result of the transportation improvements under any of the alternatives because the project is a traffic operations project and does not increase overall highway system capacity. The project would accommodate traffic generated by full build out of the TCAP, anticipated to occur by 2040. Because the primary controlling factors on the amount of development in the tourist core area at buildout are the local and regional plans and their limits on land use commodities and because the overall capacity of the highway system would not be increased, indirect growth or inducement of trips beyond those included in the transportation modeling would not occur.

Construction of the mixed-use development sites as a relocation opportunity for displaced uses is proposed with Alternatives B, C, and D. It would be constructed after opening day (2020) and before the long-term planning Design Year (2040). The generation of new daily trips would occur only after occupancy of the mixed-use development, so it is evaluated in the 2040 Design Year analysis presented in this section and is summarized in Section 3.19, “Cumulative Impacts,” of the EIR/EIS/EIS.

Several scoping comments were received that related to issues or topics addressed in this section. The City of South Lake Tahoe requested that the EIR/EIS/EIS analyze impacts at all affected intersections and road segments, including surrounding local streets; impacts on bicycle and pedestrian traffic and transit service; and short-term impacts during construction, including construction traffic routing and potential impacts on business access and parking. Other comments requested analysis of vehicle and pedestrian access, traffic flow for businesses in the US 50/Casino Corridor area, impacts on parking, and the potential impact of a roundabout configuration on large semi-trucks traveling through the area.

One TRPA and two CEQA threshold topics are dismissed from further evaluation in this section. Because the project involves improvements to existing transportation infrastructure without providing access to previously unserved property or increasing the overall highway system capacity, no new daily trips are anticipated to occur as a result of implementation of the project in this time frame. Thus, the generation of new daily vehicle trips would not occur with project implementation in 2020 and this topic is not discussed further. No alternative would result in increasing, creating, or interfering with waterborne, rail traffic, or air traffic. The project alternatives would have no impact on waterborne or rail traffic and these issues are not discussed further in the EIR/EIS/EIS. None of the build alternatives would install sharp curves or dangerous intersections, or result in incompatible uses, such as farm equipment. Thus, impacts related to increased traffic safety hazards because of a design feature are not discussed further in the EIR/EIS/EIS. In addition, impacts related to recreation access are addressed in Section 3.3, “Parks and Recreational Facilities.”

The primary source of information referenced for this section is the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Wood Rodgers 2016a; included as Appendix I of this EIR/EIS/EIS).

3.6.1 Regulatory Setting

FEDERAL

Federal environmental laws or regulations related to traffic or transportation are applicable to the alternatives evaluated in this EIR/EIS/EIS.

Federal Highway Administration (FHWA) directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

TAHOE REGIONAL PLANNING AGENCY

Revised Tahoe Regional Planning Compact (Public Law 09-551)

The Tahoe Regional Planning Compact originally adopted in 1969 was revised in 1980, which provided TRPA with the mission to lead the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region. In addition to providing direction for TRPA to adopt Environmental Threshold Carrying Capacities (thresholds) among other duties and operating requirements, the Compact also includes prescriptions for transportation planning as part of the regional plan. As identified by the Compact, the goal of the transportation plan is to reduce dependency on the automobile by making more effective use of existing transportation modes and public transit. Additionally, Article V(2) of the Compact specifically requires consideration of “completion of the Loop Road in the States of California and Nevada.”

Lake Tahoe Regional Plan

The Regional Plan describes the needs and goals of the Lake Tahoe Region and provides statements of policy to guide decision making as it affects the region’s resources and remaining capacities (TRPA 2012c). The intent of the Regional Plan is to help guide decision making as it affects the growth and development of the Lake Tahoe Region. The Regional Plan directs the planning activities of numerous governmental jurisdictions and utility service districts within the Region. In addition to the Goals and Policies, TRPA’s authority to regulate growth and development in the Region is carried out through implementation of the thresholds, Code of Ordinances, and other guidance documents that include plan area statements (PASs), community plans, and area plans.

Level of Service Requirements

Chapter 3, Transportation Element, of the Regional Plan provides goals and policies that are intended to establish a safe, efficient, and integrated transportation system that provides quality mobility options for all sectors of the population, supports the region’s economic base, enhances quality of life, and maximizes opportunities for environmental benefits.

The Transportation Element includes transportation goals, policies, and implementation measures that address multiple aspects of transportation planning and interact to create a successful multi-modal

transportation system. TRPA's Goals and Policies set standards for vehicle level of service (LOS) (defined in "Affected Environment" below). The TRPA Goals and Policies require that peak-period traffic flow not exceed the following:

- ▲ LOS C on rural recreational/scenic roads;
- ▲ LOS D on rural developed area roads;
- ▲ LOS D on urban developed area roads;
- ▲ LOS D for signalized intersections; and
- ▲ LOS E may be acceptable during peak periods in urban areas, not to exceed four hours per day.

Code of Ordinances

Changes in daily vehicle trips as a result of a change in project operation are discussed in Section 65.2, Traffic and Air Quality Mitigation Program, of the TRPA Code of Ordinances. A trip is defined as one directional vehicle movement to or from a project area. The Code does not address transportation or traffic related to construction activities.

Chapter 65: Air Quality/Transportation of the TRPA Code provides the following definitions related to traffic volumes:

- ▲ Significant Increase - an increase of more than 200 daily vehicle trips, as determined from the TRPA trip table or other competent technical information;
- ▲ Minor Increase - an increase of more than 100 but not more than 200 daily vehicle trips, as determined from the TRPA trip table or other competent technical information; and
- ▲ Insignificant Increase - an increase of 100 or fewer daily vehicle trips, as determined from the TRPA trip table or other competent technical information.

If a project results in a significant increase in daily vehicle trips, all traffic and air quality impacts must be mitigated consistent with the environmental thresholds, the Goals and Policies, the Regional Transportation Plan, and the 1992 Air Quality Plan.

Environmental Threshold Carrying Capacities

In August 1982, TRPA adopted Resolution No. 82-11, which included the thresholds related to a variety of resource topics for the Lake Tahoe Region. Although threshold standards are not assigned specifically to transportation, two air quality standards are set forth in terms of basin-wide vehicle miles traveled (VMT) that are applicable to transportation analyses. VMT is a computed value that correlates with the extent of an area's reliance on the private automobile for trip-making. The TRPA TransCad Transportation Demand model provides a forecast of the number of trips made on the highway network and the distance between trip origins and destinations for each trip purpose. Total VMT is the sum of all these trip lengths.

The TRPA threshold standards includes two air quality standards that relate to transportation in the Region: (1) the reduction in VMT by 10 percent from 1981 base year conditions to reduce nitrate deposition; and (2) the reduction in VMT by 10 percent from 1981 base year conditions to improve visibility. Since the threshold standards were established, and continuing through completion of the most recent TRPA Threshold Evaluation Report (TRPA 2012b), traffic volumes in the Tahoe Basin have continued an overall declining trend, indicating that the basin-wide VMT threshold is currently in attainment. While in attainment, TRPA is mandated to maintain attainment status or develop control measures that will achieve attainment.

Regional Transportation Plan

The Tahoe Metropolitan Planning Organization (TMPO) and TRPA jointly developed the *Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy: Mobility 2035* (TMPO and TRPA 2012c) as Lake Tahoe's blueprint for a regional transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and offers improved mobility options for people and goods. Important objectives of

the Regional Transportation Plan (RTP) are to reduce the overall environmental impact of transportation in the Region, create walkable and vibrant communities, and provide real alternatives to driving. The RTP update included a Sustainable Communities Strategy (SCS), in accordance with California Senate Bill 375, statutes of 2008 (Sustainable Communities and Climate Protection Act). The RTP presents 14 goals consistent with regional and federal requirements that focus on reducing dependency on the automobile and giving preference to projects that increase the capacity of the Region's transportation system through public transportation projects and programs. TMPO is updating the 2012 RTP in 2016; the update will include a review of the actions included to carry out the existing goals, so it reflects the same overall direction for transportation in the Region and is a refinement of the current plan's implementation approach.

Level of Service Requirements

The RTP focuses on long-range transportation planning and has established LOS criteria consistent with those in the Regional Plan. These vehicle LOS standards may be exceeded when provisions for transit, bicycling, and walking facilities would provide a mobility level proportional to the mobility level that would be provided in the existing plus project condition on affected roadways.

Parking Requirements

The RTP identifies parking-related policies to encourage shared parking (Policy 8.1), parking management programs with incentives to improvements benefiting transit users, pedestrians, and bicyclists (Policy 8.2), and parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use (Policy 8.3).

Bicycle and Pedestrian Requirements

The RTP identifies a goal to encourage bicycle and pedestrian movement as viable and significant modes of transportation in Lake Tahoe. The adopted policies to support this overarching goal are designed to promote walkable, mixed-use centers and bicycle- and pedestrian-friendly communities. RTP Policy 2.4 states that intersections and driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.

Transit Access

The RTP provides goals and policies that increase the viability of transit systems through improvement of mass transit (Policy 4.1), inter- and intra-regional transportation (Policies 5.1, 5.2, and 5.3), and intermodal transportation facilities (Policy 7.1). Policy 7.2 requires major commercial interests and employers to provide or participate in joint shuttle services or provide transit use incentives to their guests, patrons, and employees. Such programs could include carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, and parking and transit use incentives.

Safety

The RTP places heavy significance on safety along regional roadways as demonstrated through the stated goals and policies. The overall goal of upgrading regional roadways as necessary to improve safety, and provide for a more efficient, integrated transportation system is supported by Policy 10.4, which minimizes the number of driveways and access points to parking lots from major travel routes and major local roadways.

Linking Tahoe: Active Transportation Plan

The *Linking Tahoe: Active Transportation Plan* (ATP), formerly the *Lake Tahoe Bicycle and Pedestrian Plan*, presents a guide for planning, designing, constructing, and maintaining a regional active transportation network that includes innovative infrastructure, support facilities, and awareness programs. The infrastructure network includes on-street bicycle lanes and bicycle routes, and off-street paths and sidewalks. The ATP depicts existing and planned, shared-use paths, bike lanes, bike routes, and sidewalks within the study area in addition to the rest of the Tahoe Basin (TMPO and TRPA 2016:4-31). The existing network includes 120 miles of bicycle and pedestrian shared-use paths, bicycle lanes, bicycle routes, and sidewalks and proposes another 68 miles of new bicycle and pedestrian facilities. The built-out bicycle and pedestrian network is estimated to reduce vehicle miles traveled (VMT) by 8,500 miles on a peak summer day (TMPO and TRPA 2016:1-20).

The ATP also identifies goals, policies, actions, and performance measures for local governing bodies and transportation agencies. The policies relevant to the locally preferred action pertain to the active transportation network design, facility maintenance, multi-modal connections, and project implementation.

STATE

California

California Department of Transportation

Caltrans is responsible for the operation and maintenance of the state highway system in California. Caltrans has the following concept LOS for Caltrans facilities in the study area:

- ▲ Concept LOS D: The concept LOS for US 50 is LOS D in rural areas (east of the community of Cedar Grove in El Dorado County)

Additionally, Caltrans staff has indicated that LOS E is acceptable on Caltrans facilities, if such operations meet the TRPA standard of LOS E for no more than four hours per day (Wood Rodgers 2016a).

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Nevada

Nevada Department of Transportation

NDOT is responsible for the operation and maintenance of the state highway system in Nevada. NDOT defines a significant impact on traffic operations as deterioration of state highway facility operations (intersections, state highways, and ramp terminals) beyond LOS D.

LOCAL

Local plans that are relevant to the portion of the project in California are the TCAP and the City of South Lake Tahoe General Plan. For the portion of the project located in Nevada, the South Shore Area Plan (SSAP) and the Douglas County Master Plan are the relevant local plans. A summary of relevant policies from these planning documents are included below.

Tourist Core Area Plan

Level of Service Requirements

Section 6, "Traffic and Circulation," of the TCAP (City of South Lake Tahoe 2013) sets forth goals and policies for transportation and recommends strategies to enhance mobility patterns by enabling users to satisfy their travel needs while supporting the area's environmental, social, and recreational goals. Policy T-1.2 sets a standard of LOS D or better on all arterials, collectors and at signalized intersections, with limited exceptions for peak-periods for up to 4 hours per day when provisions for multi-modal amenities and/or services are adequate to provide mobility for users.

Parking Requirements

The TCAP presents the goal of providing adequate parking facilities that are integrated with and support a walkable, vibrant tourist core. Policies supporting this goal include encouraging underground, shared, and on-street parking to promote a pedestrian-friendly main street (Policy T-6.1) and to reducing the parking

requirement for projects in pedestrian areas, areas with concentration of overnight accommodations, and in areas served by transit (Policy T-6.2).

Bicycle and Pedestrian Requirements

The TCAP encourages the provision of adequate pedestrian and bicycle facilities, such as continuous sidewalks, bike paths, and bike lanes throughout the plan area that connect commercial, entertainment and recreation areas of the plan (Policy T-2.2). The TCAP is also guided by the principle of creating complete streets in the South Shore Area that allow for multiple uses including automobiles, bikes and pedestrian (Goal 5 and Policy T-5.1).

Transit Access

The TCAP provides transit-related goals and policies that promote the use and expansion of multi-modal transportation options, including transit for visitors and residents. Policies include ensuring that the TCAP is served by frequent bus service along US 50 and along routes that provide access to the lake and other recreation opportunities and ensuring that adequate bus shelters and bus pullout are installed throughout the tourist core (Policy T-4.1).

South Shore Area Plan

The SSAP (Douglas County and TRPA 2013a) was developed consistent with the Goals and Policies of the Lake Tahoe Regional Plan and includes four separate components that are integrated into Douglas County planning documents: the Douglas County Master Plan, Zoning Map, Development Code, and Design Criteria and Improvement Standards.

Parking Requirements

The SSAP includes design standards and guidelines (Douglas County and TRPA 2013b) in Section 2.3, “Parking Structures,” that encourage structured parking as a means of reducing overall site coverage where parking demand necessitates such a solution. Additionally, the SSAP encourages such structures to be intuitively located without visually dominating a project.

Bicycle and Pedestrian Requirements and Transit Access

The design standards and guidelines included within the SSAP encourages that separate vehicular and pedestrian systems be provided (Section 2.5.2). Additionally, the SSAP states that pedestrian linkages within developments, and linkages to surrounding developments and trails/bikeways should be provided and emphasized. The design standards and guidelines promote alternative transportation modes such as walking, bicycling, transit use, and shared parking strategies that, at a minimum, shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways with connections to other major activity centers (Section 2.5.8).

City of South Lake Tahoe General Plan

Level of Service Requirements

The Transportation and Circulation Element of the City of South Lake Tahoe General Plan (City of South Lake Tahoe 2011) provides the policy context for the City of South Lake Tahoe to achieve its vision for future transportation and circulation. The General Plan contains goals and policies designed to create a well-connected transportation network that serves all residents and visitors. Policy TC-1.2 identifies LOS D as the minimum level for all city streets and intersections, with up to four hours per day of LOS E being acceptable.

Bicycle and Pedestrian Requirements

The Transportation and Circulation Element of the City of South Lake Tahoe General Plan provides goals and policies that encourage the improvement of bicycle and pedestrian connections between all neighborhoods and communities, and the integration and linking of existing city bicycle paths with the regional bicycle network.

Douglas County Master Plan

The Transportation Element of the Douglas County Master Plan (Douglas County 2011) describes existing conditions and highlights current and future issues related to transportation and traffic in the county. It identifies proposed roadway projects required to maintain target LOS and describes both vehicular transportation and transit, as well as bicycle, pedestrian, trail, and aviation systems.

The Transportation Element contains specific references to the US 50/South Shore Community Revitalization Plan. Lake Tahoe Transportation (LTT) Policy 1 commits Douglas County to participate in and support transportation projects at Lake Tahoe consistent with the Tahoe Revitalization initiative. LTT Action 1.1 specifically commits the county to participate in the US 50/South Shore project.

Transit Access / Bicycle and Pedestrian Requirements

Through a set of goals, policies, and actions, the Douglas County Master Plan encourages alternative modes of transportation to reduce VMT and improve the Lake Tahoe experience. These policies include the implementation of planned bicycle and pedestrian paths and the continual development of bicycle and pedestrian plans and facilities throughout the area covered by the Douglas County Master Plan. Under LTT Policy 1, LTT Action 1.2 commits Douglas County to continual participation in efforts to complete the Nevada Stateline-to-Stateline Bikeway Project and other identified bicycle and multi-use trail projects within Douglas County at Lake Tahoe.

3.6.2 Affected Environment

The project site is within a 1.1-mile-long corridor encompasses the casino tourist core in the Stateline area, the Heavenly Village area, and adjacent commercial, lodging, and residential areas. The study area is defined by the following boundary points:

- ▲ US 50, 1,800 feet west of its intersection with Pioneer Trail;
- ▲ Pioneer Trail, 1,400 feet south of its intersection with US 50;
- ▲ The “Loop Road,” consisting of Pine Boulevard to the west and Lake Parkway to the east; and
- ▲ US 50, 200 feet north of its intersection with Kingsbury Grade (Nevada State Route 207)

See Exhibit 3.6-1 for a map of the project vicinity and the intersections analyzed in this section.

EXISTING TRANSPORTATION FACILITIES

US Highway 50 (US 50) is a State and trans-continental highway that traverses east-west through the study area. Caltrans District 3’s US 50 Transportation Concept Report and Corridor System Management Plan (Caltrans 2014a) categorizes the study corridor segment of US 50 as a “4-lane conventional urban arterial with a center turn lane.” The US 50 study corridor segment is functionally classified as a “Freeway & Expressway” and Terminal Access Route. The corridor is considered a National Highway System route and an Interregional Road System route, but not a scenic route or lifeline route.

Regionally, US 50 connects the Sacramento metropolitan region in California to Carson City in Nevada and beyond. Within the study area, US 50 is a four-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. In the vicinity, US 50 has signal-controlled intersections at Kingsbury Grade (Nevada State Route 207), Lake Parkway, Stateline Avenue, Friday Avenue, Park Avenue, Pioneer Trail, and Wildwood Avenue. Based on a review of Caltrans 2014 traffic count data, the US 50 segment east of Pioneer Trail and west of Park Avenue experiences AADT of 27,500 vehicles and a peak month ADT of 34,500 vehicles (Caltrans 2015). Based on 2014 NDOT traffic counts, the AADT on US 50 was 21,500 vehicles approximately 300 feet east of the California-Nevada border (NDOT 2015a).

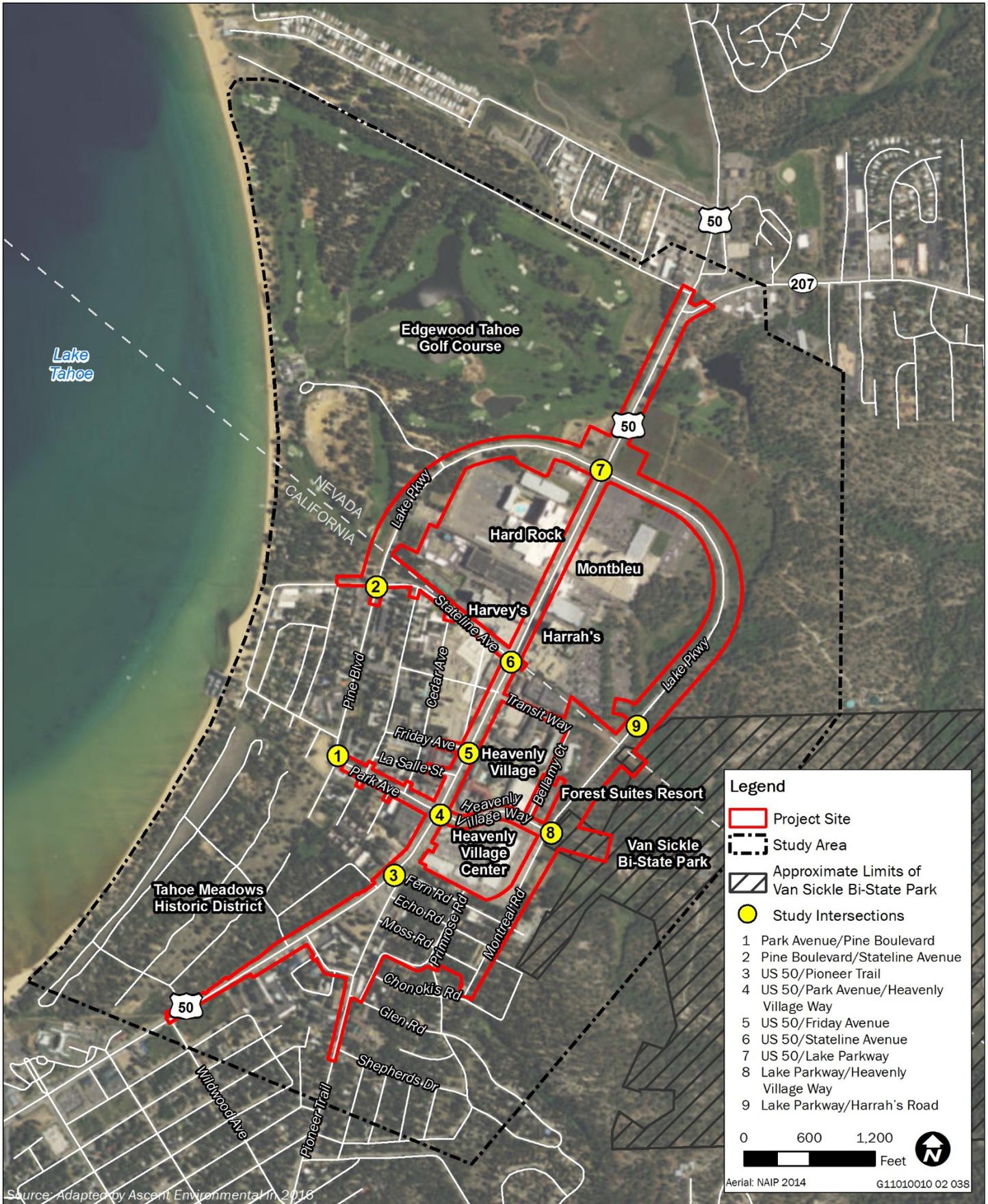


Exhibit 3.6-1

Project Vicinity and Study Intersections

Pioneer Trail is a two-lane arterial that connects US 50 in the unincorporated community of Meyers to US 50 (Lake Tahoe Boulevard) near Stateline. Within the study area, Pioneer Trail intersects US 50 at a signalized intersection east of its intersection with Ski Run Boulevard. As the only east-west parallel alternative route to US 50, Pioneer Trail currently carries approximately 10,800 vehicles per day according to the most recent 2014 traffic counts from El Dorado County's Hourly Traffic Count Reports database (El Dorado County 2015).

Lake Parkway is a two-lane bi-directional loop road that intersects Stateline Avenue and Pine Boulevard on the west side of US 50 and intersects Heavenly Village Parkway on the east side of US 50. The posted speed limit on Lake Parkway varies from 25 to 35 miles per hour (mph). **Lake Parkway West** forms the secondary access loop roadway on the west (Lake Tahoe) side of US 50 in Nevada, providing access to/from the Edgewood Tahoe Golf Course, a bank building, and the rear of Harvey's and the Hard Rock Hotel on the Nevada side of Stateline. At the state line, it connects to Pine Boulevard, which extends farther west to connect with Park Avenue. **Lake Parkway East** is the loop roadway on the east (mountain) side of US 50 and on the Nevada side. It provides access to/from the rear of Montbleu Resort and Casino and Harrah's and connects to Montreal Road at Heavenly Village Way. Lake Parkway West and East intersect with US 50 at a signalized intersection that provides protected left-turn movements from US 50.

Stateline Avenue is a two-lane local roadway in the Stateline area that is aligned immediately adjacent to the California/Nevada border in California. Land uses along Stateline Avenue consist mainly of hotel and motel lodging units, with some single-family residences on the north end near Lake Tahoe. Stateline Avenue intersects US 50 at a signalized intersection that operates with protected left-turn movements from US 50. The fourth (southern) leg of this intersection provides an entrance-only driveway access to the Lake Tahoe Resort Hotel.

Park Avenue/Heavenly Village Way is a two-lane local roadway serving the Stateline area. **Park Avenue** serves residential traffic, as well as recreational traffic associated with the various hotel/casino and retail uses in the Stateline area. The Park Avenue intersection with US 50 is signalized, with protected east-west left-turn movements from US 50. **Heavenly Village Way** forms the southeast leg of this intersection and provides direct access to the Heavenly Village redevelopment area south of US 50. Heavenly Village Way continues southeast and connects with Montreal Road/Lake Parkway East.

Pine Boulevard is a two-lane bi-directional roadway with a posted speed limit of 25 mph that runs west of and parallel to US 50. Pine Boulevard runs north/south within South Lake Tahoe and becomes Lake Parkway West when it crosses the Nevada/California state line to the north. The predominant land uses along this roadway consist of hotel/motel and residential land uses.

Montreal Road is a two-lane local roadway that extends from Chonokis Road on the west to Heavenly Village Way on the east and continues as Lake Parkway East farther east to connect to US 50. Montreal Road is an alternate route to US 50 for the critical segment between Pioneer Trail and Heavenly Village Way. Montreal Road currently carries approximately 6,000-7,000 vehicles per day (Hauge Brueck Associates 2015).

Local roads within/near the study area include Chonokis Road, Moss Road, and Echo Road. These two-lane residential roadways are located east of Pioneer Trail just south of the Heavenly Village Center. These three local roads provide access between Pioneer Trail and Montreal Road and are heavily used as "cut-through" routes to access Lake Parkway East from Pioneer Trail, bypassing congestion on 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.

HISTORIC AND EXISTING TRAFFIC VOLUMES

Historic Traffic Trends

Caltrans and NDOT- AADT count data from 1992 through 2014 were reviewed for the study segments of US 50 that extend from west of Pioneer Trail to east of Stateline Avenue. Table 3.6-1 illustrates the US 50 study segment traffic volumes from 1992 through 2014.

Table 3.6-1 US 50 Segments through Study Intersections - Recent Traffic Trends (1992-2014)

| Year | US 50 Two-Way AADT Volumes | | | | | |
|------|----------------------------|---------------------------------------|--------------------------|-------------------------------|-------------------------------|------------------------------|
| | Just west of Pioneer Trail | Between Pioneer Trail and Park Avenue | Just east of Park Avenue | Just west of Stateline Avenue | Just east of Stateline Avenue | Just east of Kingsbury Grade |
| 1992 | 40,000 | 47,000 | 46,000 | 34,000 | 31,100 | n/a |
| 1993 | 40,000 | 47,000 | 46,000 | 34,000 | 29,300 | n/a |
| 1994 | 40,000 | 47,000 | 46,000 | 34,000 | 29,070 | n/a |
| 1995 | 38,000 | 44,000 | 44,000 | 33,000 | 28,740 | n/a |
| 1996 | 35,500 | 41,000 | 44,500 | 33,000 | 27,900 | n/a |
| 1997 | 35,500 | 41,000 | 44,500 | 33,000 | 27,900 | n/a |
| 1998 | 35,500 | 41,000 | 44,500 | 33,000 | 26,700 | n/a |
| 1999 | 35,500 | 41,000 | 44,500 | 29,500 | 26,700 | n/a |
| 2000 | 35,500 | 41,000 | 44,500 | 28,000 | 27,800 | n/a |
| 2001 | 35,500 | 41,000 | 44,500 | 29,000 | 27,300 | n/a |
| 2002 | 35,500 | 41,000 | 34,000 | 33,000 | 27,600 | n/a |
| 2003 | 32,000 | 37,500 | 34,000 | 33,000 | 30,500 | n/a |
| 2004 | 32,500 | 37,500 | 33,500 | 33,000 | 30,800 | n/a |
| 2005 | 32,500 | 36,000 | 32,000 | 33,000 | 28,900 | 27,700 |
| 2006 | 32,500 | 35,500 | 29,000 | 30,500 | 26,500 | 23,700 |
| 2007 | 32,500 | 35,000 | 29,000 | 30,500 | 25,000 | 20,000 |
| 2008 | 31,500 | 33,000 | 28,500 | 28,000 | 25,000 | 20,000 |
| 2009 | 31,500 | 31,500 | 27,500 | 27,500 | 24,000 | 21,000 |
| 2010 | 31,500 | 28,500 | 26,500 | 26,500 | 24,000 | 22,000 |
| 2011 | 31,500 | 29,000 | 26,500 | 26,000 | 27,000 | 24,000 |
| 2012 | 31,500 | 29,000 | 26,500 | 25,500 | 22,500 | 21,000 |
| 2013 | 31,500 | 29,000 | 26,500 | 25,500 | 21,500 | 22,000 |
| 2014 | 31,500 | 27,500 | 24,600 | 25,000 | 21,500 | 25,000 |

Notes: At certain locations, Caltrans and NDOT counts may have been actually conducted only once in every 3 years.

AADT = average annual daily traffic; n/a = data not available

Sources: Caltrans 2015, NDOT 2015a

As seen in Table 3.6-1, traffic volumes along the identified US 50 study segments have been decreasing, for the most part, over the last 22 years. However, AADT on US 50 east of Kingsbury Grade Road has increased by approximately 20 percent between 2012 and 2014. This is likely because of increased “cut-through” traffic using Montreal Road and Lake Parkway East to bypass US 50 near the casinos. “Cut-through” traffic refers to the travel patterns of vehicles through the Rocky Point neighborhood throughout the year to move quickly around the tourist core. Travelers knowledgeable about the local street network tend to use back streets as diversion routes to bypass the tourist core that are faster than using US 50. Based on 5-year AADT counts on Pioneer Trail, AADT on Pioneer Trail at South Lake Tahoe city limit has increased from 9,218 in 2011 to 10,772 in 2014 (approximately 17 percent growth). This growth in traffic on Pioneer Trail west of the study area and on US 50 near Kingsbury Grade, combined with the decrease in volumes on US 50 through the tourist core, also suggests that vehicles are likely bypassing US 50 near the casinos by using Montreal Road and Lake Parkway East.

Existing Traffic Volumes

As stated above, this traffic analysis relies on the US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report – Traffic Counts, Forecasts and Operations Update (Wood Rodgers 2016a). Several development and highway projects were being evaluated during the timeframe for preparation of

this EIR/EIS/EIS; to provide a level of consistency in the various traffic analyses, the Wood Rodgers study relied initially on traffic counts conducted for the Heavenly Mountain Resort Epic Discovery Project EIR/EIS (Hauge Brueck Associates 2015). Although those traffic counts were conducted in December 2013, a comparison of the data to Caltrans Performance Measurement System (PeMS) data from summer 2013 and 2015 indicates that, for the most part, the differences between those periods were minimal (+/- 1 percent). Minor adjustments were made in some cases where current conditions warranted them. (See the Wood Rodgers traffic study [Appendix I of this EIR/EIS/EIS] for a more detailed description of these adjustments.) Therefore, the existing traffic volumes discussed in this analysis reflect 2015 conditions.

Summer peak hour is defined as the highest one-hour traffic volume between 3:00 p.m. and 6:00 p.m. in July and/or August. Existing (2015) annual average peak hour and summer peak hour traffic volumes for study area roadway intersections are presented in Exhibit 3.6-2.

EXISTING INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE

Intersection traffic operations were quantified for the study area intersections under existing traffic conditions, as presented in this section. Note that for traffic operational analysis purposes, US 50 is considered an east-west route and all intersecting cross-streets are regarded as north-south streets.

Intersection Operations

Table 3.6-2 summarizes intersection traffic operations in the study area for existing traffic volumes (shown in Exhibit 3.6-2) and current intersection geometrics and controls.

As shown in Table 3.6-2, all study area intersections are operating at annual average and summer peak hour LOS D or better under existing conditions.

Table 3.6-2 Intersection Traffic Operations for Existing Conditions

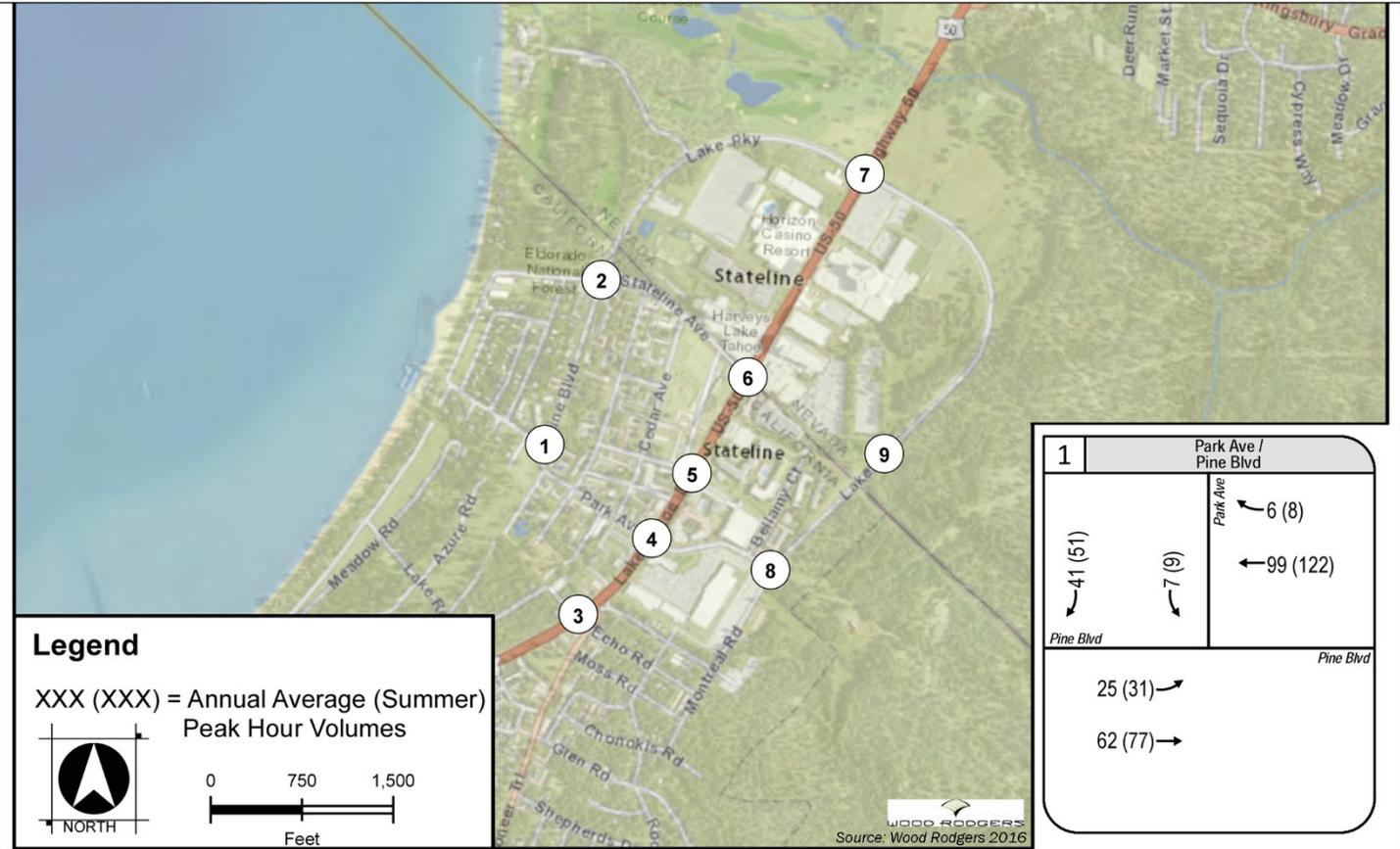
| # | Intersection | Control Type | Annual Average Peak Hour | | Summer Peak Hour | |
|---|--|---------------------|--------------------------|-----|------------------|-----|
| | | | Delay (S/V) | LOS | Delay (S/V) | LOS |
| 1 | Park Avenue / Pine Boulevard | TWSC ¹ | 9.9 | A | 10.3 | B |
| 2 | Pine Boulevard / Stateline Avenue | AWSC ² | 8.1 | A | 8.5 | A |
| 3 | US 50 / Pioneer Trail | Signal ² | 18.7 | B | 37.5 | D |
| 4 | US 50 / Park Avenue / Heavenly Village Way | Signal | 15.6 | B | 22.8 | C |
| 5 | US 50 / Friday Avenue | Signal | 5.0 | A | 7.5 | A |
| 6 | US 50 / Stateline Avenue | Signal | 8.1 | A | 11.1 | B |
| 7 | US 50 / Lake Parkway | Signal | 14.8 | B | 19.9 | B |
| 8 | Lake Parkway / Heavenly Village Way | AWSC | 10.5 | B | 12.6 | B |
| 9 | Lake Parkway / Harrah's Road | TWSC | 14.3 | B | 17.1 | C |

Notes: AWSC = all-way stop controlled; LOS = level of service; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

¹ "Worst case" control delays (in seconds/vehicle [S/V]) are indicated for two-way stop-controlled (TWSC) intersections.

² "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

Source: Wood Rodgers 2016a



| 1 | | Park Ave / Pine Blvd | |
|-----------|---------|----------------------|------------|
| ← 41 (51) | ← 7 (9) | ← 6 (8) | ← 99 (122) |
| Pine Blvd | | Pine Blvd | |
| 25 (31) → | | 62 (77) → | |

| 2 | | Pine Blvd / Stateline Ave | |
|---------------|-----------|---------------------------|-----------|
| ← 11 (14) | ← 11 (13) | ← 12 (15) | ← 19 (24) |
| Pine Blvd | | Stateline Ave | |
| ← 94 (116) | | ← 16 (20) | |
| 2 (3) → | | 15 (19) → | |
| 81 (100) → | | 12 (15) → | |
| 10 (12) → | | 23 (28) → | |
| Stateline Ave | | Pine Blvd | |

| 3 | | US 50 / Pioneer Trail | |
|--------------|---------|-----------------------|---------|
| ← 7 (9) | ← 1 (1) | ← 2 (3) | ← 4 (5) |
| US 50 | | Driveway | |
| ← 983 (1213) | | ← 251 (310) | |
| 6 (8) → | | 13 (16) → | |
| 886 (1094) → | | 353 (436) → | |
| 15 (19) → | | Pioneer Trail | |

| 4 | | US 50 / Park Ave/Heavenly Village Way | |
|----------------------|-----------|---------------------------------------|---------|
| ← 109 (135) | ← 11 (14) | ← 5 (6) | ← 6 (8) |
| US 50 | | Park Ave | |
| ← 875 (1080) | | ← 63 (78) | |
| 64 (79) → | | 233 (288) → | |
| 981 (1211) → | | 11 (14) → | |
| 82 (101) → | | 81 (100) → | |
| Heavenly Village Way | | US 50 | |

| 5 | | US 50 / Friday Ave | |
|-----------|-----------|--------------------|--------------|
| ← 19 (24) | ← 11 (13) | ← 6 (8) | ← 906 (1119) |
| US 50 | | Friday Ave | |
| 19 (23) → | | 1033 (1275) → | |

| 6 | | US 50 / Stateline Ave | |
|--------------|---------|-----------------------|-----------|
| ← 113 (140) | ← 2 (2) | ← 34 (42) | ← 19 (23) |
| US 50 | | Stateline Ave | |
| ← 814 (1005) | | ← 8 (10) | |
| 102 (126) → | | 21 (26) → | |
| 901 (1112) → | | 761 (940) → | |
| 26 (32) → | | 28 (34) → | |
| Driveway | | Lake Pkwy | |

| 7 | | US 50 / Lake Pkwy | |
|--------------|-----------|-------------------|------------|
| ← 23 (29) | ← 14 (17) | ← 112 (138) | ← 81 (100) |
| US 50 | | Lake Pkwy | |
| ← 812 (1003) | | ← 147 (181) | |
| 21 (26) → | | 49 (61) → | |
| 761 (940) → | | 14 (17) → | |
| 28 (34) → | | 257 (317) → | |
| Lake Pkwy | | US 50 | |

| 8 | | Lake Pkwy / Heavenly Village Way | |
|--------------|---------|----------------------------------|-------------|
| ← 55 (68) | ← 5 (6) | ← 92 (114) | ← 140 (173) |
| Lake Pkwy | | Heavenly Village Way | |
| ← 181 (223) | | ← 10 (12) | |
| 29 (36) → | | 7 (9) → | |
| 165 (204) → | | 5 (6) → | |
| 6 (7) → | | 8 (10) → | |
| Minor Street | | Lake Pkwy | |

| 9 | | Lake Pkwy / Harrah's Rd | |
|-----------|-----------|-------------------------|-------------|
| ← 41 (50) | ← 41 (50) | ← 20 (25) | ← 267 (330) |
| Lake Pkwy | | Harrah's Rd | |
| 20 (25) → | | 267 (330) → | |

Exhibit 3.6-2

Existing Traffic Volumes (Year 2015)

X11010010.02 025

Roadway Segment Operations

Table 3.6-3 shows peak hour operations by directional segment for arterials/highways in the study area under existing conditions.

Table 3.6-3 Arterial/Highway Segment Traffic Operations under Existing Conditions

| Arterial Segment | Arterial Class ¹ | Direction | Annual Average Peak Hour | | Summer Peak Hour | |
|--|-----------------------------|-----------|--------------------------|-----|--------------------|-----|
| | | | Speed ² | LOS | Speed ² | LOS |
| US 50 (between Pioneer Trail and Lake Parkway) | III | EB | 22.2 | C | 19.1 | C |
| US 50 (through Pioneer Trail and Lake Parkway) | III | WB | 21.6 | C | 20.5 | C |

Notes: EB = eastbound; LOS = level of service; WB = westbound.
¹ With a free-flow speed of approximately 35 mph for US 50, the study area roadway segments are regarded as a Class III Arterial as defined in the Highway Capacity Manual, 2010 edition (Transportation Research Board 2010).
² Speed = average travel speed in miles per hour.
Source: Wood Rodgers 2016a

As shown in Table 3.6-3, segment operations (progression) at study area arterials are currently LOS C or better under both annual average and summer peak-hour conditions.

TRAFFIC ACCIDENTS

Caltrans provided accident data for the study area's US 50 roadway segments within California for the 3-year period between January 1, 2010, and December 31, 2013. NDOT provided accident data for the 3-year period from October 1, 2012, through October 1, 2015. As shown in Table 3.6-4, at the US 50 and Pioneer Trail, Park Avenue, and Stateline Avenue intersections, the accident rates are lower than the state average accident rates for fatal, fatal + injury (F+I), and total accidents. The US 50/Lake Parkway Loop intersection had the most reported accidents (14), as well as the most reported injury accidents (4). The US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for F+I and total accidents. Of the 14 accidents at the US 50/Lake Parkway Loop intersection, most (10) were collisions between multiple vehicles. "Rear-end" (6) was the most commonly reported type of collision.

Table 3.6-4 Accident Data Summary (Intersections)

| Intersection Location (Post Mile) – Jurisdiction | Number of Accidents | | | | | | | Persons | | Actual Accident Rates (# of accidents / MV) | | | Average Accident Rates (# of accidents / MV) | | |
|---|---------------------|-----|-----|-----|-----------|-----|------|---------|-----|--|------|------|---|------|------|
| | Tot | Fat | Inj | F+I | Multi Veh | Wet | Dark | Kld | Inj | Fat | F+I | Tot | Fat | F+I | Tot |
| US 50/ Pioneer Trail (PM 80.015) – Caltrans ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.001 | 0.09 | 0.21 |
| US 50/ Park Avenue (PM 80.140) – Caltrans ¹ | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0.00 | 0.02 | 0.04 | 0.001 | 0.11 | 0.27 |
| US 50/Stateline Avenue (PM 80.439) – Caltrans ¹ | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0.00 | 0.00 | 0.06 | 0.001 | 0.11 | 0.27 |
| US 50/Lake Parkway Loop - NDOT ² | 14 | 0 | 4 | 4 | 10 | 6 | 8 | 0 | 5 | 0.00 | 0.13 | 0.46 | 0.001 | 0.11 | 0.27 |

Note: Caltrans = California Department of Transportation; Fat = fatalities; F+I = fatalities + injuries; Inj = injuries; Kld = killed; MV = million vehicles; NDOT = Nevada Department of Transportation; PM = post mile; Tot = total; Veh = vehicles.

¹ Caltrans District 3 accident data covers the period from January 1, 2011, to December 31, 2013. (All data and accident rates were provided by Caltrans.)

² NDOT accident data cover the period from October 1, 2012, to October 01, 2015. Average accident rates from Caltrans segments were used for the NDOT segment for comparison purposes. (Accident data were provided, but accident rates were calculated to match Caltrans format.)

Sources: Caltrans 2014b, NDOT 2015b

TRANSIT ACCESS AND FACILITIES

The South Shore area is currently served by the Tahoe Transportation District’s (TTD’s) BlueGO transit system, which includes local fixed-route and commuter bus services. The Stateline Transit Center is located at the intersection of US 50 and Transit Way, within the study area. Three BlueGO bus routes operate within the study area:

- ▲ Route 50 operates between the South Y and Kingsbury Transit Centers from 5:00 a.m. to 11:00 p.m. with 1-hour headways.
- ▲ Route 53 operates between the South Y and Kingsbury Transit Centers at 1-hour headways from about 7:00 a.m. to 11:00 p.m. Monday through Saturday with special hours offered on Sundays, holidays, and late nights.
- ▲ Route 23 operates between the Stateline and Kingsbury Transit Centers and The Ridge Resort/Heavenly Mountain Resort from approximately 7:00 a.m. to 12:30 a.m. at 1-hour headways with extended service hours on Fridays and Saturdays.

BlueGO offers wintertime ski shuttle routes from Heavenly Mountain Resort to various South Shore and ski destinations. TTD offers a Demand Response Service to serve patrons under the Americans with Disabilities Act throughout the area, available during fixed-route service hours. Additionally, TTD offers two commuter routes with the Lake and Valley Express:

- ▲ Route 20x operates between South Lake Tahoe and Gardnerville on the Kingsbury Grade. Weekday service is provided from 5:15 a.m. to 9:40 a.m. and from 3:40 p.m. to 6:40 p.m. Weekend service is provided from 5:25 a.m. to 9:00 a.m. and from 2:35 p.m. to 7:30 p.m.
- ▲ Route 21x operates between South Lake Tahoe and Carson City on US 50. Weekday service is provided from 5:30 a.m. to 9:33 a.m. and from 2:05 p.m. to 7:43 p.m. Weekend service is provided from 5:30 a.m. to 9:28 a.m. and from 2:30 p.m. to 7:28 p.m.

Since 2000, ridership on the BlueGo has been somewhat declining (see Table 3.6-5). Between 2002 and 2006, ridership peaked with approximately one million to 1.2 million riders (Norberg, pers. comm., 2016). In 2013, BlueGo had approximately 765,000 riders.

Table 3.6-5 South Shore BlueGo Ridership

| Year | Total Riders | Year | Total Riders |
|------|--------------|------|--------------|
| 2000 | 975,998 | 2007 | 831,384 |
| 2001 | 939,127 | 2008 | 984,134 |
| 2002 | 1,009,720 | 2009 | 752,699 |
| 2003 | 1,222,548 | 2010 | 846,795 |
| 2004 | 1,123,825 | 2011 | 826,738 |
| 2005 | 1,160,166 | 2012 | 808,826 |
| 2006 | 1,048,906 | 2013 | 765,348 |

Source: Norberg, pers. comm., 2016

BIKEWAYS AND PEDESTRIAN FACILITIES

The study area currently includes bicycle and pedestrian facilities through much of the Lake Tahoe perimeter area. In South Lake Tahoe, bike lanes exist on Heavenly Village Parkway and Pioneer Trail. A separated Class I facility is provided within the linear park along the northwest side of US 50 between Pioneer Trail and Ski Run Boulevard.

Caltrans classifies bikeways as follows:

- ▲ Class I Bikeway (Bike Path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- ▲ Class II Bikeway (Bike Lane) provides a striped lane for one-way bicycle travel on a street or highway.
- ▲ Class III Bikeway (Bike Route) provides for shared use by bicycle or motor vehicle traffic, typically on lower volume roadways.
- ▲ Class IV Bikeway (Separated Bikeway/Cycle Track) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic; the separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Exhibit 3.6-3 shows the existing bicycle facilities in the area.

Within the study area, some segments of sidewalks are present on US 50 and Heavenly Village Way east of US 50. A pedestrian underpass beneath US 50 between Harvey's Hotel and Casino and Harrah's Resort allows pedestrians to travel between the casino buildings. Protected pedestrian crossing of US 50 is provided at Pioneer Trail, Park Avenue, Friday Avenue, Stateline Avenue, and Lake Parkway. A pedestrian scramble is provided on US 50 east of Stateline Avenue, between Montbleu Resort and Casino and Hard Rock Hotel and Casino. Sidewalks are limited along most local street within the study area and have frequent discontinuities.

3.6.3 Environmental Consequences

ANALYSIS METHODS AND ASSUMPTIONS

Traffic operations have been quantified through the determination of LOS. LOS is a qualitative measure of traffic operating conditions, whereby a letter grade (A through F) is assigned to an intersection or roadway segment, representing progressively worsening traffic operations.

LOS in the study area was calculated for all intersection control types using methods documented in the Transportation Research Board publication *Highway Capacity Manual, Fifth Edition, 2010* (HCM-2010). For signalized and all-way-stop-controlled (AWSC) intersections, the intersection delay and corresponding LOS were determined for each approach and the average calculated for the entire intersection. For roundabouts and two-way-stop-controlled (TWSC) intersections, delay and corresponding LOS for each approach was determined. The delay-based HCM-2010 LOS criteria for signalized and stop-controlled intersections are outlined in Table 3.6-6.

The roadway segment analysis uses average travel speed to determine LOS. Table 3.6-7 shows the speed-based LOS threshold for different types of urban street classifications.

The Caltrans' Guide for the Preparation of Traffic Impact Studies (2002) states:

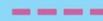
Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

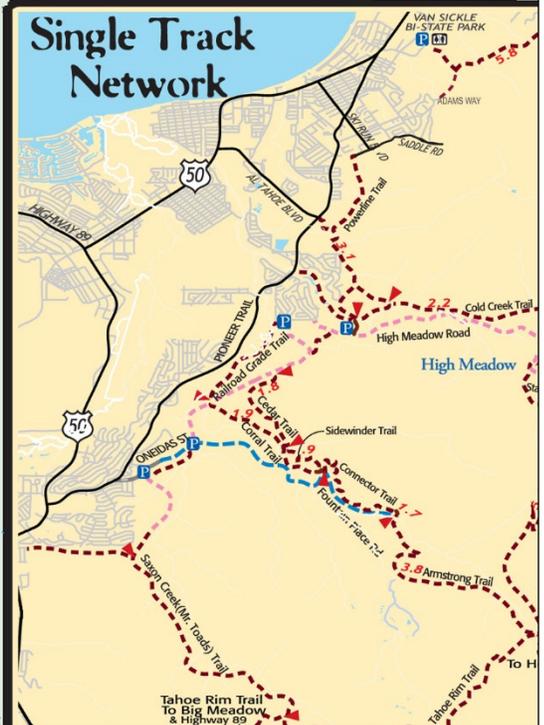
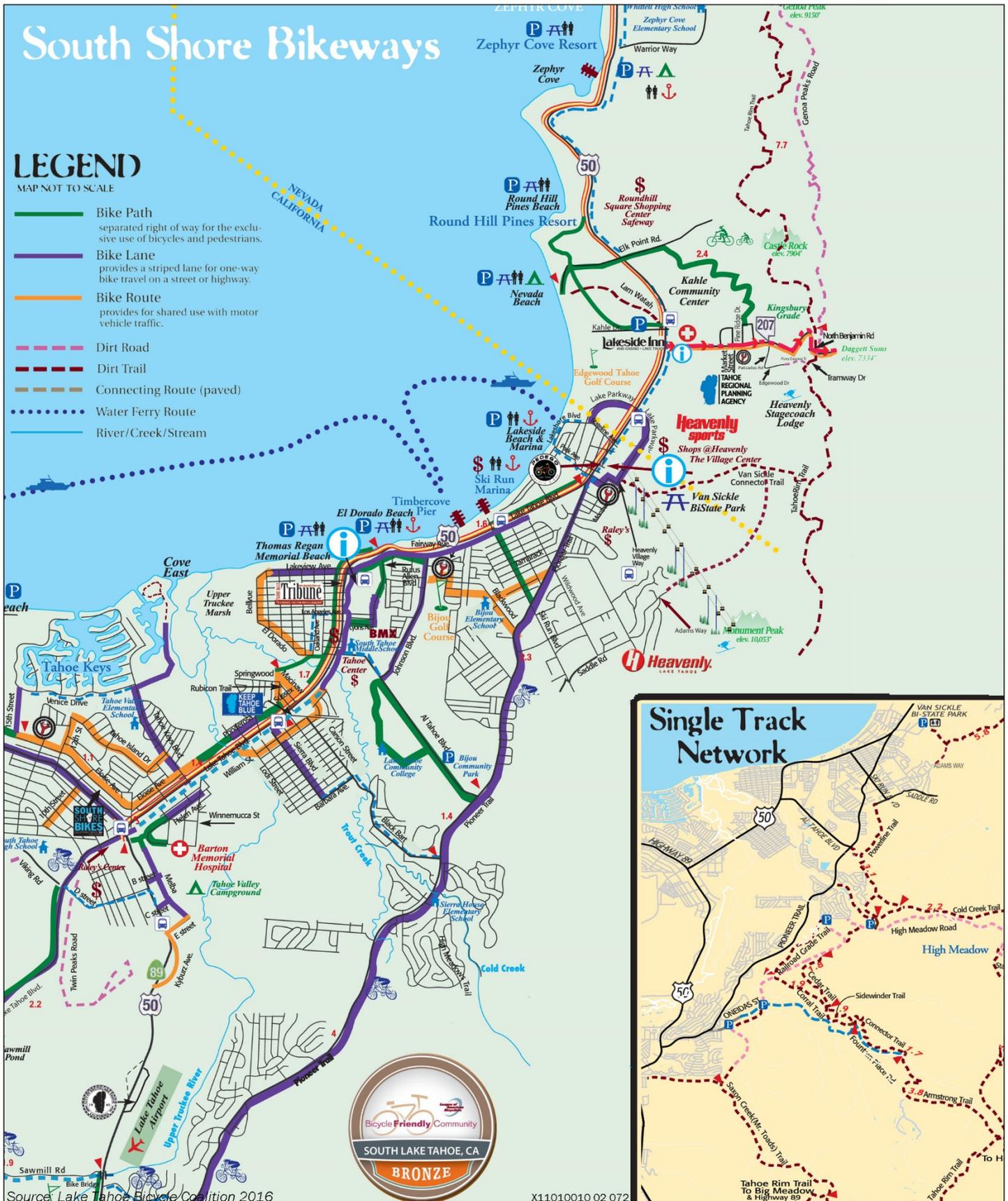
During completion of the *US 50 Bypass Project Study Report Development, March 18, 2009*, Caltrans staff indicated that LOS E is acceptable on Caltrans facilities if such operations meet the TRPA standard of LOS E for no more than four hours per day (Wood Rodgers 2016b).

South Shore Bikeways

LEGEND

MAP NOT TO SCALE

-  Bike Path
separated right of way for the exclusive use of bicycles and pedestrians.
-  Bike Lane
provides a striped lane for one-way bike travel on a street or highway.
-  Bike Route
provides for shared use with motor vehicle traffic.
-  Dirt Road
-  Dirt Trail
-  Connecting Route (paved)
-  Water Ferry Route
-  River/Creek/Stream



Source: Lake Tahoe Bicycle Coalition 2016

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Exhibit 3.6-3

Existing Bicycle and Pedestrian Facilities

Table 3.6-6 LOS Definitions and Criteria for Intersections

| LOS | Flow Type | Operational Characteristics | Intersection Control Delay (seconds/vehicle) | |
|-----|---------------------------|--|--|---|
| | | | Signal Control | Roundabouts or Two-Way-Stop or All-Way Stop Control |
| A | Stable Flow | Free-flow conditions with negligible to minimal delays. Excellent progression with most vehicles arriving during the green phase and not having to stop at all. Nearly all drivers find freedom of operation. | ≤ 10 | 0 – 10 |
| B | Stable Flow | Good progression with slight delays. Short cycle-lengths typical. Relatively more vehicles stop than under LOS "A." Vehicle platoons are formed. Drivers begin to feel somewhat restricted within groups of vehicles. | > 10 – 20 | > 10 – 15 |
| C | Stable Flow | Relatively higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, although many still pass through without stopping. Most drivers feel somewhat restricted. | > 20 – 35 | > 15 – 25 |
| D | Approaching Unstable Flow | Somewhat congested conditions. Longer but tolerable delays may result from unfavorable progression, long cycle lengths, and/or high volume-to-capacity ratios. Many vehicles are stopped. Individual cycle failures may be noticeable. Drivers feel restricted during short periods because of temporary back-ups. | > 35 – 55 | > 25 – 35 |
| E | Unstable Flow | Congested conditions. Significant delays result from poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures occur frequently. Typically long queues of vehicles waiting upstream of the intersection. Driver maneuverability is very restricted. | > 55 – 80 | > 35 – 50 |
| F | Forced Flow | Jammed or grid-lock type operating conditions. Generally considered to be unacceptable for most drivers. Zero or very poor progression, with over-saturation or high volume-to-capacity ratios. Several individual cycle failures occur. Queue spillovers from other locations restrict or prevent movement. | > 80 | > 50 |

Source: Transportation Research Board 2010, Exhibits 18-4 and 19-1

Table 3.6-7 Speed-based LOS Criteria for Roadway/ Highway Segments

| Travel Speed as a Percentage of Base Free-Flow Speed (%) | LOS by Volume to Capacity Ratio ¹ | |
|--|--|------|
| | ≤1.0 | >1.0 |
| >85 | A | F |
| >67-85 | B | F |
| >50-67 | C | F |
| >40-50 | D | F |
| >30-40 | E | F |
| ≤30 | F | F |

¹ Volume to Capacity ratio of through movement at downstream boundary intersection
Source: Transportation Research Board 2010, Exhibit 17-2

NDOT has established LOS D as its minimum objective for planned improvements.

For study area facilities that are under local agency jurisdiction, TRPA-defined LOS D operations remains the minimum acceptable threshold; however, during peak-hour conditions, LOS E is regarded as acceptable if the duration of such operations does not exceed four hours per day. These are the intersection LOS targets used for this environmental analysis. TRPA-defined vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.

Synchro and SimTraffic 8 operational analysis software was used to implement the HCM-2010 analysis procedures for intersection and arterial segment operations, respectively. SIDRA Version 6.0 software was used to evaluate roundabout operations.

For LOS analysis, a general suburban peak-hour factor of 0.92 (as recommended by HCM-2010) has been used in the study area intersection analyses under all scenarios. Based on a review of Caltrans and NDOT AADT and truck counts for 2007-2014, a heavy-vehicle factor of 3 percent in the peak-hour periods was applied to US 50 east-west through approaches at the study area intersections and a 2 percent peak-hour heavy-vehicle factor was used for the north-south local street approaches. The heavy-vehicle percentages mentioned are based on truck AADT volumes and are representative of the AADT conditions.

Saturation flow rates of 1,300 vehicles per hour per lane (vphpl) for summer peak hour, and 1,500 vphpl for annual average peak hour, were used for eastbound and westbound movements at the US 50 study area intersections west of and including the US 50/Stateline Avenue intersection. A saturation flow rate of 1,750 vphpl was used for all other study area intersections and turning movements, including facilities on Pine Boulevard and Lake Parkway. Saturation flow rate represents the number of vehicles that can pass through an intersection during an hour of green time. The saturation flow rates were reduced for the purpose of this analysis to reflect the observed conditions of low travel speeds and significant queueing along US 50 during the peak period. The low travel speed and queueing are caused by a variety of factors, including high volumes of bicycle and pedestrian crossings, the large number of high-volume driveways along the corridor, and smaller-than-typical lane widths in some locations.

TRAFFIC FORECAST METHODS AND ASSUMPTIONS

This discussion explains the methods and assumptions used in development of the 2020 and 2040 traffic forecasts and the resulting roadway and intersection operational analyses.

Assumptions and Analysis Techniques

Analysis Timeframes

Construction of the US 50/South Shore Community Revitalization Project is scheduled for completion by 2020, or shortly thereafter. As described above, the proposed transportation improvements in the build alternatives would not directly result in the generation of new traffic trips in the study area; however, 2020 (opening day) conditions for this analysis does include trips generated by planned development in the project area that is anticipated to be completed by 2020 and by a year-over-year traffic growth rate applied to the region, as well as trips lost as a result of residential and business acquisitions required under Alternatives B, C, and D. The traffic analysis addresses the traffic effects of redistributing existing and forecasted traffic in the study area with implementation of the build alternatives. To do so, the traffic analysis developed 2020 forecasted traffic volumes and distributions.

TTD has committed to constructing replacement housing for displaced residents associated with Alternatives B, C, and D before initiating right-of-way acquisition and constructing transportation improvements in California. For the purposes of this analysis, it is assumed that a portion or all of one or more of the mixed-use development sites would be constructed before 2020. The remainder of the mixed-use development sites are expected to be constructed subsequent to the completion of the transportation improvements (opening day), but before 2040. The analysis focuses on Site 3, because redevelopment of Site 1 before the transportation improvements is not feasible given its location on existing US 50, and Site 2 is located at the edge of the existing Rocky Point neighborhood and would displace businesses that generate similar traffic volumes where the impact on existing intersection operations is expected to be minimal.

The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements. This analysis is compared with the Alternative A: No Build condition when the residents located in their existing homes in the Rocky Point Neighborhood. Complete buildout of the mixed-use development sites would be expected by 2040, so trip generation for the three sites is included in the long-term buildout analysis. Intersection operations for the build alternatives are discussed in comparison to Alternative A: No Build (No

Project); the analysis focuses on intersection operations, rather than roadway segment operations, because they have a higher likelihood of being adversely impacted.

Traffic operations for major transportation improvement projects are typically evaluated over a 20-year planning/design horizon. With the proposed US 50 transportation improvements anticipated to be complete by 2020, 2040 is regarded as the long-term planning horizon and design year. The 2040 (design year) traffic conditions were developed by assuming full build-out of the TCAP by 2040 in a manner that is consistent with the Regional Plan. The 2040 conditions also assumed the full build-out of the mixed-use development, including replacement housing, so that the transportation improvements would accommodate the traffic of this redevelopment.

Pedestrian Conflicts

The analysis conducted for the study area accounts for pedestrian conflicts by incorporating pedestrian volumes and pedestrian signal phases, with estimated calls per hour, for the existing pedestrian crossings at each study area intersection. Pedestrian conflicts per hour at each study area intersection were estimated based on proximity to the commercial/retail core of the study area network (i.e., the US 50/Stateline Avenue intersection). Additionally, the existing signalized intersection with pedestrian scramble located between Harrah's Hotel and Casino and Hard Rock Hotel and Casino was modeled for those alternatives under which it continues to exist which includes Alternatives A, B, C, and D.

LOS E Conditions

For study area facilities that are under local agency jurisdiction, TRPA-defined LOS D operations were used as the minimum acceptable threshold; however, peak-hour LOS E is regarded as acceptable if the duration of such operations do not exceed four hours per day. Caltrans staff has indicated that LOS E is acceptable on Caltrans facilities if such operations meet the TRPA standard of LOS E for no more than four hours per day. To determine whether a location is projected to operate at LOS E for more than four hours per day, hourly traffic volumes were obtained from the PeMS database for Fridays and Saturdays during summer 2015 on US 50 near Midway Road (closest available count station to the study area). It was determined from the summer hourly counts that the fifth highest hour of traffic volumes throughout a summer day was typically about 6 percent lower than the traffic volumes during the peak hour. Therefore, any facilities projected to operate at LOS E during the peak hour were reanalyzed with 6 percent lower volumes (i.e., analyzed under the fifth highest hour traffic conditions). If these 6 percent lower volumes still resulted in the facility operating at LOS E, it was determined that the LOS E conditions lasted for more than four hours.

Year 2020 (No Build) Traffic Forecasts

Year 2020 (No Build) traffic forecasts were calculated by estimating trips that would be generated by local projects that are expected to be completed by 2020 and distributing/adding those trips onto the 2015 annual average and summer peak traffic counts. Approved projects that are currently under construction, or scheduled to begin construction prior to 2020, were identified based on information from local business owners and TRPA staff, knowledge of the study area, and projects coded into the TRPA travel demand model. The following development projects were assumed to be completed under 2020 conditions:

- ▲ Edgewood Lodge Development: approximately 154 hotel rooms and 40 timeshare residences, as well as a health spa, restaurant, and conference center;
- ▲ Zalanta Resort at the Village: 30 condominiums;
- ▲ Beach Club redevelopment: approximately 143 single family detached homes as well as a recreational beach, swim club, and pier;
- ▲ Sierra Colina Village development: 42 townhouse units in 21 duplex buildings and eight single family detached homes; and
- ▲ pedestrian scramble at US 50/Stateline Avenue intersection.

More information about these future improvements is provided in Appendix I (Wood Rodgers 2016a).

Trip Generation

Trip generation rates from the *Trip Generation Manual, 9th Edition* (ITE 2012) were used to estimate trips generated by the future developments listed above. A detailed summary of all trip generation rates, reduction factors, and total estimated trips for each project alternative are shown in the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Appendix I; Wood Rodgers 2016a).

Trip Distribution

Existing (2015), 2020 No Build, and 2040 No Build traffic volumes were redistributed as necessary to calculate “with project” traffic forecasts for Alternatives B (Triangle), C (Triangle One-Way), and D (PSR Alt 2). Alternatives B and D have the same traffic volume forecasts because the only major difference between the two is the location of the realigned US 50/Pioneer Trail intersection (farther west of the existing intersection under Alternative B because of right-of-way considerations). Alternative E (Skywalk) utilizes No Build forecasts because the only proposed changes are pedestrian improvements, which have minimal impact on vehicular volume forecasts.

2020 (No Build) Intersection and Roadway Segment LOS

Estimated 2020 (No Build) trips were developed using trip generation rates from the *Trip Generation Manual, 9th Edition* (ITE 2012). A detailed summary of all trip generation rates, reduction factors, and total estimated trips for the proposed local projects is shown in the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Appendix I; Wood Rodgers 2016a).

2020 (No Build) lane geometrics and traffic volume forecasts are shown in Exhibit 3.6-4 and Exhibit 3.6-5, respectively.

Intersection Operations

2020 (No Build) intersection traffic operations were quantified using 2020 traffic volumes (Exhibit 3.6-4), which have taken into account planned projects and transportation improvements, and are summarized in Table 3.6-8.

Table 3.6-8 2020 (No Build) Intersection Traffic Operations

| # | Intersection | Control Type | Annual Average Peak Hour | | Summer Peak Hour | |
|---|--|---------------------|--------------------------|-----|------------------|-----|
| | | | Delay (S/V) | LOS | Delay (S/V) | LOS |
| 1 | Park Avenue/Pine Boulevard | TWSC ¹ | 10.1 | B | 10.6 | B |
| 2 | Pine Boulevard/Stateline Avenue | AWSC ² | 8.3 | A | 8.7 | A |
| 3 | US 50/Pioneer Trail | Signal ² | 18.9 | B | 45.1 | D |
| 4 | US 50/Park Avenue/Heavenly Village Way | Signal | 13.3 | B | 39.4 | D |
| 5 | US 50/Friday Avenue | Signal | 5.1 | A | 9.4 | A |
| 6 | US 50/Stateline Avenue | Signal | 27.9 | C | 56.9 | E* |
| 7 | US 50/Lake Parkway | Signal | 18.1 | B | 22.7 | C |
| 8 | Lake Parkway/Heavenly Village Way | AWSC ² | 10.7 | B | 13.0 | B |
| 9 | Lake Parkway/Harrah's Road | TWSC ¹ | 14.5 | B | 17.5 | C |

Notes: AWSC = all-way stop-controlled; LOS = level of service; MUTCD = Manual on Uniform Traffic Control Devices; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

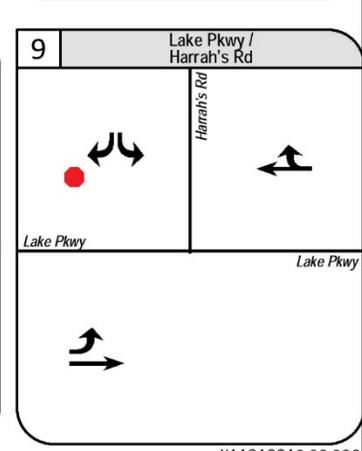
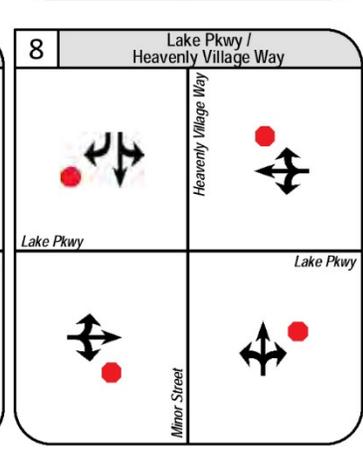
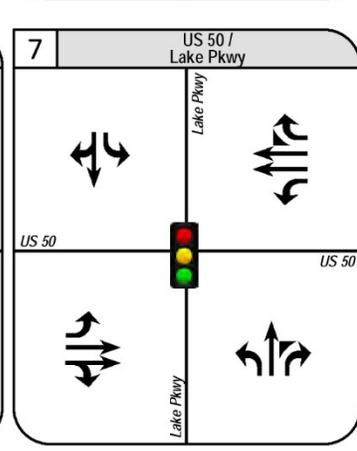
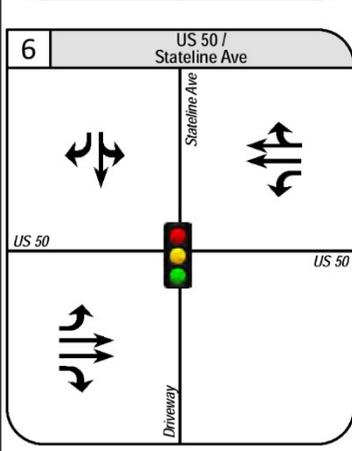
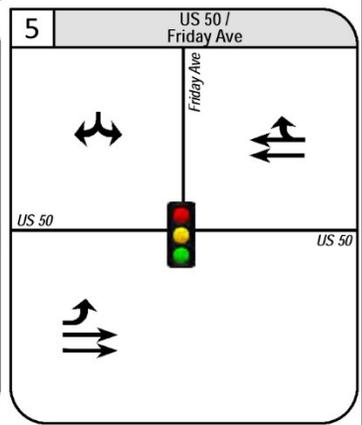
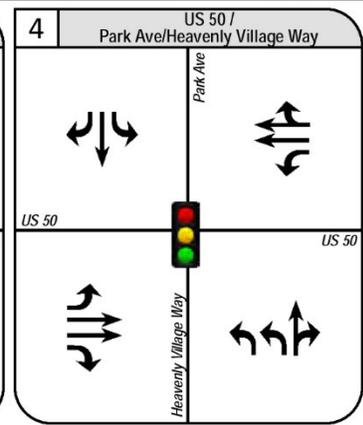
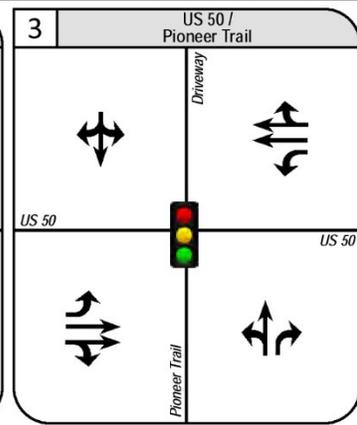
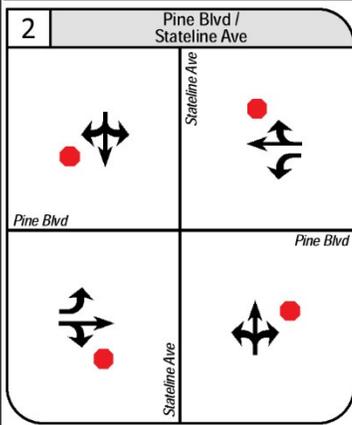
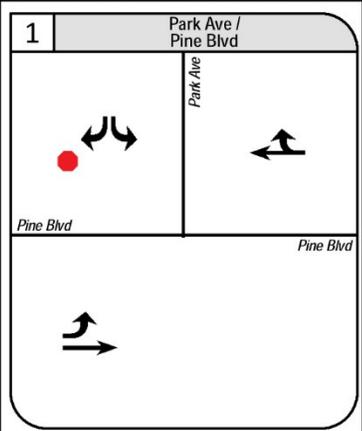
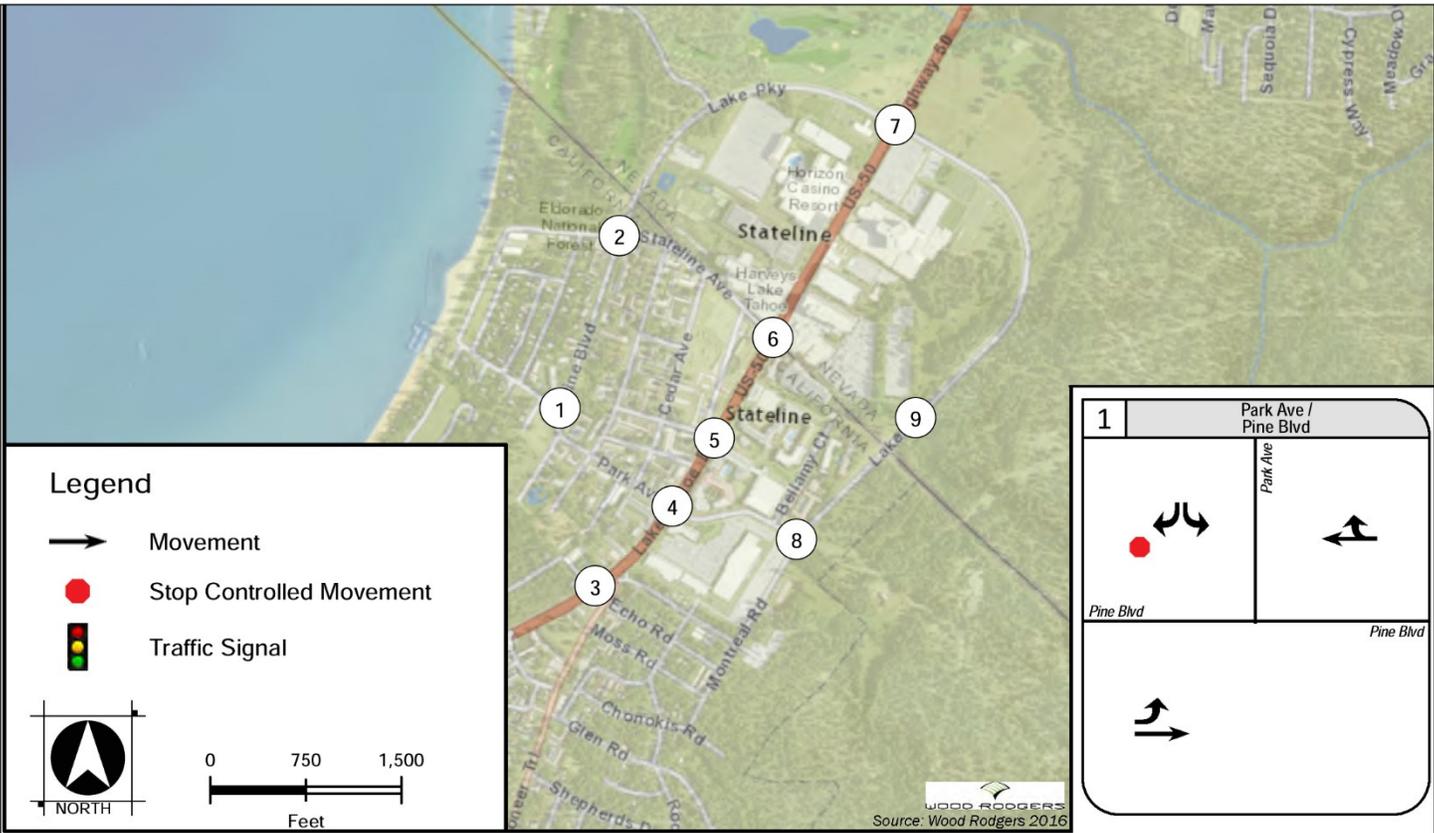
*Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable in accordance with TRPA standards.

¹ “Worst case” delays are indicated for two-way stop-controlled (TWSC) intersections.

² “Average” control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

Source: Wood Rodgers 2016a

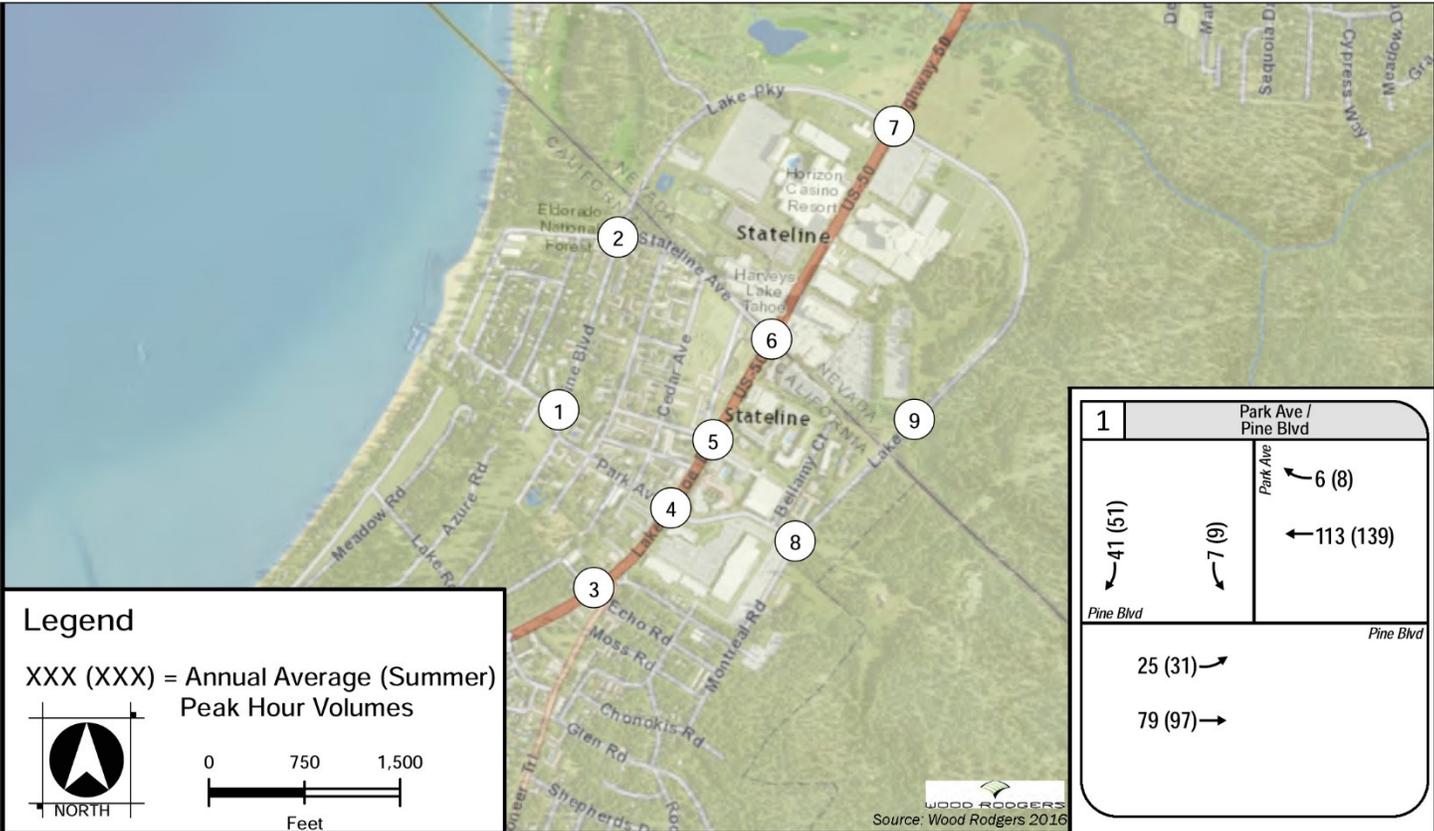
As shown in Table 3.6-8, all study area intersections are projected to operate at acceptable annual average and summer peak-hour LOS under 2020 No Build conditions.



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Exhibit 3.6-4

2020 (No Build) Lane Geometrics



| 1 Park Ave / Pine Blvd | |
|------------------------|------------------------|
| ← 41 (51) ← 7 (9) | ← 6 (8) ← 113 (139) |
| → 25 (31) → 79 (97) | |

| 2 Pine Blvd / Stateline Ave | |
|-------------------------------------|---------------------------------------|
| ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | ← 19 (24) ← 108 (133) ← 16 (20) |
| → 2 (3) → 97 (120) → 10 (12) | → 15 (19) → 12 (15) → 23 (28) |

| 3 US 50 / Pioneer Trail | |
|--------------------------------------|---|
| ↓ 7 (9) ↓ 1 (1) ↓ 2 (3) | ← 4 (5) ← 1037 (1280) ← 269 (332) |
| → 6 (8) → 934 (1153) → 15 (19) | → 13 (16) → 369 (456) |

| 4 US 50 / Park Ave/Heavenly Village Way | |
|--|--|
| ↓ 123 (152) ↓ 11 (14) ↓ 5 (6) | ← 6 (8) ← 923 (1140) ← 63 (78) |
| → 80 (99) → 1021 (1261) → 89 (110) | → 243 (300) → 11 (14) → 81 (100) |

| 5 US 50 / Friday Ave | |
|----------------------------|---------------------------|
| ↓ 33 (41) ↓ 24 (30) | ← 22 (27) ← 941 (1162) |
| → 34 (42) → 1058 (1306) | |

| 6 US 50 / Stateline Ave | |
|--|---------------------------------------|
| ↓ 113 (140) ↓ 2 (2) ↓ 34 (42) | ← 19 (23) ← 864 (1067) ← 8 (10) |
| → 102 (126) → 940 (1160) → 26 (32) | → 49 (61) → 14 (17) → 264 (326) |

| 7 US 50 / Lake Pkwy | |
|---------------------------------------|--|
| ↓ 30 (37) ↓ 14 (17) ↓ 130 (161) | ← 108 (133) ← 856 (1057) ← 156 (192) |
| → 30 (37) → 791 (977) → 28 (34) | → 7 (9) → 5 (6) → 8 (10) |

| 8 Lake Pkwy / Heavenly Village Way | |
|-------------------------------------|---|
| ↓ 55 (68) ↓ 5 (6) ↓ 100 (123) | ← 150 (185) ← 181 (223) ← 10 (12) |
| → 29 (36) → 165 (204) → 6 (7) | → 20 (25) → 275 (339) |

| 9 Lake Pkwy / Harrah's Rd | |
|---------------------------|--------------------------|
| ↓ 41 (50) ↓ 41 (50) | ← 20 (25) ← 276 (341) |
| → 20 (25) → 275 (339) | |

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Exhibit 3.6-5

2020 (No Build) Traffic Volumes

Roadway Segment Operations

Table 3.6-9 shows peak-hour arterial/highway directional segment operations under 2020 No Build traffic conditions.

Table 3.6-9 2020 (No Build) Arterial/Highway Segment Traffic Operations

| Arterial Segment | Arterial Class ¹ | Direction | Annual Average Peak Hour | | Summer Peak Hour | |
|--|-----------------------------|-----------|--------------------------|-----|--------------------------|-----|
| | | | Speed ² (mph) | LOS | Speed ² (mph) | LOS |
| US 50 between Pioneer Trail and Lake Parkway | III | EB | 20.1 | C | 17.3 | D |
| US 50 through Pioneer Trail and Lake Parkway | III | WB | 20.2 | C | 13.3 | E* |

Notes: EB = eastbound; LOS = level of service; WB = westbound.

*Projected to operate at LOS "E" for less than 4 hours per day based on analysis of 5th highest hour, which is considered acceptable per TRPA standards.

¹ With a free flow speed of approximately 35 mph for US 50, the study area roadway segments are regarded as an HCM-2010 Class III Arterial.

² Average travel speed in miles per hour.

Source: Wood Rodgers 2016a

As shown in Table 3.6-9, all study area arterial/highway segments are projected to operate at acceptable annual average and summer peak-hour LOS under 2020 No Build conditions.

2040 (No Build) Traffic Forecasts

Estimated 2040 traffic forecasts were calculated by estimating trips that would be generated by local projects that are expected to be completed between 2020 and 2040 and distributing/adding those trips onto the 2020 No Build forecasts. Additionally, it was assumed that traffic on US 50 in the Stateline area would grow at a rate of up to approximately 0.5 percent per year, based on projections from the *US 50 Transportation Concept Report and Corridor System Management Plan* (Caltrans 2014a) and is consistent with the TRPA travel demand model. Additional growth in through traffic was assumed on top of the local growth as necessary to achieve an overall growth rate of approximately 0.5 percent per year on US 50 in the study area. Projects likely to be completed by 2040 were identified based on discussions with local business owners and TRPA staff, knowledge of the study area, and projects included in the TRPA travel demand model. In addition to the recently approved development projects considered to be completed under 2020 conditions, the following long-term projects were considered completed under 2040 conditions:

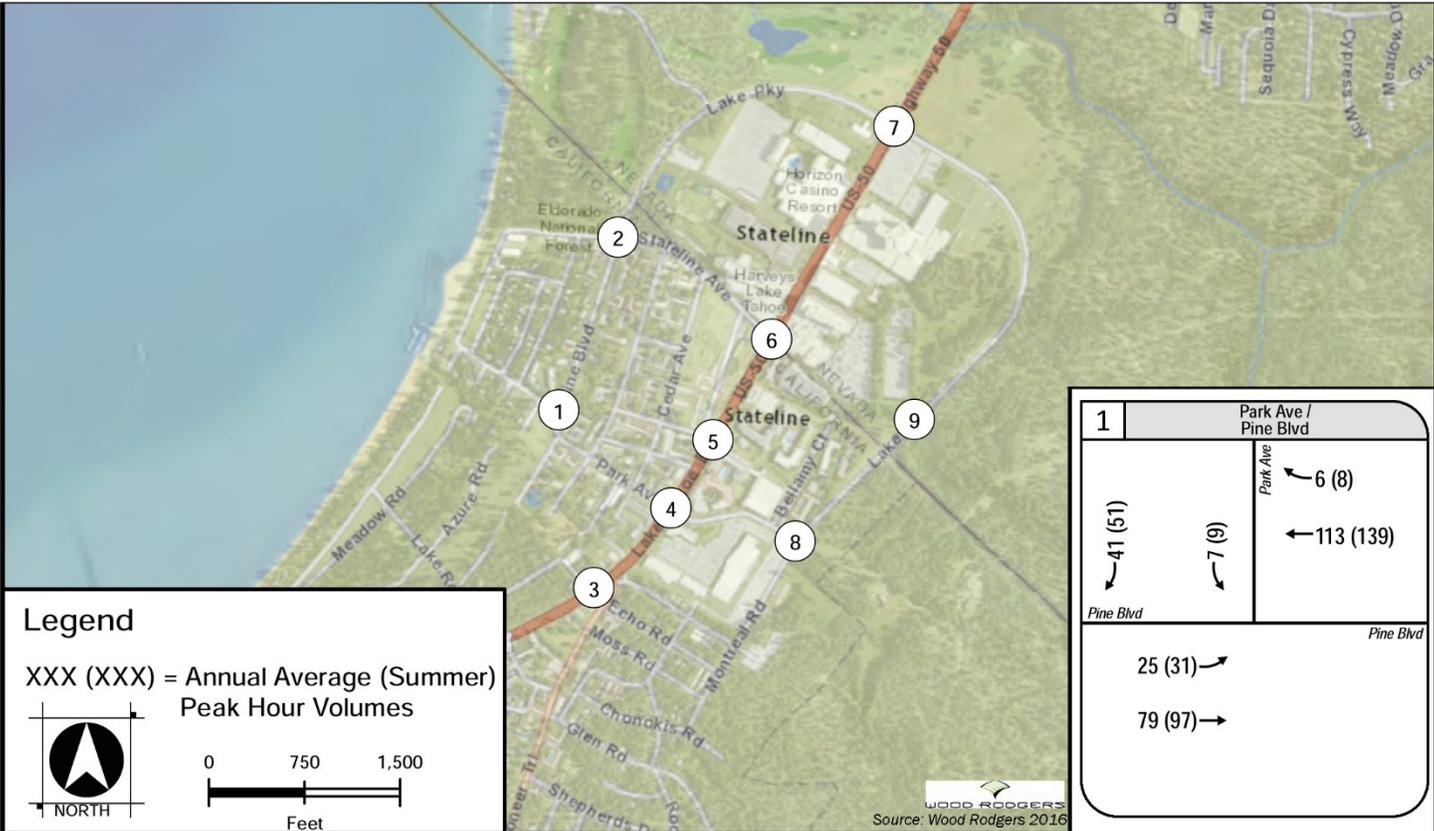
- ▲ Gondola Vista: 22 townhouse units in 10 duplex buildings
- ▲ Chateau/Zalanta development (full buildout): up to an additional 287 hotel rooms, 20,000 square feet of retail, and 60 recreational condominiums

More information about these future improvements is provided in Appendix I (Wood Rodgers 2016a).

2040 (No Build) Intersection and Roadway Segment LOS

Estimated 2040 project trips were calculated using trip generation rates from the *Trip Generation Manual, 9th Edition* (ITE 2012). A detailed summary of all trip generation rates, reduction factors, and total estimated trips for the proposed local projects is shown in the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Appendix I; Wood Rodgers 2016a).

2040 No Build traffic volume forecasts are shown in Exhibit 3.6-6 below.



| 1 | | Park Ave / Pine Blvd | |
|-----------|---------|----------------------|-------------|
| ← 41 (51) | ← 7 (9) | ← 6 (8) | ← 113 (139) |
| 25 (31) → | | 79 (97) → | |

| 2 | | Pine Blvd / Stateline Ave | |
|-------------|------------|---------------------------|-------------|
| ← 11 (14) | ← 11 (13) | ← 12 (15) | ← 19 (24) |
| ← 108 (133) | ← 16 (20) | | ← 108 (133) |
| 2 (3) → | 97 (120) → | 10 (12) → | 15 (19) → |
| 12 (15) → | 12 (15) → | 23 (28) → | 23 (28) → |

| 3 | | US 50 / Pioneer Trail | |
|---------------|---------------|-----------------------|---------------|
| ← 8 (10) | ← 8 (10) | ← 8 (10) | ← 8 (10) |
| ← 1119 (1381) | ← 301 (371) | | ← 1119 (1381) |
| 8 (10) → | 1007 (1243) → | 16 (20) → | 8 (10) → |
| 16 (20) → | 8 (10) → | 404 (499) → | 16 (20) → |

| 4 | | US 50 / Park Ave/Heavenly Village Way | |
|--------------|---------------|---------------------------------------|--------------|
| ← 136 (168) | ← 32 (40) | ← 8 (10) | ← 8 (10) |
| ← 990 (1222) | ← 69 (85) | | ← 990 (1222) |
| 96 (119) → | 1093 (1349) → | 100 (123) → | 96 (119) → |
| 277 (342) → | 19 (24) → | 94 (116) → | 277 (342) → |

| 5 | | US 50 / Friday Ave | |
|-----------|-----------|--------------------|---------------|
| ← 46 (57) | ← 58 (71) | ← 54 (67) | ← 1034 (1277) |
| 51 (63) → | | 1116 (1378) → | |

| 6 | | US 50 / Stateline Ave | |
|--------------|---------------|-----------------------|--------------|
| ← 126 (156) | ← 8 (10) | ← 45 (56) | ← 32 (40) |
| ← 940 (1161) | ← 16 (20) | | ← 940 (1161) |
| 117 (144) → | 1010 (1247) → | 32 (40) → | 117 (144) → |

| 7 | | US 50 / Lake Pkwy | |
|--------------|--------------|-------------------|--------------|
| ← 30 (37) | ← 16 (20) | ← 130 (161) | ← 114 (141) |
| ← 946 (1168) | ← 185 (228) | | ← 946 (1168) |
| 30 (37) → | 873 (1078) → | 32 (40) → | 30 (37) → |
| 58 (71) → | 16 (20) → | 278 (343) → | 58 (71) → |

| 8 | | Lake Pkwy / Heavenly Village Way | |
|-------------|-------------|----------------------------------|-------------|
| ← 58 (71) | ← 8 (10) | ← 116 (143) | ← 162 (200) |
| ← 188 (232) | ← 16 (20) | | ← 188 (232) |
| 32 (40) → | 172 (212) → | 8 (10) → | 32 (40) → |
| 8 (10) → | 8 (10) → | 16 (20) → | 8 (10) → |

| 9 | | Lake Pkwy / Harrah's Rd | |
|-----------|-----------|-------------------------|-------------|
| ← 52 (64) | ← 45 (56) | ← 24 (30) | ← 277 (342) |
| 28 (34) → | | 284 (350) → | |

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Exhibit 3.6-6

2040 Alternative A (No-Build) Traffic Volumes

Intersection Operations

2040 No Build intersection traffic operations were quantified using 2040 No Build traffic volumes and existing study area transportation facilities, along with construction of the Stateline Avenue pedestrian scramble. Results are summarized in Table 3.6-10.

Table 3.6-10 2040 (No Build) Intersection Traffic Operations

| # | Intersection | Control Type | Annual Average Peak Hour | | Summer Peak Hour | |
|---|--|---------------------|--------------------------|-----|------------------|----------|
| | | | Delay (S/V) | LOS | Delay (S/V) | LOS |
| 1 | Park Avenue/Pine Boulevard | TWSC ¹ | 10.1 | B | 10.6 | B |
| 2 | Pine Boulevard/Stateline Avenue | AWSC ² | 8.3 | A | 8.7 | A |
| 3 | US 50/Pioneer Trail | Signal ² | 23.7 | C | 64.5 | E |
| 4 | US 50/Park Avenue/Heavenly Village Way | Signal | 15.8 | B | 52.4 | D |
| 5 | US 50/Friday Avenue | Signal | 6.6 | A | 19.1 | B |
| 6 | US 50/Stateline Avenue | Signal | 35.9 | D | 90.6 | F |
| 7 | US 50/Lake Parkway | Signal | 19.9 | B | 27.6 | C |
| 8 | Lake Parkway/Heavenly Village Way | AWSC ² | 11.5 | B | 15.3 | C |
| 9 | Lake Parkway/Harrah's Road | TWSC ¹ | 15.1 | C | 18.8 | C |

Notes: AWSC = all-way stop-controlled; LOS = level of service; MUTCD = Manual on Uniform Traffic Control Devices; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

1 "Worst case" delays are indicated for two-way stop controlled (TWSC) intersections.

2 "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop controlled (AWSC) intersections.

Source: Wood Rodgers 2016a

As shown in Table 3.6-10, the US 50/Pioneer Trail intersection is projected to operate at LOS E for more than four hours per day and the US 50/Stateline Avenue intersection is projected to operate at LOS F under 2040 No Build conditions during the summer peak hour. The remaining study area intersections are projected to operate at annual average peak-hour LOS D or better under 2040 No Build conditions.

Roadway Segment Operations

Table 3.6-11 shows peak-hour arterial/highway directional segment operations for 2040 No Build traffic volumes.

Table 3.6-11 2040 (No Build) Arterial/Highway Segment Traffic Operations

| Arterial Segment | Arterial Class ¹ | Direction | Annual Average Peak Hour | | Summer Peak Hour | |
|--|-----------------------------|-----------|--------------------------|-----|--------------------------|--------------|
| | | | Speed ² (mph) | LOS | Speed ² (mph) | LOS |
| US 50 between Pioneer Trail and Lake Parkway | III | EB | 19.3 | C | 13.8 | E (< 4 hrs)* |
| US 50 through Pioneer Trail and Lake Parkway | III | WB | 18.7 | C | 10.5 | E |

Notes: EB = eastbound; LOS = level of service; WB = westbound.

*Projected to operate at LOS E for less than 4 hours per day based on analysis of 5th highest hour, which is considered acceptable per TRPA standards.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

¹ With a free flow speed of approximately 35 mph for US 50, the study roadway segments are regarded as an HCM-2010 Class III Arterial.

² Average travel speed in miles per hour.

Source: Wood Rodgers 2016a

As shown in Table 3.6-11, the westbound US 50 arterial segment between Lake Parkway and Pioneer Trail is projected to operate at summer peak-hour LOS E (for more than four hours per day) under 2040 No Build volumes and existing capacity configurations. All remaining study area arterial segments are projected to operate at annual average and summer peak-hour LOS E for less than four hours per day or better under Year 2040 No Build volumes and existing capacity configurations.

2040 (Design Year) Traffic Forecasts

Under Alternatives B, C, and D, some existing residences and businesses would be acquired and removed to provide right-of-way for the proposed new alignment of US 50. Three sites have been identified that could be developed with a mixture of multi-family residential, including for replacement housing, and commercial land uses to replace the residences and businesses removed. All three proposed mixed-use development sites combined could contain up to approximately 150 more housing units and 40,000 square feet more of commercial area than would be removed.

The 2040 (Design Year) analysis includes the mixed-use component, including replacement housing. This scenario considers the traffic impacts of the proposed mixed-use development, assuming all three sites are built to accommodate the maximum size and density allowed by current City of South Lake Tahoe land use and zoning ordinances and TRPA thresholds (Exhibits 3.6-7 through 3.6-9).

Methodology

Trip generation rates from the *Trip Generation Manual, 9th Edition* (ITE 2012) were used to estimate trips generated by the mixed-use development. Trips generated by the land uses to be removed were subtracted from the trips generated by the mixed-use development to calculate net new trips generated by the mixed-use development. It was determined that the mixed-use development, including replacement housing, would generate approximately 1,400–1,700 net new trips per day.

Net new trips generated by the mixed-use development, including replacement housing, were assigned to the scenario with the highest traffic volumes (i.e., 2040 with project conditions) under Alternatives B, C, and D to generate estimates for 2040 with project and mixed-use development including replacement housing.

SIGNIFICANCE CRITERIA

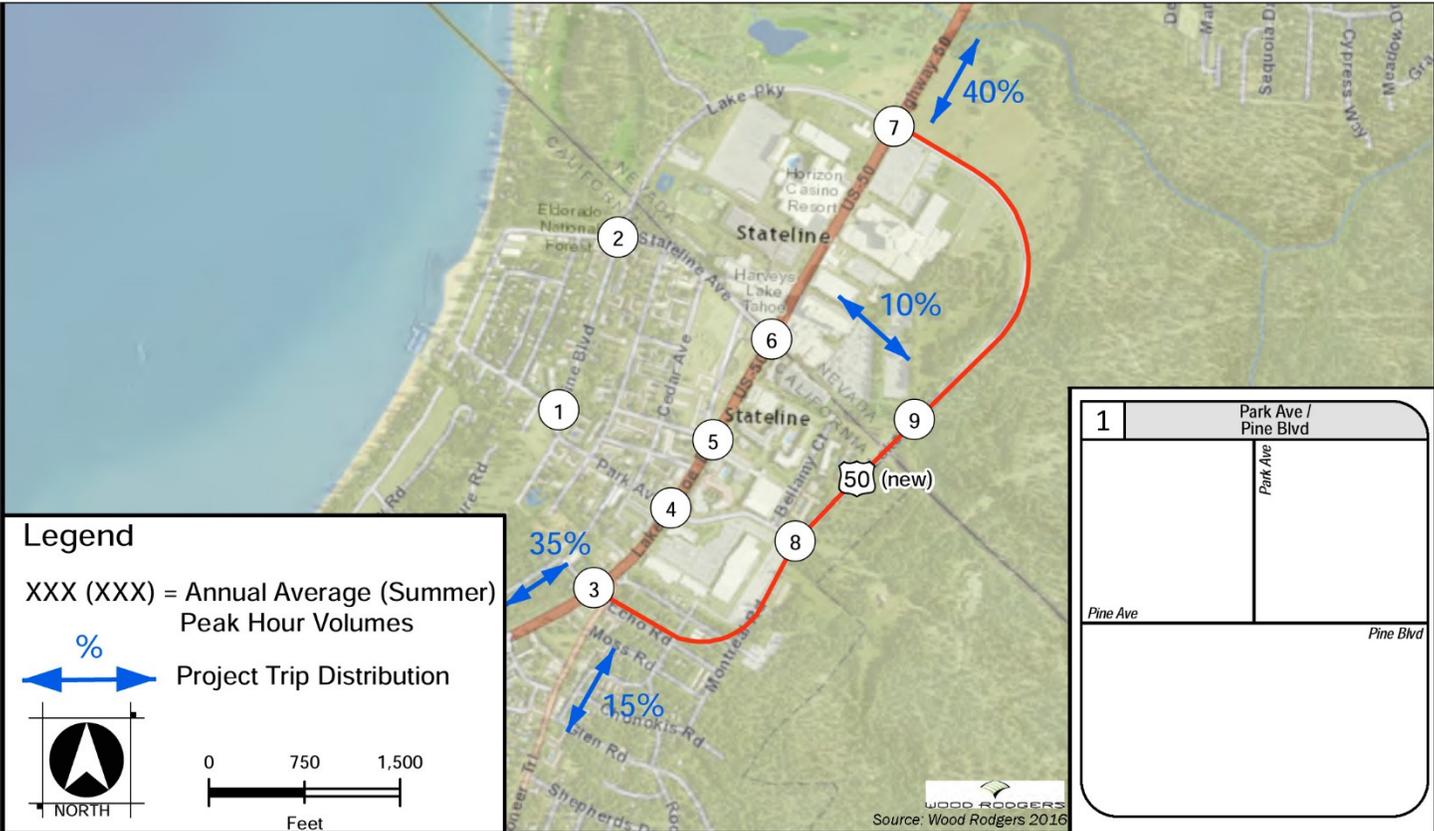
NEPA Criteria

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 intensity of its effects are encompassed by the TRPA and CEQA criteria used for this analysis. The 20-year minimum acceptable LOS for US 50 through the study area is LOS D for NDOT facilities and LOS E for no more than four hours per day for Caltrans and local agency facilities.

TRPA Criteria

The “Transportation/Circulation” criteria from the TRPA Initial Environmental Checklist for Determination of Environmental Impact (TRPA 2014) were used to evaluate the transportation impacts of the alternatives for TRPA compliance. The project would result in a significant impact if it would result in:

- ▲ generation of 100 or more new DVTE during operation;
- ▲ changes to existing parking facilities, or demand for new parking;
- ▲ substantial impact on existing transportation systems, including highway, transit, bicycle, or pedestrian facilities;
- ▲ alteration of present patterns of circulation or movement of people and/or goods;
- ▲ alteration of waterborne, rail, or air traffic; or
- ▲ increased traffic hazards to motor vehicles, bicyclists, or pedestrians.



| | |
|---|----------------------|
| 1 | Park Ave / Pine Blvd |
| | Park Ave |
| | Pine Ave |
| | Pine Blvd |

| | |
|---|---------------------------|
| 2 | Pine Blvd / Stateline Ave |
| | Stateline Ave |
| | Pine Blvd |
| | Pine Blvd |
| | Stateline Ave |

| | |
|---|-------------------------------------|
| 3 | New US 50 / Pioneer Trail/Old US 50 |
| | Old US 50 |
| | US 50 |
| | New US 50 |
| | Pioneer Trail |

| | |
|---|---|
| 4 | Old US 50 / Park Ave/Heavenly Village Way |
| | Park Ave |
| | Old US 50 |
| | Old US 50 |
| | Heavenly Village Way |

| | |
|---|------------------------|
| 5 | Old US 50 / Friday Ave |
| | Friday Ave |
| | Old US 50 |
| | Old US 50 |

| | |
|---|---------------------------|
| 6 | Old US 50 / Stateline Ave |
| | Stateline Ave |
| | Old US 50 |
| | Old US 50 |
| | Driveway |

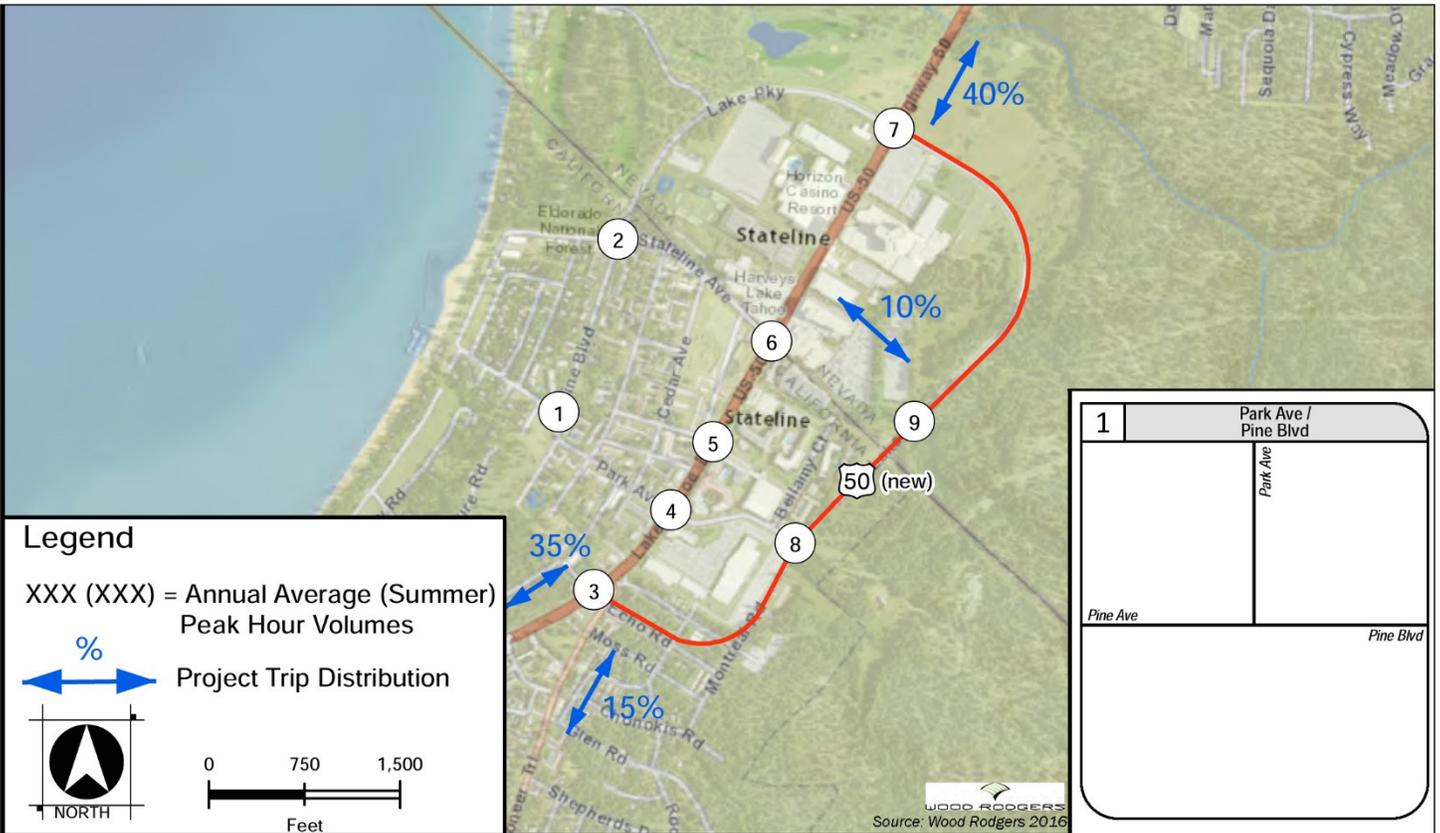
| | |
|---|---------------------------------|
| 7 | New US 50 / Lake Pkwy/Old US 50 |
| | Lake Pkwy |
| | Old US 50 |
| | US 50 |
| | New US 50 |

| | |
|---|----------------------------------|
| 8 | New US 50 / Heavenly Village Way |
| | Heavenly Village Way |
| | New US 50 |
| | New US 50 |
| | Minor Street |

| | |
|---|-------------------------|
| 9 | New US 50 / Harrah's Rd |
| | Harrah's Rd |
| | New US 50 |
| | New US 50 |

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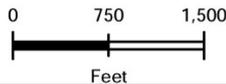
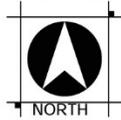
Exhibit 3.6-7 2040 Alternative B (Triangle) New Development Only Traffic Volumes



Legend

XXX (XXX) = Annual Average (Summer) Peak Hour Volumes

Project Trip Distribution



| | |
|----------|----------------------|
| 1 | Park Ave / Pine Blvd |
| Pine Ave | Pine Blvd |

| | |
|-----------|---------------------------|
| 2 | Pine Blvd / Stateline Ave |
| Pine Blvd | Pine Blvd |

| | |
|---------------|-------------------------------------|
| 3 | New US 50 / Pioneer Trail/Old US 50 |
| US 50 | New US 50 |
| Pioneer Trail | Pioneer Trail |

| | |
|----------------------|---|
| 4 | Old US 50 / Park Ave/Heavenly Village Way |
| Old US 50 | Old US 50 |
| Heavenly Village Way | Heavenly Village Way |

| | |
|-----------|------------------------|
| 5 | Old US 50 / Friday Ave |
| Old US 50 | Old US 50 |
| Old US 50 | Old US 50 |

| | |
|-----------|---------------------------|
| 6 | Old US 50 / Stateline Ave |
| Old US 50 | Old US 50 |
| Driveway | Driveway |

| | |
|-----------|---------------------------------|
| 7 | New US 50 / Lake Pkwy/Old US 50 |
| Old US 50 | US 50 |
| New US 50 | New US 50 |

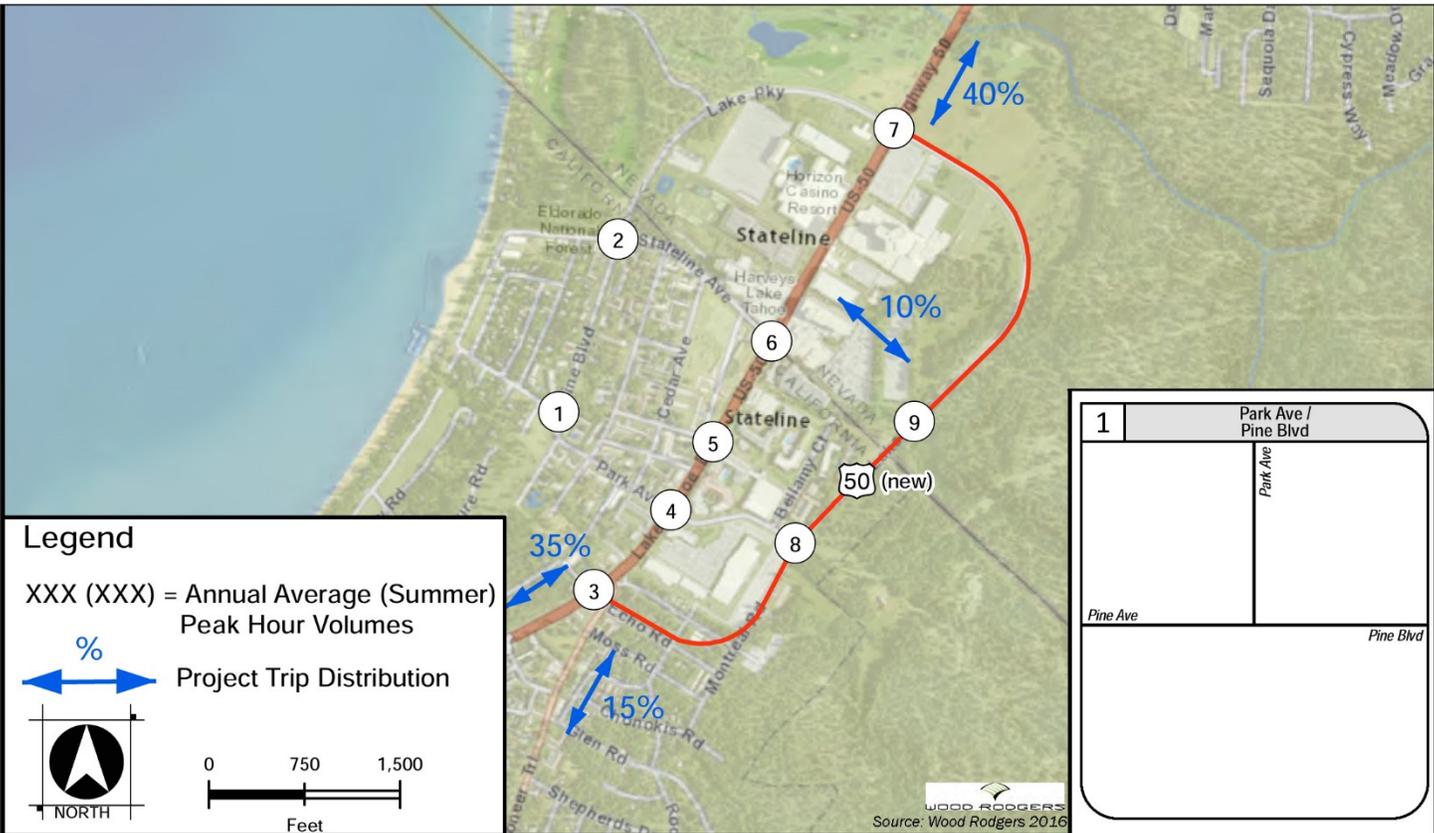
| | |
|--------------|----------------------------------|
| 8 | New US 50 / Heavenly Village Way |
| New US 50 | New US 50 |
| Minor Street | Minor Street |

| | |
|-----------|-------------------------|
| 9 | New US 50 / Harrah's Rd |
| New US 50 | New US 50 |
| New US 50 | New US 50 |

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**Exhibit 3.6-8
New Development Only Traffic Volumes**

2040 Alternative C (Triangle One-way)



| | |
|---|----------------------|
| 1 | Park Ave / Pine Blvd |
| | Park Ave |
| | Pine Ave |
| | Pine Blvd |

| | |
|---|---------------------------|
| 2 | Pine Blvd / Stateline Ave |
| | Stateline Ave |
| | Pine Blvd |
| | Pine Blvd |
| | Stateline Ave |

| | |
|---|-------------------------------------|
| 3 | New US 50 / Pioneer Trail/Old US 50 |
| | Old US 50 |
| | ← (14) |
| | ↙ (13) |
| | US 50 |
| | New US 50 |
| | (5) ↘ |
| | (15) → |
| | (2) ↘ |
| | Pioneer Trail |
| | (3) ↘ |
| | (2) ↑ |
| | (12) ↘ |

| | |
|---|---|
| 4 | Old US 50 / Park Ave/Heavenly Village Way |
| | Park Ave |
| | Old US 50 |
| | Old US 50 |
| | Heavenly Village Way |
| | (5) → |

| | |
|---|------------------------|
| 5 | Old US 50 / Friday Ave |
| | Friday Ave |
| | Old US 50 |
| | Old US 50 |
| | (5) → |

| | |
|---|---------------------------|
| 6 | Old US 50 / Stateline Ave |
| | Stateline Ave |
| | Old US 50 |
| | Old US 50 |
| | (4) → |
| | (1) ↘ |
| | Driveway |

| | |
|---|---------------------------------|
| 7 | New US 50 / Lake Pkwy/Old US 50 |
| | Lake Pkwy |
| | ← (29) |
| | Old US 50 |
| | US 50 |
| | (4) → |
| | New US 50 |
| | (17) ↘ |

| | |
|---|----------------------------------|
| 8 | New US 50 / Heavenly Village Way |
| | Heavenly Village Way |
| | ↘ (22) |
| | ← (14) |
| | New US 50 |
| | New US 50 |
| | (8) ↘ |
| | (16) ↘ |
| | (22) ↘ |
| | (5) → |
| | Minor Street |

| | |
|---|-------------------------|
| 9 | New US 50 / Harrah's Rd |
| | Harrah's Rd |
| | ← (29) |
| | New US 50 |
| | New US 50 |
| | (7) ↘ |
| | (4) ↘ |
| | (17) → |

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Exhibit 3.6-9 2040 Alternative D (PSR) New Development Only Traffic Volumes

For study area facilities that fall under local agency jurisdiction, TRPA-defined LOS D is used as the minimum acceptable threshold for operations; however, peak-hour LOS E is regarded as acceptable if the duration of such operations does not exceed four hours per day. TRPA vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.

Vehicle miles traveled (VMT) are the miles traveled by vehicles within a specific region over a certain period. VMT per capita is defined as total VMT in a region divided by the total population of the region. Total VMT and VMT per capita are both measures of efficiency of the transportation system. As stated above, TRPA has a total VMT standard of reducing overall VMT within the Region to at least 10 percent below 1981 levels. Achievement of the VMT standard is addressed in the 2012 Regional Plan Update through a combination of transportation improvements and land use policies that incentivize redevelopment in urban centers and mixes of urban uses that help reduce VMT. Total VMT has been analyzed for the Regional Plan in Impact 3.3-3 of its EIS. The 2012 Regional Plan Update EIS concluded a less-than-significant effect on total regional VMT after implementation of land use and transportation policies, along with Mitigation Measure 3.3-3, Implement Additional VMT Reduction (TRPA 2012a). Therefore, a project that would be consistent with the Regional Plan, would not have an adverse effect on regional VMT. If a project results in a net decrease in regional VMT or VMT per capita, it is regarded as having a beneficial effect helping attain the mobility and air quality goals for the Region.

CEQA Criteria

Based on the Appendix G Environmental Checklist of the State CEQA Guidelines, an alternative would have a significant impact on traffic and transportation if it would:

- ▲ conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- ▲ conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- ▲ result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- ▲ substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- ▲ result in inadequate emergency access; or
- ▲ conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

Impact 3.6-1: Impacts on intersection operations related to the redevelopment of the mixed-use development sites to accommodate replacement housing (Before Opening Day)

Redevelopment of the mixed-use development sites to accommodate displaced residents would not affect intersection operations on the existing roadway network. For Alternatives B, C, and D, TTD would construct replacement housing and relocate residents before initiating construction of the transportation improvements in California. This analysis focuses on Site 3, because redevelopment of Site 1 before the transportation improvements is not feasible given its location on existing US 50, and Site 2 is located at the edge of the existing Rocky Point neighborhood and would displace businesses that generate similar traffic volumes where the impact on existing intersection operations is expected to be minimal. The Site 3 redevelopment potential would be the same under all three alternatives. Modeled intersections operations would remain at acceptable levels for Alternatives B, C, and D. Alternatives A and E would not displace residents and would not include any residential displacement or redevelopment. Intersection operations under Alternatives A and E would remain unchanged.

NEPA Environmental Consequences: The design features of Alternatives B, C, and D would avoid or minimize the impacts on intersection operations 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 Alternative B, C, and D; No Impact for Alternatives A and E

Alternative A: No Build (No Project)

Under Alternative A the no-build condition, existing residents within the Rocky Point neighborhood would not be displaced. They would remain in their existing homes, and the mixed-use development sites would not be redeveloped. Table 3.6-12 below shows that under Alternative A the analyzed intersections would all continue to operate at acceptable LOS within the existing roadway network. Because operations at all modeled intersections would be unchanged, Alternative A would result in **no impact** to intersection operations for the purposes of NEPA, CEQA and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

This impact discussion contemplates short-term adverse impacts resulting from the redevelopment of the mixed-use development sites to accommodate replacement housing before completion of the right-of-way acquisition and transportation improvements in California. This analysis focuses on Site 3, because redevelopment of Site 1 before the transportation improvements is not feasible given its location on existing US 50, and Site 2 is located at the edge of the existing Rocky Point neighborhood and would displace businesses that generate similar traffic volumes where the impact on existing intersection operations is expected to be minimal. For Site 3, Table 3.6-12 compares shows how the three modeled intersections near the Rocky Point neighborhood would operate with redevelopment of Site 3 to accommodate displaced residents, with the existing roadway network and with the proposed transportation improvements. As shown in the last column of Table 3.6-12, with Alternative B the analyzed intersections would all continue to operate at acceptable LOS with the proposed transportation improvements. Notably the delay at each of the modeled intersections would be reduced, and the LOS improved with implementation of the proposed transportation improvements. For the reasons stated above, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the Alternative B transportation improvements would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

TTD has committed to constructing replacement housing for displaced residents associated with Alternative B before initiating right-of-way acquisition and constructing transportation improvements in California. For the reasons described above, this analysis focuses on the impacts of redevelopment of Site 3 if it were to be constructed before 2020. The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements.

Table 3.6-12 shows that study intersections would continue to operate at acceptable LOS with the existing roadway network and the development at Site 3 and prior to completion of the transportation improvements. Thus, because intersection operations would remain at an acceptable LOS for studied intersections, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, with Alternative B, the redevelopment of one or more of the mixed-use development sites on the existing roadway network would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the mixed-use development sites could result in similar impacts on intersection operations as described above. However, because the location of replacement housing elsewhere is unknown, analysis of the potential for short-term intersection operational 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 redevelopment of one or more of the redevelopment sites to include replacement housing would result in a **less-than-significant** impact on intersection operations on the existing roadway network.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing with Alternative B would minimize the impacts on intersection operations on the existing roadway network such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle (Locally Preferred Action)

Transportation Improvements

This impact discussion contemplates short-term adverse impacts resulting from the redevelopment of the mixed-use development sites to accommodate replacement housing before completion of the right-of-way acquisition and transportation improvements in California. This analysis focuses on Site 3 for the reasons described above under Alternative B. For Site 3, Table 3.6-12 compares shows how the three modeled intersections near the Rocky Point neighborhood would operate with redevelopment of Site 3 to accommodate displaced residents, with the existing roadway network and with the proposed transportation improvements. As shown in the last column of Table 3.6-12, with Alternative C the analyzed intersections would all continue to operate at acceptable LOS with the proposed transportation improvements. Notably the delay at each of the modeled intersections would be reduced, and the LOS improved with implementation of the proposed transportation improvements. For the reasons stated above, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the Alternative C transportation improvements would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

TTD has committed to constructing replacement housing for displaced residents associated with Alternative C before initiating right-of-way acquisition and constructing transportation improvements in California. For the reasons described above under Alternative B, this analysis focuses on the redevelopment of Site 3. The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements.

Table 3.6-12 shows that study intersections would continue to operate at acceptable LOS with the existing roadway network and the development at Site 3 and prior to completion of the transportation improvements. Thus, because intersection operations would remain at an acceptable LOS for studied intersections, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, with Alternative C, the redevelopment of one or more of the mixed-use development sites on the existing roadway network would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the mixed-use development sites could result in similar impacts on intersection operations as described above. However, because the location of replacement housing elsewhere is unknown, analysis of the potential for short-term intersection operational 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 redevelopment of one or more of the mixed-use development sites to include replacement housing would result in a **less-than-significant** impact on intersection operations on the existing roadway network.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing with Alternative C would minimize the impacts on intersection operations on the existing roadway network such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Triangle (Locally Preferred Action)

Transportation Improvements

This impact discussion contemplates short-term adverse impacts resulting from the redevelopment of the mixed-use development sites to accommodate replacement housing before completion of the right-of-way acquisition and transportation improvements in California. This analysis focuses on Site 3 for the reasons described above under Alternative B. For Site 3, Table 3.6-12 compares shows how the three modeled intersections near the Rocky Point neighborhood would operate with redevelopment of Site 3 to accommodate displaced residents, with the existing roadway network and with the proposed transportation improvements. As shown in the last column of Table 3.6-12, with Alternative D the analyzed intersections would all continue to operate at acceptable LOS with the proposed transportation improvements. Notably the delay at each of the modeled intersections would be reduced, and the LOS improved with implementation of the proposed transportation improvements. For the reasons stated above, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the Alternative D transportation improvements would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

TTD has committed to constructing replacement housing for displaced residents associated with Alternative D before initiating right-of-way acquisition and constructing transportation improvements in California. For the reasons described above under Alternative B, this analysis focuses on the redevelopment of Site 3. The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements.

Table 3.6-12 shows that study intersections would continue to operate at acceptable LOS with the existing roadway network and the development at Site 3 and prior to completion of the transportation improvements. Thus, because intersection operations would remain at an acceptable LOS for studied intersections, this impact would be **less than significant** for the purposes of CEQA and TRPA.

Table 3.6-12 Intersection Traffic Operations with Replacement Housing Constructed at Site 3

| No. | Intersection | Alternatives A and E Current Location in Rocky Point Neighborhood with Existing Roadway Network (Before Opening Day) | | Alternatives B, C, and D Relocated Residents at Site 3 Under Existing Roadway Network (Before Opening Day) | | Alternatives B, C, and D Relocated Residents at Site 3 with Proposed Transportation Improvements (Opening Day) | |
|-----|------------------------------------|--|-----|--|-----|--|-----|
| | | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS |
| 3 | US 50/Pioneer Trail | 45.1 | D | 45.6 | D | 22.5 | C |
| 4 | US 50/Park Avenue-Heavenly Village | 39.4 | D | 39.4 | D | 22.7 | C |
| 8 | Lake Parkway/Heavenly Village Way | 13.0 | C | 13.0 | B | 10.5 | B |

Notes: LOS = level of service; S/V = seconds per vehicle.

Source: Wood Rodgers 2016c

For the purposes of NEPA, with Alternative D, the redevelopment of one or more of the mixed-use development sites on the existing roadway network would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the mixed-use development sites could result in similar impacts on intersection operations as described above. However, because the location of replacement housing elsewhere is unknown, analysis of the potential for short-term intersection operational 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 redevelopment of one or more of the mixed-use development sites to include replacement housing would result in a **less-than-significant** impact on intersection operations on the existing roadway network.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing with Alternative D would minimize the impacts on intersection operations on the existing roadway network such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Alternative E would not include right-of-way acquisition or displace any residents in the Rocky Point neighborhood, nor would it include redevelopment of mixed-use development. Similar to Alternative A, under Alternative E the modeled intersections would remain unchanged. For this reason, Alternative E would result in **no impact** to intersection operations for the purposes of NEPA, CEQA and TRPA.

Impact 3.6-2: Impacts of transportation improvements on intersection operations – 2020 (Opening Day)

The US 50/South Shore Community Revitalization Project would not generate additional 2020 (opening day) vehicle trips that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure and change circulation patterns within the study area. For Alternatives B, C, and D, US 50 would be realigned to connect to and approximately follow the existing Lake Parkway East alignment. Under Alternatives A and E, the existing US 50 roadway alignment would remain the same as existing conditions. Under Alternative E, LOS intersection operations would remain at acceptable levels in 2020 and LOS at the intersection of Old US 50/Stateline Avenue would improve substantially. Under Alternatives B and D, LOS would improve at several intersections compared to existing conditions. All intersections would operate at acceptable LOS under Alternative A. The implementation of Alternative C would result in unacceptable intersection LOS at the new US 50/Pioneer Trail/Old US 50, Old US 50/Park Avenue/Heavenly Village Way, and new US 50/Lake Parkway/Old US 50 (roundabout option) intersections during summer peak-hour conditions. Exhibits 3.6-10 through 3.6-18 show the lane geometry and study area volumes associated with each of the project alternatives. Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-2 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on intersection operations in 2020.

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, D, and E; Less Than Significant for Alternative A; Less Than Significant for Alternative C after implementation of Mitigation Measure 3.6-2

Alternative A: No Build (No Project)

As shown in Table 3.6-13, all Alternative A intersections are projected to operate acceptable levels in 2020. Because all intersections would operate at acceptable LOS under 2020 conditions, Alternative A would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative B: Triangle (Locally Preferred Action)**Transportation Improvements**

Exhibit 3.6-12 shows the study area intersection volumes associated with Alternative B transportation improvements on opening day. As shown in Table 3.6-13, all study area intersections are projected to operate at annual average and summer peak-hour LOS C or better under opening day conditions. Alternative B is projected to improve LOS compared to Alternative A at the following intersections during summer and/or annual average peak-hour conditions:

- ▲ Park Avenue/Pine Boulevard;
- ▲ New US 50/Pioneer Trail/Old US 50 (both roadway geometry options);
- ▲ Old US 50/Park Avenue/Heavenly Village Way (both roadway geometry options);
- ▲ Old US 50/Stateline Avenue;
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options); and
- ▲ New US 50/Heavenly Village Way.

Thus, because intersection operations would remain at acceptable LOS for all study area intersections and would improve for the intersections listed above, implementation of transportation improvements included in Alternative B on opening day would result in a **beneficial** impact 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 impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative C: Triangle One-Way

Transportation Improvements

Exhibit 3.6-14 shows the study area intersection volumes associated with Alternative C transportation improvements on opening day. As shown in Table 3.6-13, two study area intersections are projected to operate at unacceptable LOS during opening day peak-hour operations:

- ▲ New US 50/Pioneer Trail/existing US 50;
- ▲ New US 50/Lake Parkway/existing US 50 (signal option);
- ▲ New US 50/Lake Parkway/existing US 50 (roundabout option).

The heavy left-turn movements for the eastbound approach of the new US 50/Pioneer Trail/existing US 50 intersection are the primary cause of the LOS degradation at this intersection. The LOS of the signalized new US 50/Lake Parkway/Old US 50 intersection degrades to LOS F primarily due to the high volume of left-turn movements of the westbound approach. The new US 50/Lake Parkway/Old US 50 roundabout option fails (LOS F) due to the high volume of circulating left turns that would be made from westbound US 50 onto the new US 50 Loop. For these reasons, in the development of the alternatives, the Project Development Team (PDT) dismissed a roundabout as an option at new US 50/Lake Parkway/Old US 50 for Alternative C.

Thus, because of LOS intersection operations exceeding acceptable levels at the intersections detailed above, implementation of Alternative C transportation improvements on opening day would result in 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 unacceptable LOS during opening day peak-hour operations.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Exhibit 3.6-16 shows the study area intersection volumes associated with Alternative D transportation improvements on opening day. As shown in Table 3.6-13, all Alternative D study area intersections are projected to operate at annual average and summer peak-hour LOS C or better under opening day conditions. This alternative is projected to reduce delay compared to Alternative A at the following intersections during summer and/or annual average peak-hour conditions:

- ▲ Park Avenue/Pine Boulevard;
- ▲ New US 50/Pioneer Trail/Old US 50;
- ▲ Old US 50/Park Avenue/Heavenly Village Way;
- ▲ Old US 50/Stateline Avenue;
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options); and
- ▲ New US 50/Heavenly Village Way.

Thus, because operations would be at acceptable LOS for all study area intersections and would improve for the intersections listed above, implementation of transportation improvements included in Alternative D on opening day would result in a **beneficial** impact 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 impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative E: Skywalk

Exhibit 3.6-18 shows the study area intersection volumes associated with Alternative E on opening day. As shown in Table 3.6-13, all Alternative E study area intersections are projected to operate at annual average and summer peak-hour LOS D or better under opening day conditions. Under Alternative E, several intersections would experience substantial LOS improvements; most notably, the US 50/Stateline Avenue intersection would improve from LOS E for up to 4 hours per day under Alternative A during the summer peak hour to LOS B: Alternative E is projected to reduce delay compared to Alternative A at the following intersections during summer and/or annual average peak-hour conditions:

- ▲ US 50/Park Avenue/Heavenly Village Way;
- ▲ US 50/Stateline Avenue; and
- ▲ US 50/Heavenly Village Way.

Thus, because all study area intersections would operate at acceptable LOS and LOS at several intersections would improve, implementation of Alternative E on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on intersection operations – 2020 (opening day) such that no additional mitigation measures are needed or feasible to implement.

Table 3.6-13 2020 (Opening Day) Intersection Traffic Operations

| # | Intersection | Control Type | Alternative A (No Build) | | | | Alternative B (Triangle) | | | | Alternative C (Triangle One-Way) | | | | Alternative D (PSR Alt 2) | | | | Alternative E (Skywalk) | | | |
|---|---|-----------------------------|--------------------------|-----|-------------|-----|--------------------------|-------|-------------|-------|----------------------------------|-----|---------------|-------|---------------------------|-------|-------------|-------|-------------------------|-----|-------------|-----|
| | | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | |
| | | | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS |
| 1 | Park Avenue/Pine Boulevard | TWSC ¹ | 10.1 | B | 10.6 | B | 9.5 | A | 9.8 | A | 9.6 | A | 10.0 | B | 9.5 | A | 9.8 | A | 10.1 | B | 10.6 | B |
| 2 | Pine Boulevard/Stalene Avenue | AWSC ² | 8.3 | A | 8.7 | A | 8.3 | A | 8.7 | A | 8.5 | A | 8.9 | A | 8.3 | A | 8.7 | A | 8.3 | A | 8.7 | A |
| 3 | New US 50/Pioneer Trail/Old US 50 ³ | Signal A | 18.9 | B | 46.1 | D | 19.9 | B | 24.5 | C | 60.1 | E* | 99.2 | F | 19.8 | B | 22.4 | C | 20.0 | C | 46.1 | D |
| | | Signal B | - | - | - | - | 20.5 | C | 23.6 | C | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | Old US 50/Park Avenue/Heavenly Village Way ⁴ | Signal A | 13.3 | B | 39.4 | D | 17.4 | B | 21.2 | C | 13.6 | B | 16.7 | B | 18.1 | B | 22.2 | C | 17.2 | B | 31.9 | C |
| | | Signal B | - | - | - | - | 21.2 | C | 27.7 | C | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Old US 50/Friday Avenue | Signal ² | 5.1 | A | 9.4 | A | 9.1 | A | 10.0 | A | 3.9 | A | 16.3 | B | 7.7 | A | 9.9 | A | 5.0 | A | 6.9 | A |
| 6 | Old US 50/Stalene Avenue | Signal | 27.9 | C | 56.9 | E* | 16.1 | B | 22.4 | C | 7.0 | A | 54.5 | D | 16.7 | B | 20.5 | C | 8.6 | A | 11.2 | B |
| 7 | New US 50/Lake Parkway/Old US 50 ⁵ | Signal | 18.1 | B | 22.7 | C | 16.3 | B | 20.0 | B | 40.5 | D | 82.4 | F | 16.1 | B | 19.8 | B | 16.3 | B | 25.7 | C |
| | | Rndabt ^{6,7,10} | - | - | - | - | 7.4 (13.9) | A (B) | 7.9 (15.5) | A (C) | 21.5 (41.7) | C | 104.4 (219.6) | F (F) | 7.4 (13.9) | A (B) | 7.9 (15.5) | A (C) | - | - | - | - |
| 8 | New US 50/Heavenly Village Way | Signal (AWSC ⁸) | 14.5 | B | 17.5 | C | 8.9 | A | 11.1 | B | 4.4 | A | 5.1 | A | 9.3 | A | 10.3 | B | 10.7 | B | 13.0 | B |
| 9 | New US 50/Harrah's Road | Signal (TWSC ⁹) | 5.1 | A | 9.4 | A | 4.3 | A | 4.8 | A | 1.6 | A | 4.9 | A | 4.4 | A | 4.9 | A | 14.5 | B | 17.5 | C |

Notes: AWSC = all-way stop-controlled; EB = eastbound; LOS = level of service; SB = southbound; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

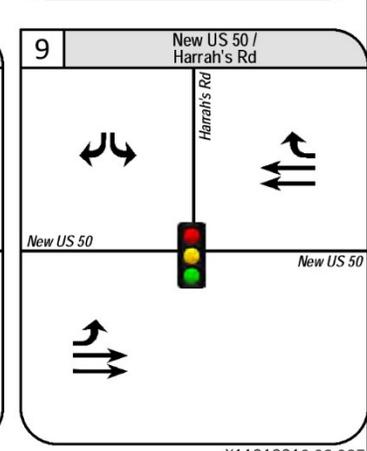
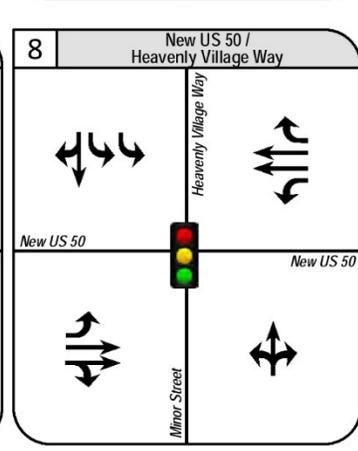
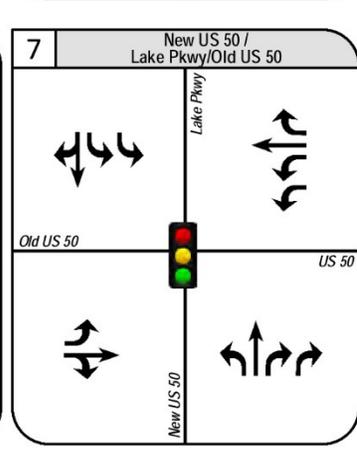
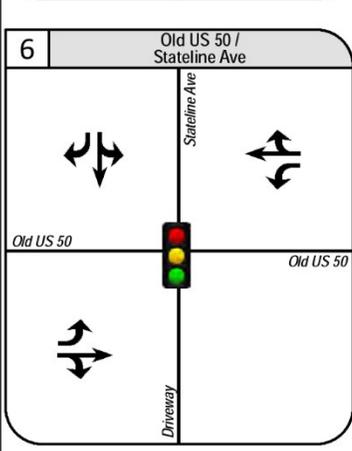
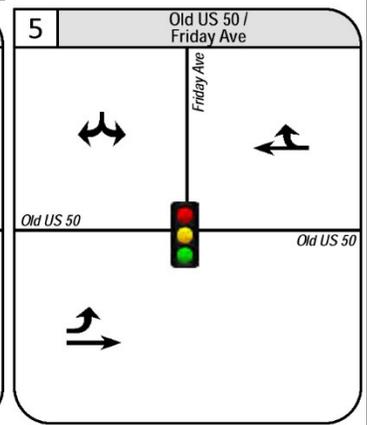
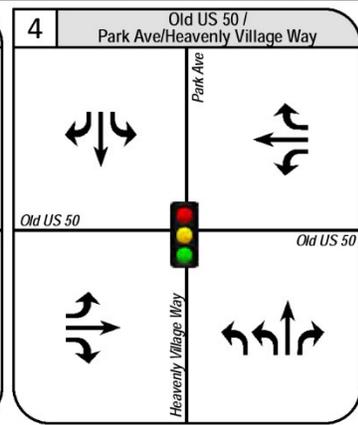
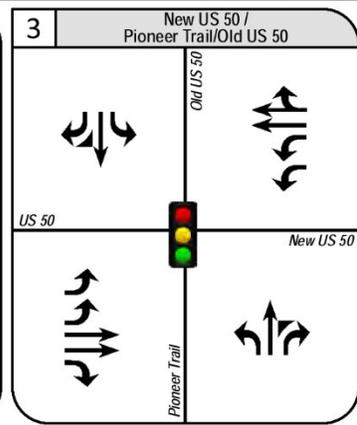
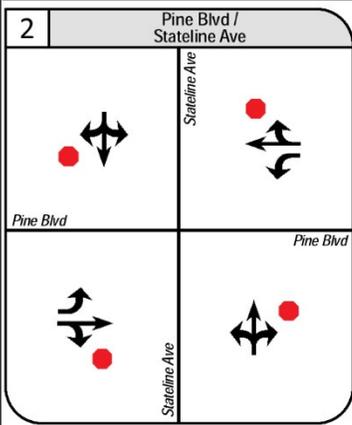
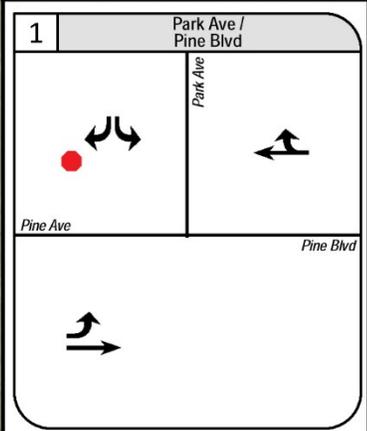
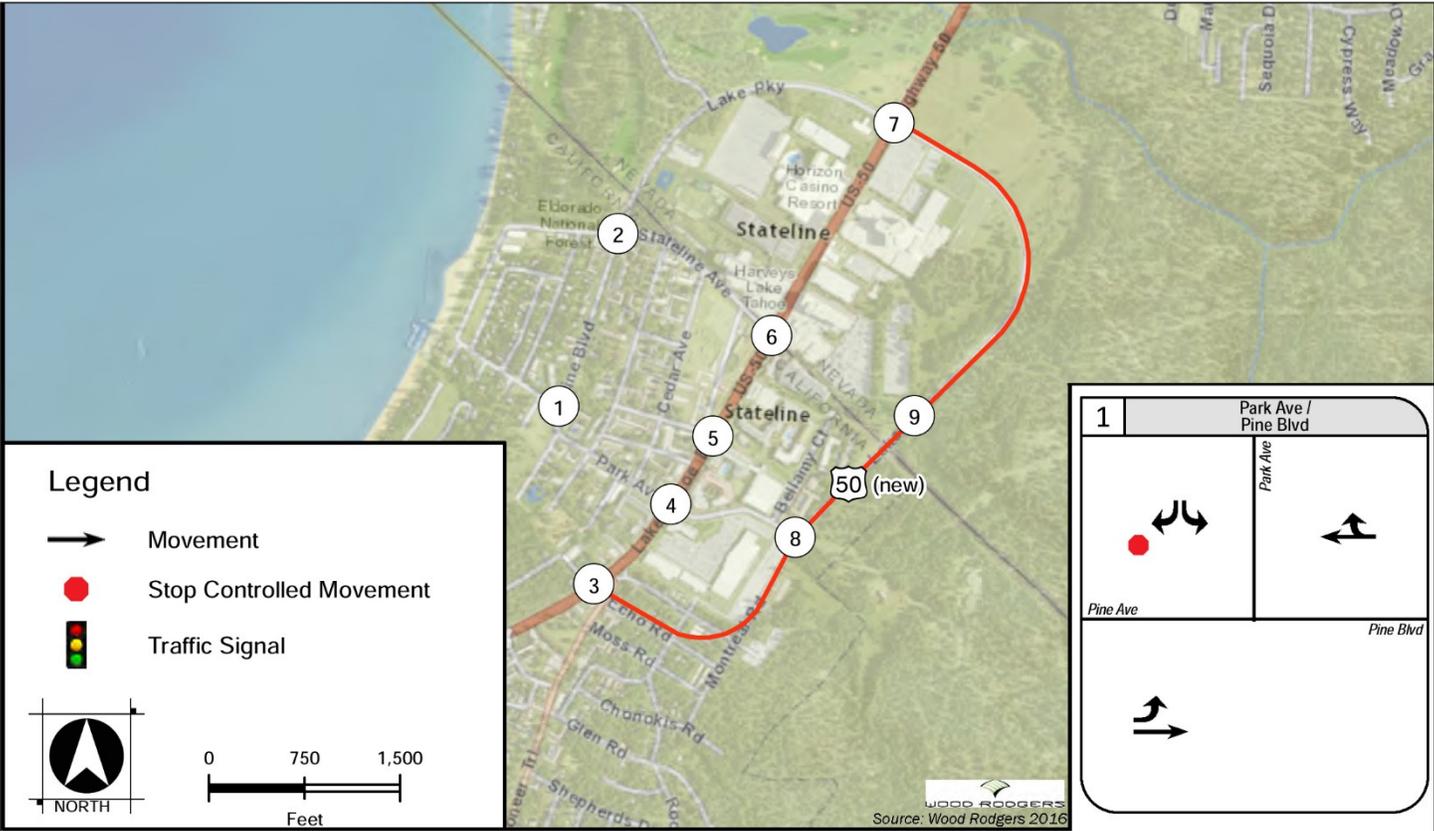
Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

*Projected to operate at LOS E for less than 4 hours per day based on analysis of 5th highest hour, which is considered acceptable per TRPA standards.

- = Intersection does not exist under the specified alternative or is otherwise not applicable.

1. "Worst-case" delays are indicated for Two-way-stop (TWSC) controlled intersections.
2. "Average" control delays (in seconds/vehicle (S/V)) are indicated for signal-controlled and All way stop control (AWSC) intersections.
3. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right lane, 1 left turn pocket. Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right turn pocket, 1 left turn pocket.
4. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through lane, 1 right turn trap lane, 1 left turn pocket. NB approach: dual left turn pockets. Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through-right lane, 1 left turn pocket. NB approach: single left turn pocket.
5. US 50/Lake Parkway intersection is controlled by a signal under Alternative E and by either a roundabout or a signal under Alternatives B, C, and D.
6. A layout drawing of the roundabout option for the US 50/Lake Parkway intersection is provided in Appendix I, Exhibit 6.
7. "Average" and "Worst case" control delays are indicated for roundabout intersection in "average (worst case)" format.
8. Control type for this intersection is AWSC under Alternative A and Alternative E conditions.
9. Control type for this intersection is TWSC under Alternative A and Alternative E conditions.
10. Alt B and D Roundabout "average annual" and "summer peak" V/C ratios are 0.62 (0.77), and Alt C "Average Annual" and "summer peak" V/C ratios are 0.98 (1.43) in "average annual (summer peak) format"

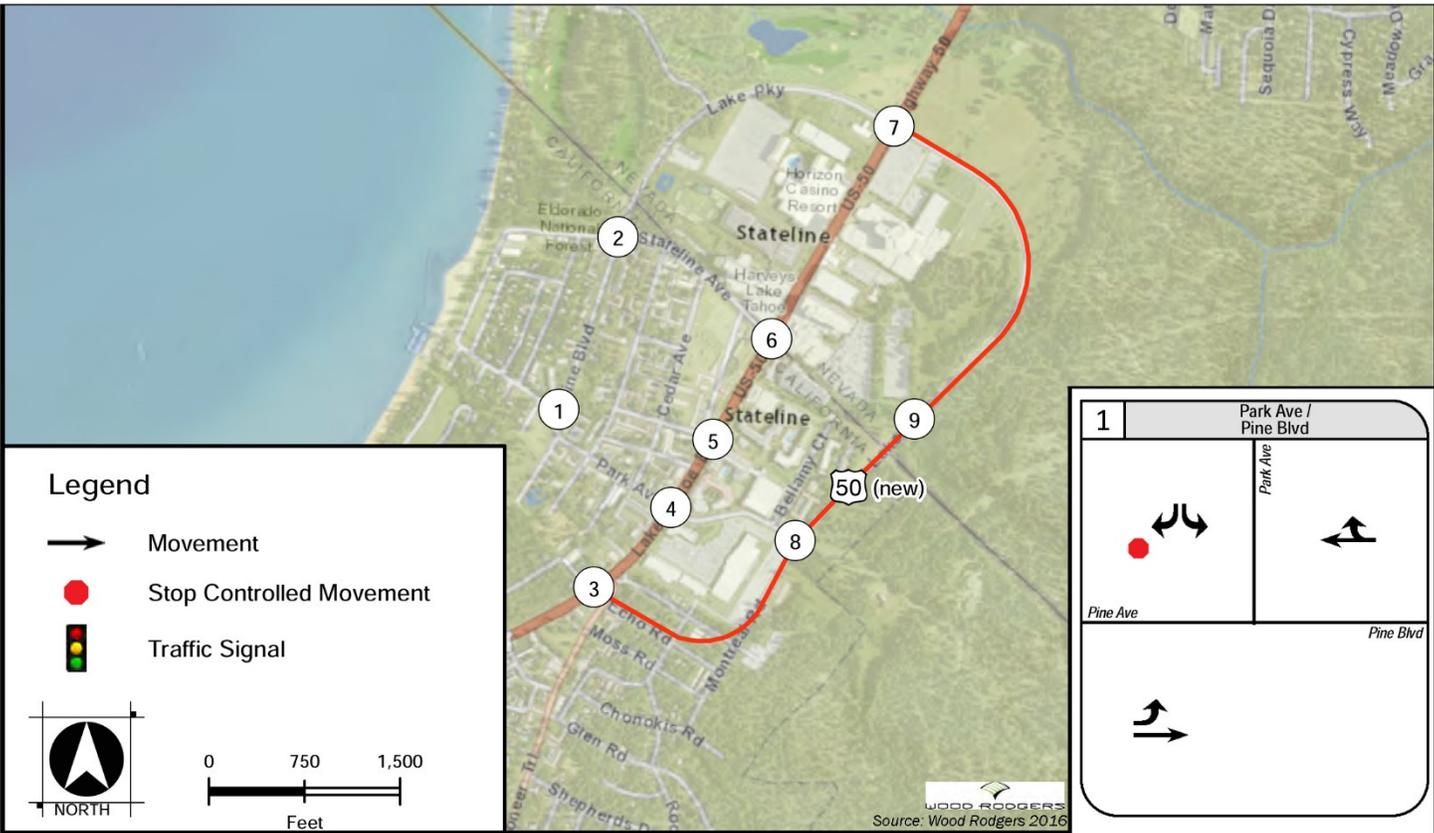
Source: Wood Rodgers 2016a



X11010010 02 027

Exhibit 3.6-10

2020 Alternative B (Triangle) Lane Geometrics



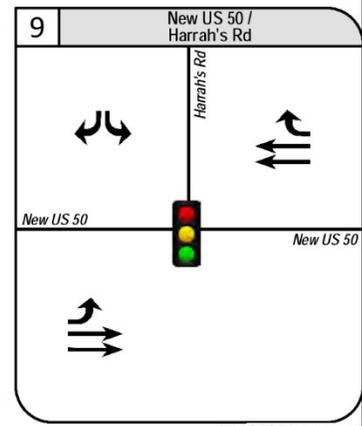
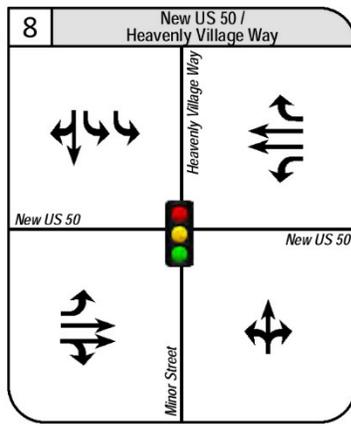
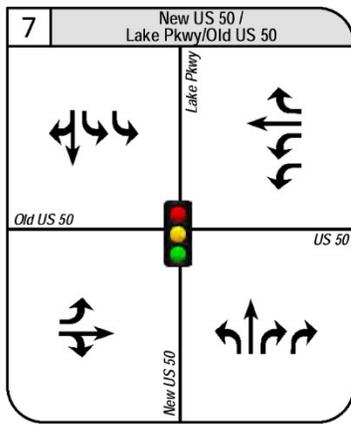
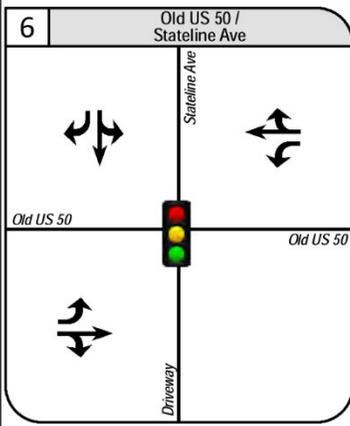
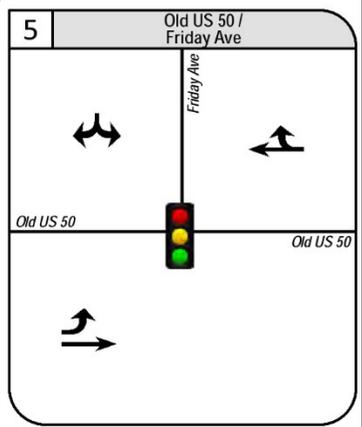
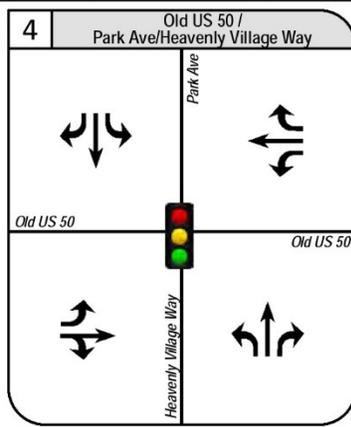
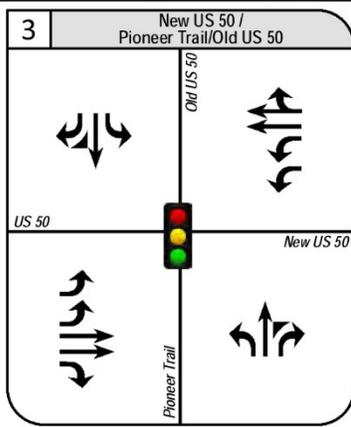
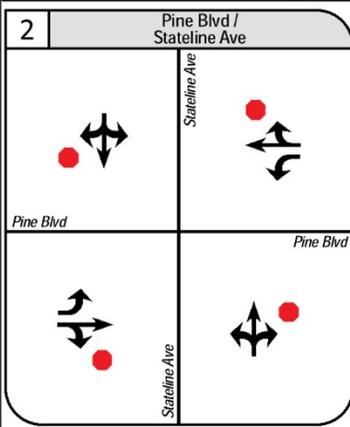
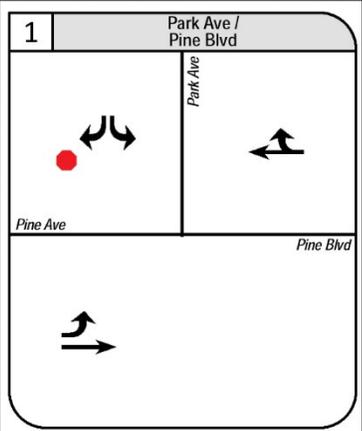
Legend

- Movement
- Stop Controlled Movement
- 🚦 Traffic Signal

0 750 1,500
Feet

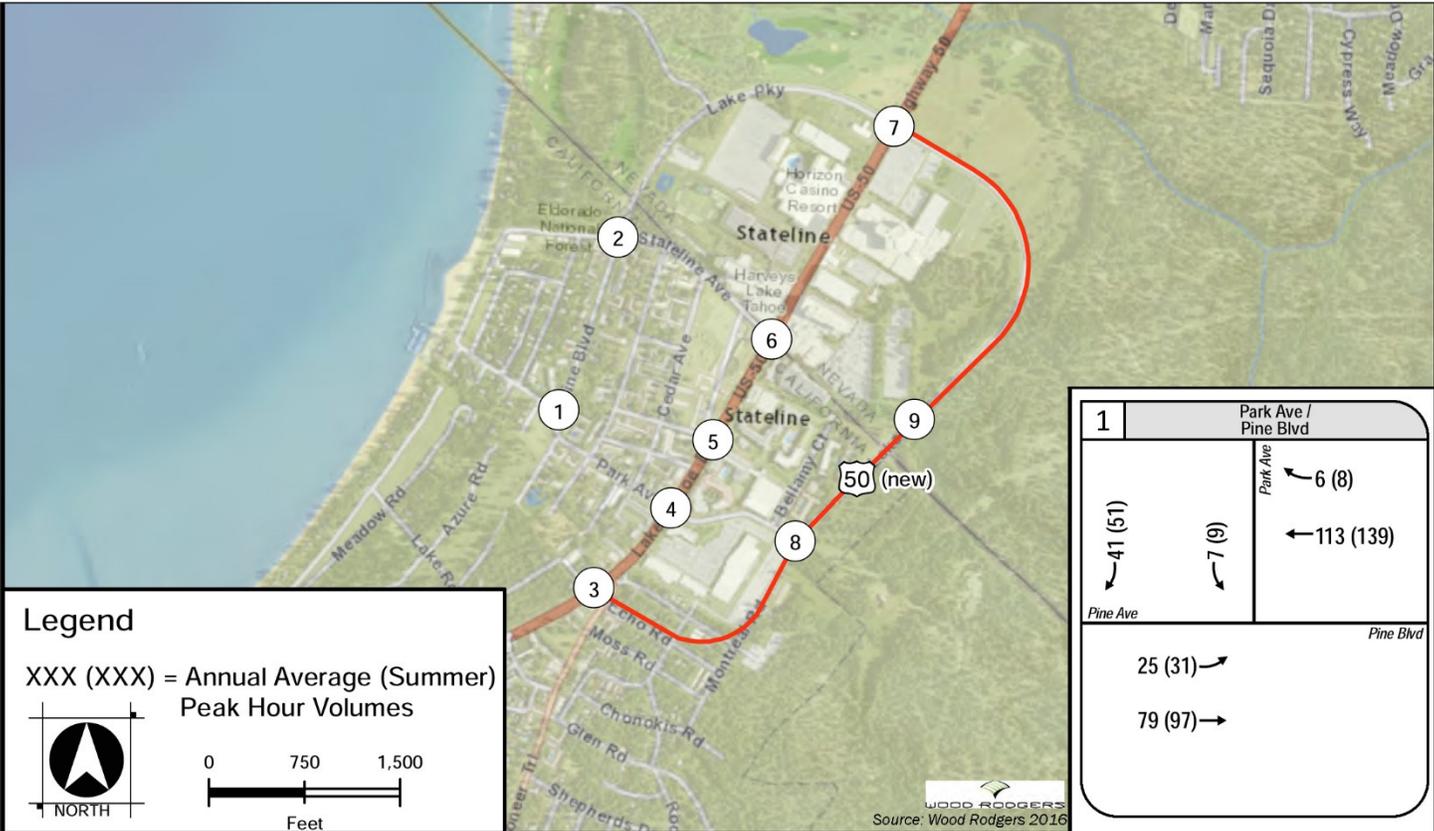
NORTH

WOOD RODGERS
Source: Wood Rodgers 2016



X11010010 02 028

Exhibit 3.6-11 2020 Alternative B (Triangle with Options) Lane Geometrics



Legend

XXX (XXX) = Annual Average (Summer) Peak Hour Volumes

0 750 1,500
Feet

NORTH

Source: Wood Rodgers 2016

| | |
|-------------------------------|------------------------|
| 1 Park Ave / Pine Blvd | |
| ← 41 (51) ← 7 (9) | ← 6 (8) ← 113 (139) |
| Pine Ave | |
| Pine Blvd | |
| 25 (31) → 79 (97) → | |

| | |
|-------------------------------------|---------------------------------------|
| 2 Pine Blvd / Stateline Ave | |
| ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | ← 19 (24) ← 108 (133) ← 16 (20) |
| Pine Blvd | Stateline Ave |
| Pine Blvd | |
| 2 (3) → 97 (120) → 10 (12) → | |
| Stateline Ave | |

| | |
|--|--|
| 3 New US 50 / Pioneer Trail/Old US 50 | |
| ↓ 394 (487) ↓ 143 (177) ↓ 4 (5) | ← 8 (10) ← 722 (891) ← 277 (342) |
| US 50 | Old US 50 |
| New US 50 | |
| 356 (440) → 681 (841) → 15 (19) → | |
| Pioneer Trail | |
| 13 (16) → 74 (91) → 393 (485) → | |

| | |
|--|-------------------------------------|
| 4 Old US 50 / Park Ave/Heavenly Village Way | |
| ↓ 123 (152) ↓ 11 (14) ↓ 5 (6) | ← 6 (8) ← 277 (342) ← 63 (78) |
| Old US 50 | Park Ave |
| Old US 50 | |
| 80 (99) → 207 (256) → 36 (44) → | |
| Heavenly Village Way | |
| 122 (150) → 11 (14) → 81 (100) → | |

| | |
|---------------------------------|--------------------------|
| 5 Old US 50 / Friday Ave | |
| ↓ 33 (41) ↓ 24 (30) | ← 22 (27) ← 313 (387) |
| Old US 50 | Friday Ave |
| Old US 50 | |
| 34 (42) → 259 (320) → | |

| | |
|---------------------------------------|--------------------------------------|
| 6 Old US 50 / Stateline Ave | |
| ↓ 113 (140) ↓ 2 (2) ↓ 34 (42) | ← 19 (23) ← 222 (274) ← 8 (10) |
| Old US 50 | Stateline Ave |
| Old US 50 | |
| 51 (63) → 207 (255) → 26 (32) → | |
| Driveway | |

| | |
|--|---|
| 7 New US 50 / Lake Pkwy/Old US 50 | |
| ↓ 30 (37) ↓ 14 (17) ↓ 130 (161) | ← 108 (133) ← 214 (264) ← 798 (985) |
| Old US 50 | Lake Pkwy |
| New US 50 | |
| 30 (37) → 121 (149) → 28 (34) → | |
| New US 50 | |
| 49 (61) → 65 (80) → 941 (1162) → | |

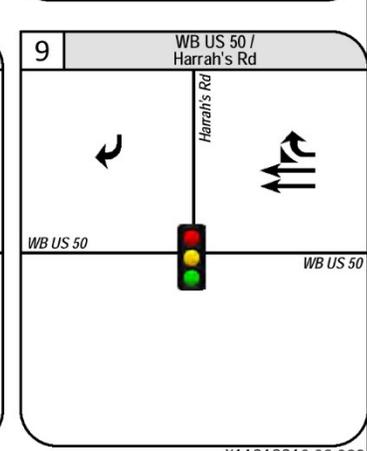
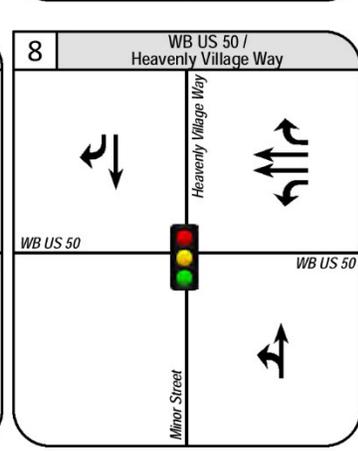
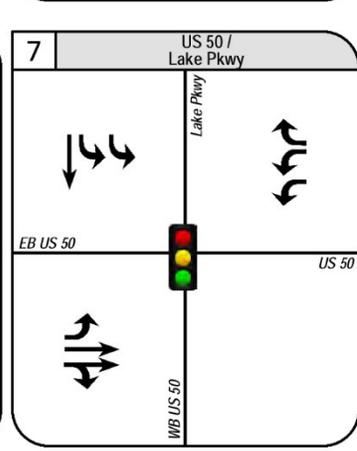
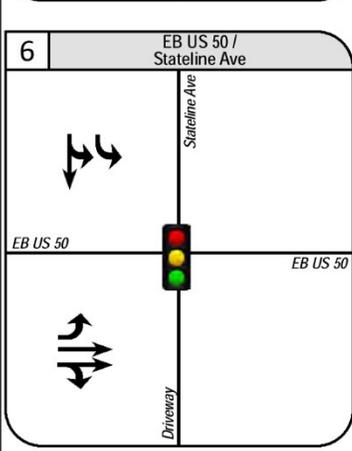
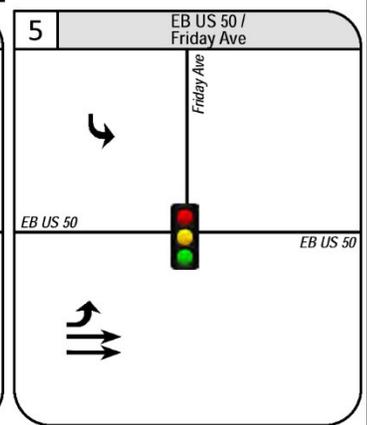
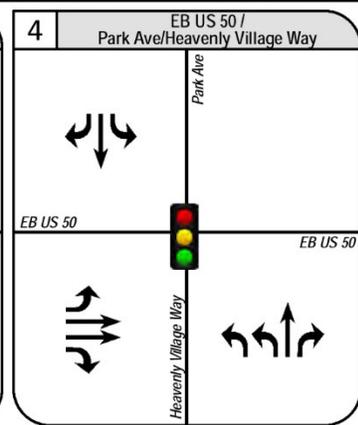
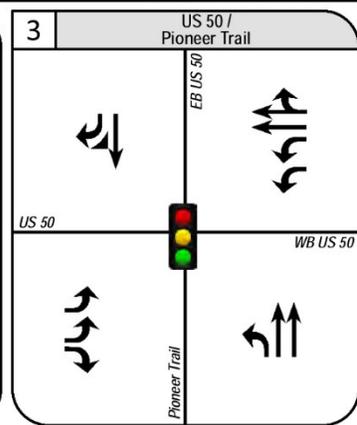
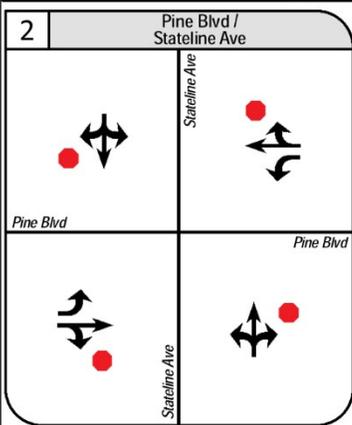
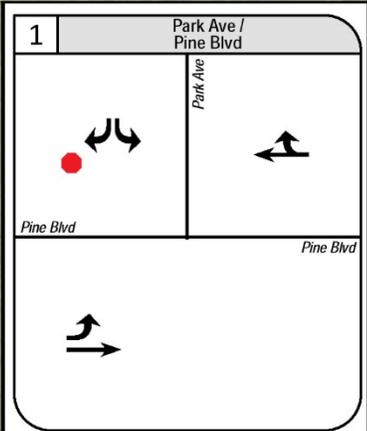
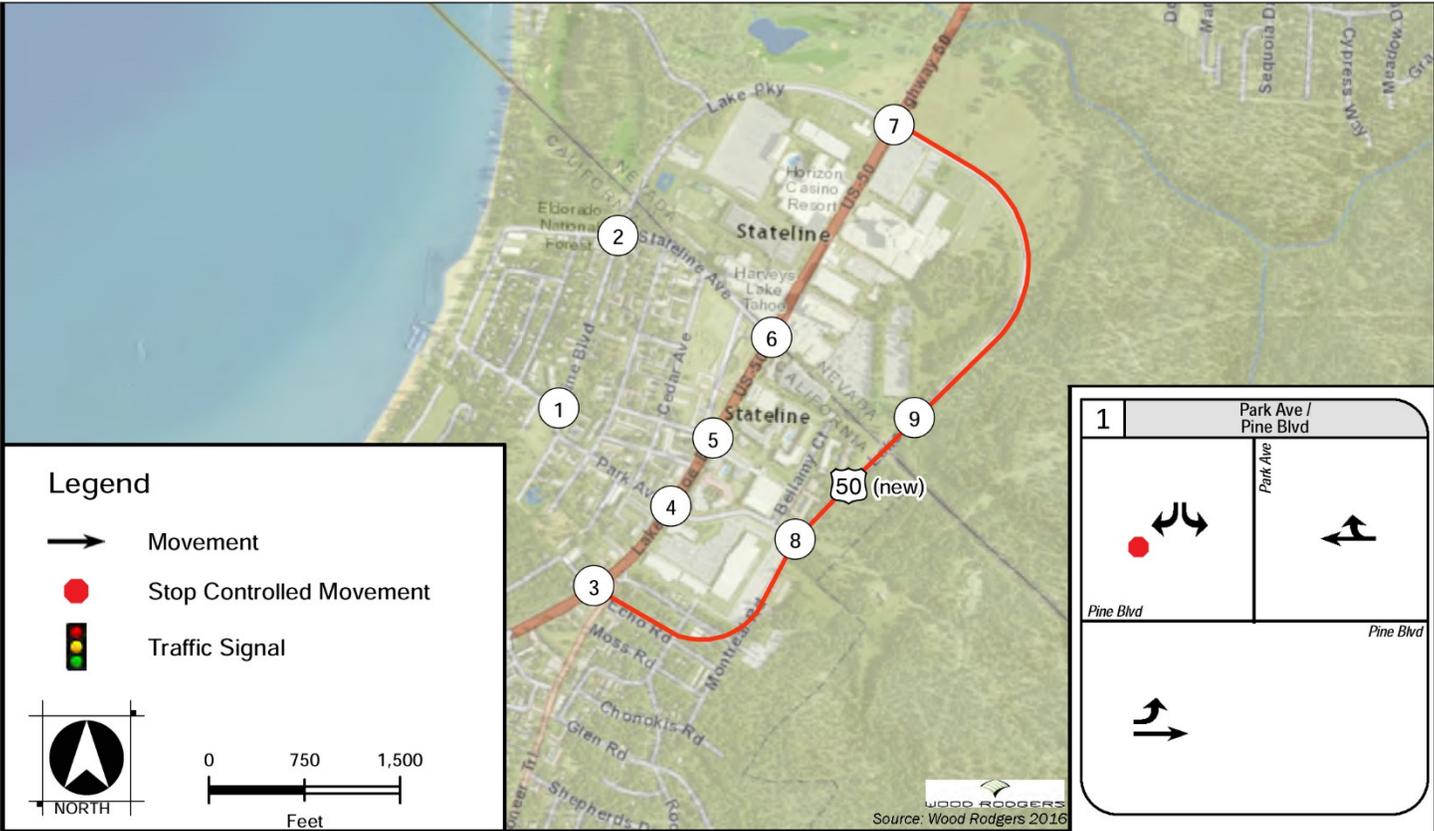
| | |
|---|--|
| 8 New US 50 / Heavenly Village Way | |
| ↓ 177 (218) ↓ 5 (6) ↓ 100 (123) | ← 150 (185) ← 823 (1016) ← 10 (12) |
| New US 50 | Heavenly Village Way |
| New US 50 | |
| 83 (102) → 990 (1222) → 6 (7) → | |
| Minor Street | |
| 7 (9) → 5 (6) → 8 (10) → | |

| | |
|----------------------------------|---------------------------|
| 9 New US 50 / Harrah's Rd | |
| ↓ 41 (50) ↓ 41 (50) | ← 20 (25) ← 919 (1134) |
| New US 50 | Harrah's Rd |
| New US 50 | |
| 83 (102) → 1015 (1253) → | |

X11010010 02 037

Exhibit 3.6-12

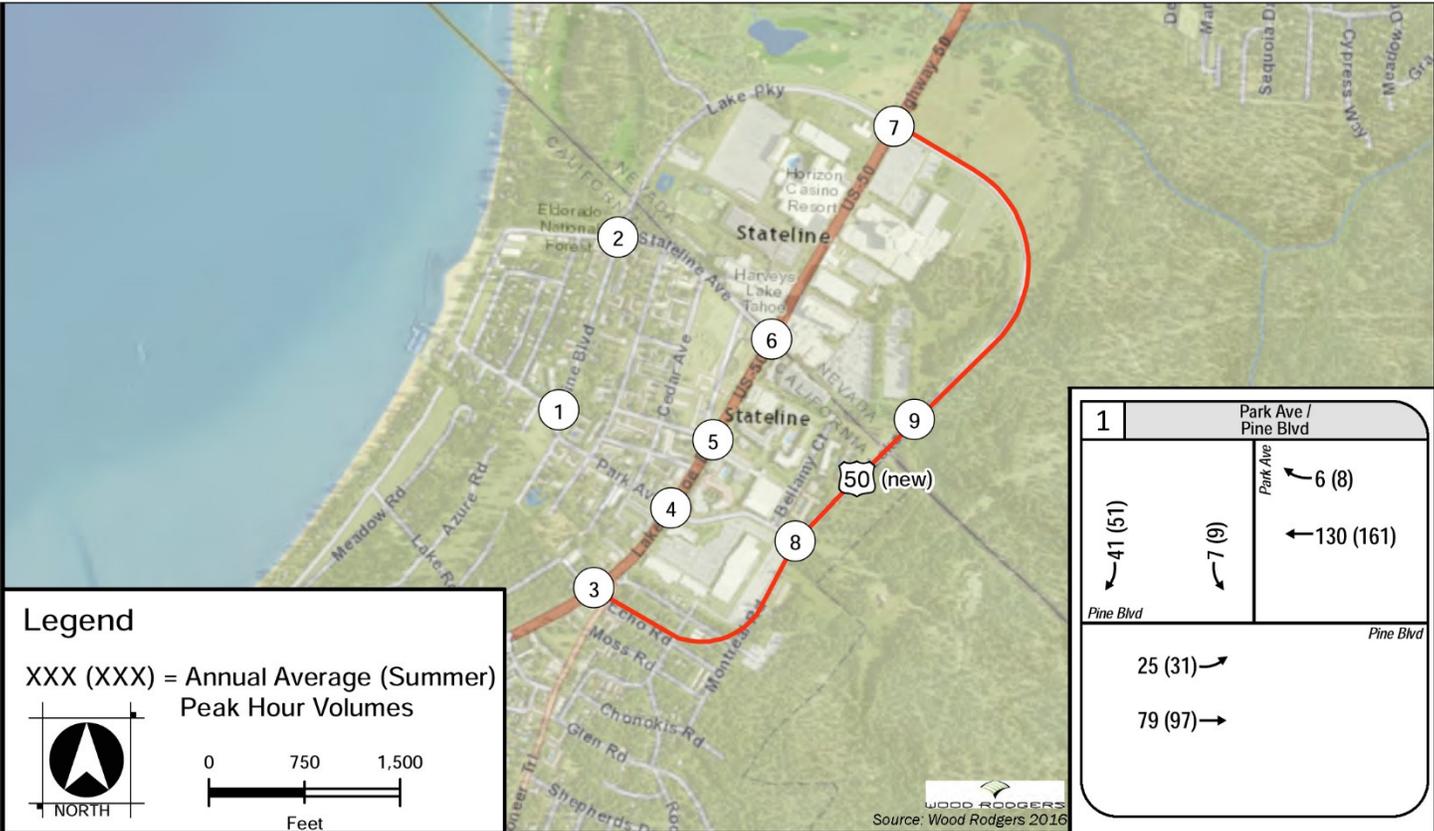
2020 Alternative B (Triangle) Traffic Volumes



X11010010 02 029

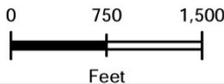
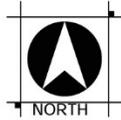
Exhibit 3.6-13

2020 Alternative C (Triangle One-Way) Lane Geometrics



Legend

XXX (XXX) = Annual Average (Summer) Peak Hour Volumes



WOOD RODGERS
Source: Wood Rodgers 2016

| | |
|-------------------------------|------------------------|
| 1 Park Ave / Pine Blvd | |
| ← 41 (51) ← 7 (9) | ← 6 (8) ← 130 (161) |
| 25 (31) → 79 (97) → | |

| | |
|-------------------------------------|---------------------------------------|
| 2 Pine Blvd / Stateline Ave | |
| ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | ← 19 (24) ← 126 (155) ← 46 (57) |
| 2 (3) → 97 (120) → 10 (12) → | 15 (19) → 12 (15) → 23 (28) → |

| | |
|--------------------------------|---|
| 3 US 50 / Pioneer Trail | |
| ↓ 304 (375) ↓ 108 (133) | ← 8 (10) ← 816 (1007) ← 309 (382) |
| 1041 (1285) → 15 (19) → | 13 (16) → 470 (580) → |

| | |
|---|---|
| 4 EB US 50 / Park Ave/Heavenly Village Way | |
| ↓ 270 (333) ↓ 11 (14) ↓ 5 (6) | ← 80 (99) ← 1200 (1481) ← 124 (153) |
| 122 (150) → 11 (14) → 181 (223) → | 122 (150) → 11 (14) → 181 (223) → |

| | |
|--------------------------------|----------------------------|
| 5 EB US 50 / Friday Ave | |
| ↓ 24 (30) | 34 (42) → 1351 (1668) → |

| | |
|-----------------------------------|---|
| 6 EB US 50 / Stateline Ave | |
| ↓ 2 (2) ↓ 34 (42) | ← 102 (126) ← 1227 (1515) ← 46 (57) |

| | |
|---|---|
| 7 US 50 / Lake Pkwy | |
| ↓ 44 (54) ↓ 130 (161) | ← 155 (191) ← 965 (1191) |
| 44 (54) → 1056 (1304) → 28 (34) → | 44 (54) → 1056 (1304) → 28 (34) → |

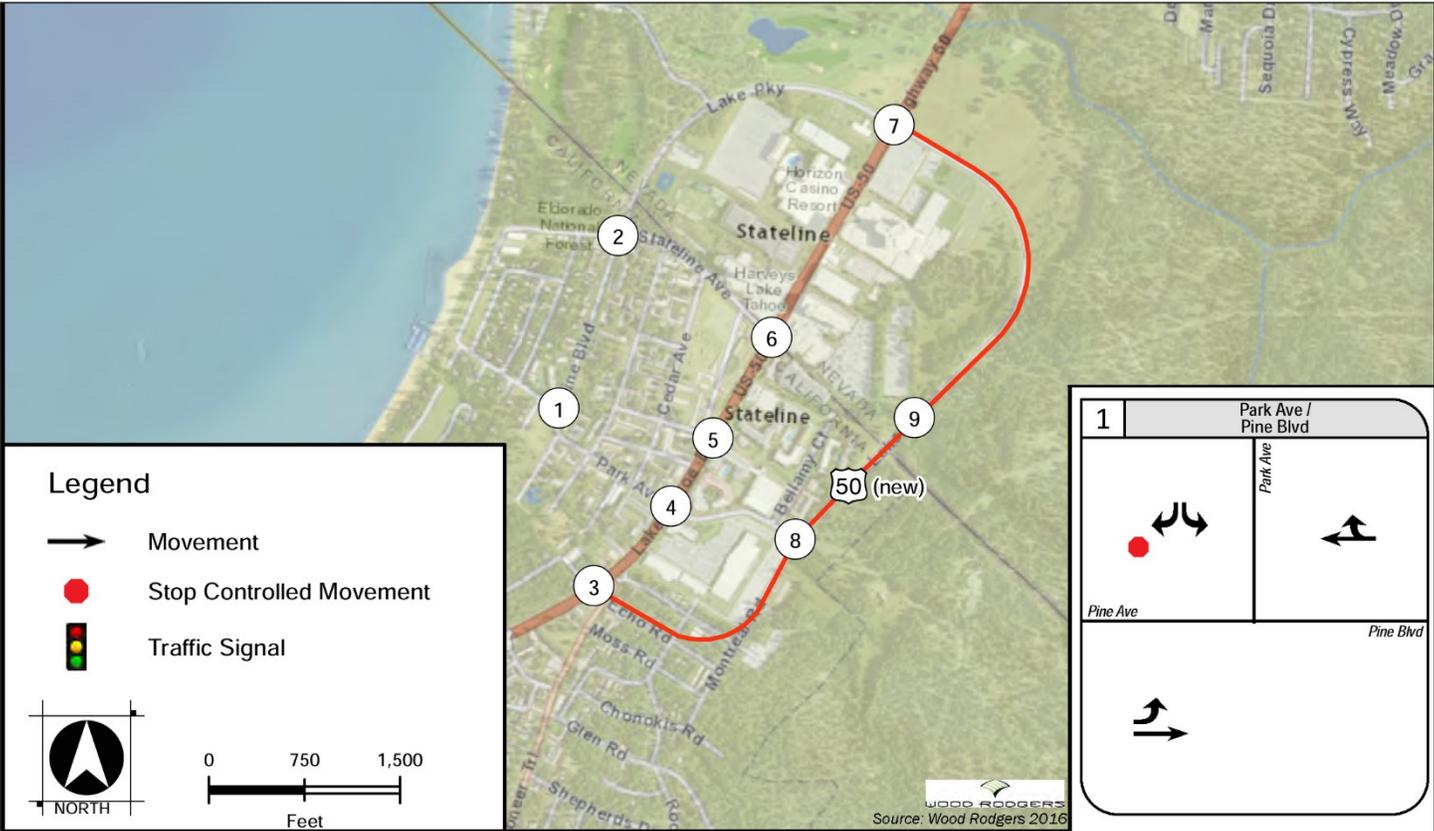
| | |
|--|--|
| 8 WB US 50 / Heavenly Village Way | |
| ↓ 177 (218) ↓ 11 (13) | ← 213 (263) ← 949 (1171) ← 10 (12) |
| 7 (9) → 13 (16) → | 7 (9) → 13 (16) → |

| | |
|---------------------------------|----------------------------|
| 9 WB US 50 / Harrah's Rd | |
| ↓ 41 (50) | ← 28 (35) ← 1107 (1367) |

X11010010 02 038

Exhibit 3.6-14

2020 Alternative C (Triangle One-Way) Traffic Volumes



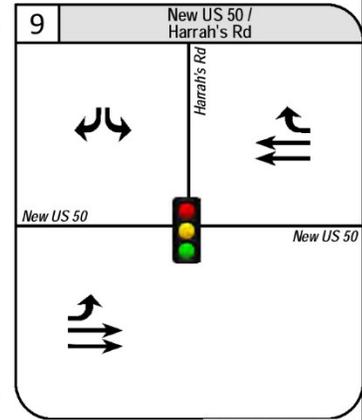
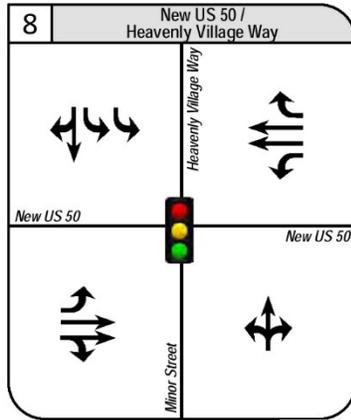
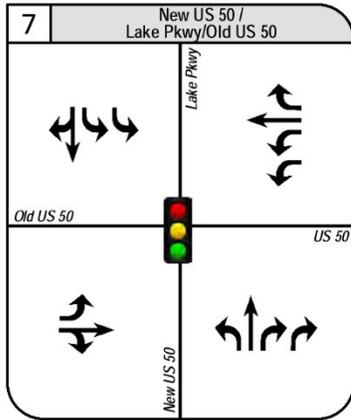
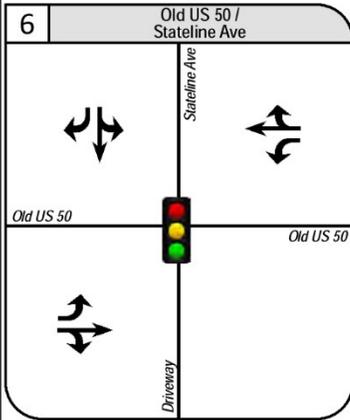
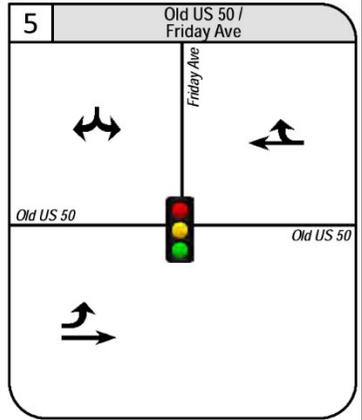
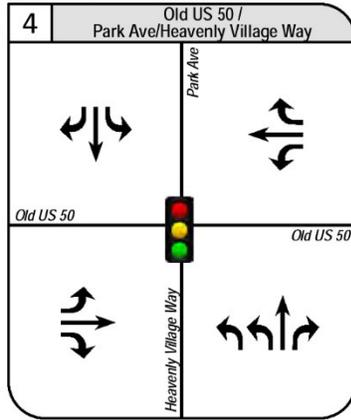
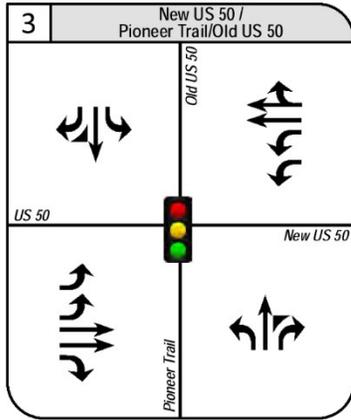
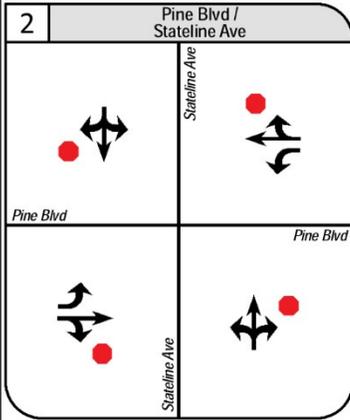
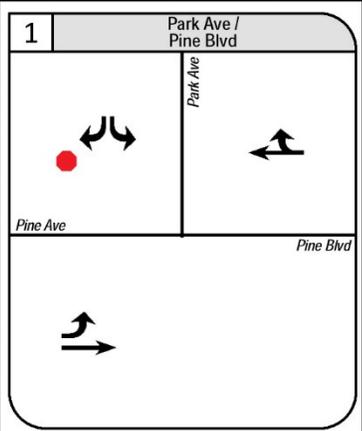
Legend

- Movement
- Stop Controlled Movement
- Traffic Signal

NORTH

0 750 1,500
Feet

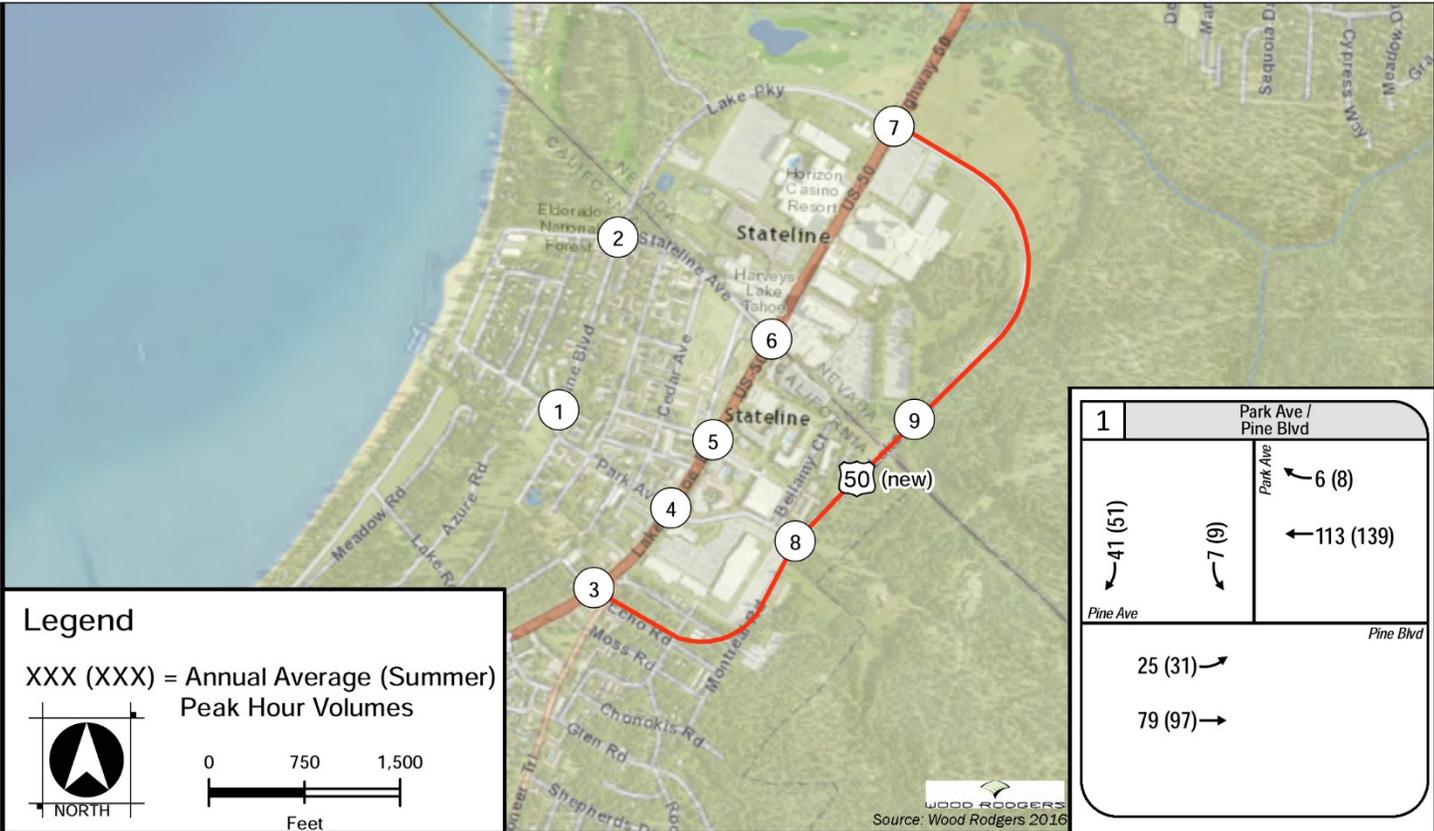
Source: Wood Rodgers 2016



X11010010 02 030

Exhibit 3.6-15

2020 Alternative D (PSR) Lane Geometrics



| | |
|-------------------------------|------------------------|
| 1 Park Ave / Pine Blvd | |
| ← 41 (51) ← 7 (9) | ← 6 (8) ← 113 (139) |
| → 25 (31) → 79 (97) | |

| | |
|-------------------------------------|---------------------------------------|
| 2 Pine Blvd / Stateline Ave | |
| ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | ← 19 (24) ← 108 (133) ← 16 (20) |
| → 2 (3) → 97 (120) → 10 (12) | → 15 (19) → 12 (15) → 23 (28) |

| | |
|--|--|
| 3 New US 50 / Pioneer Trail/Old US 50 | |
| ↓ 394 (487) ↓ 143 (177) ↓ 4 (5) | ← 8 (10) ← 722 (891) ← 277 (342) |
| → 356 (440) → 681 (841) → 15 (19) | → 13 (16) → 74 (91) → 393 (485) |

| | |
|--|--|
| 4 Old US 50 / Park Ave/Heavenly Village Way | |
| ↓ 123 (152) ↓ 11 (14) ↓ 5 (6) | ← 6 (8) ← 277 (342) ← 63 (78) |
| → 80 (99) → 207 (256) → 36 (44) | → 122 (150) → 11 (14) → 81 (100) |

| | |
|---------------------------------|--------------------------|
| 5 Old US 50 / Friday Ave | |
| ↓ 33 (41) ↓ 24 (30) | ← 22 (27) ← 313 (387) |
| → 34 (42) → 259 (320) | |

| | |
|---------------------------------------|--|
| 6 Old US 50 / Stateline Ave | |
| ↓ 113 (140) ↓ 2 (2) ↓ 34 (42) | ← 19 (23) ← 222 (274) ← 8 (10) |
| → 51 (63) → 207 (255) → 26 (32) | → 49 (61) → 65 (80) → 941 (1162) |

| | |
|--|---|
| 7 New US 50 / Lake Pkwy/Old US 50 | |
| ↓ 30 (37) ↓ 14 (17) ↓ 130 (161) | ← 108 (133) ← 214 (264) ← 798 (985) |
| → 30 (37) → 121 (149) → 28 (34) | → 49 (61) → 65 (80) → 941 (1162) |

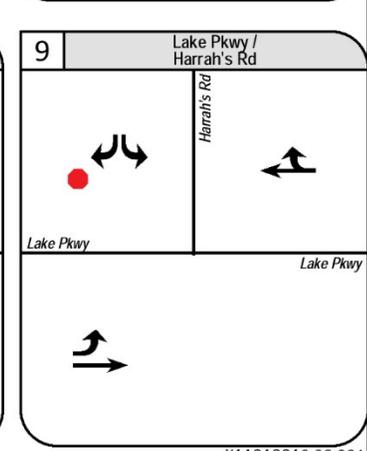
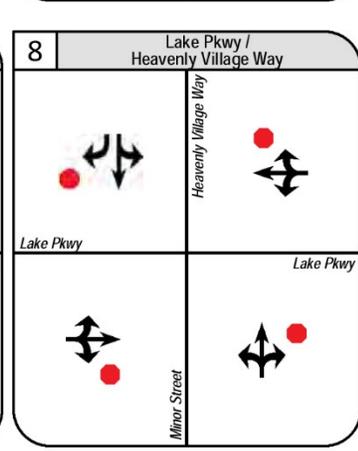
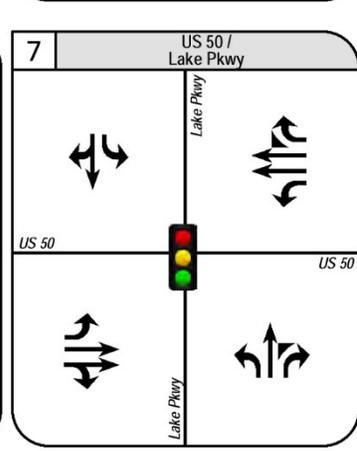
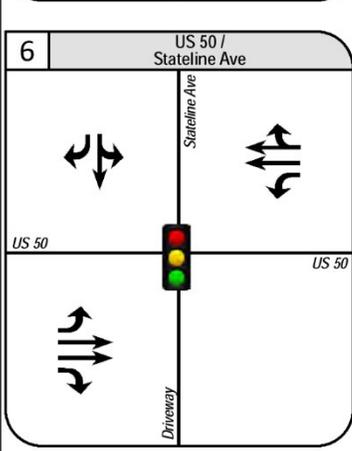
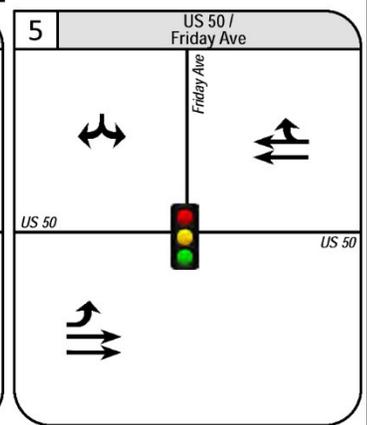
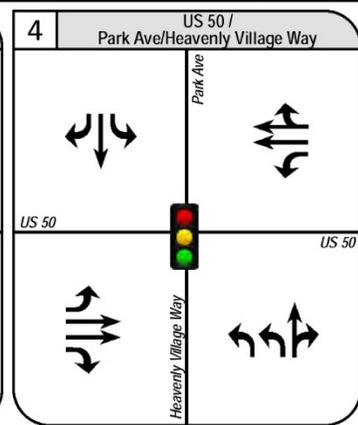
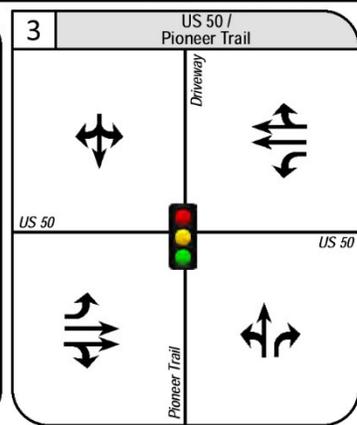
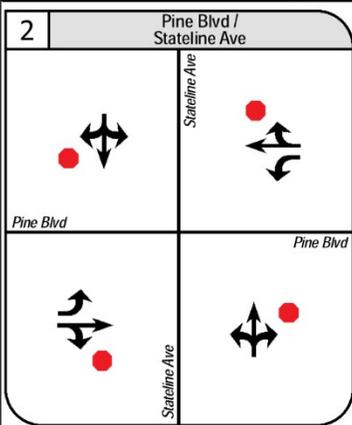
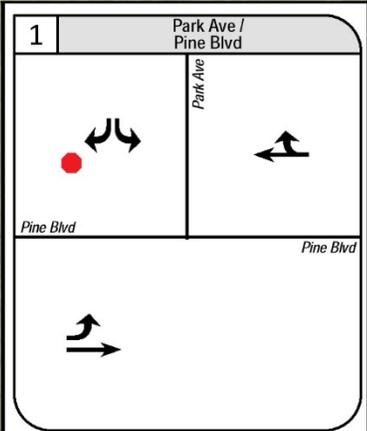
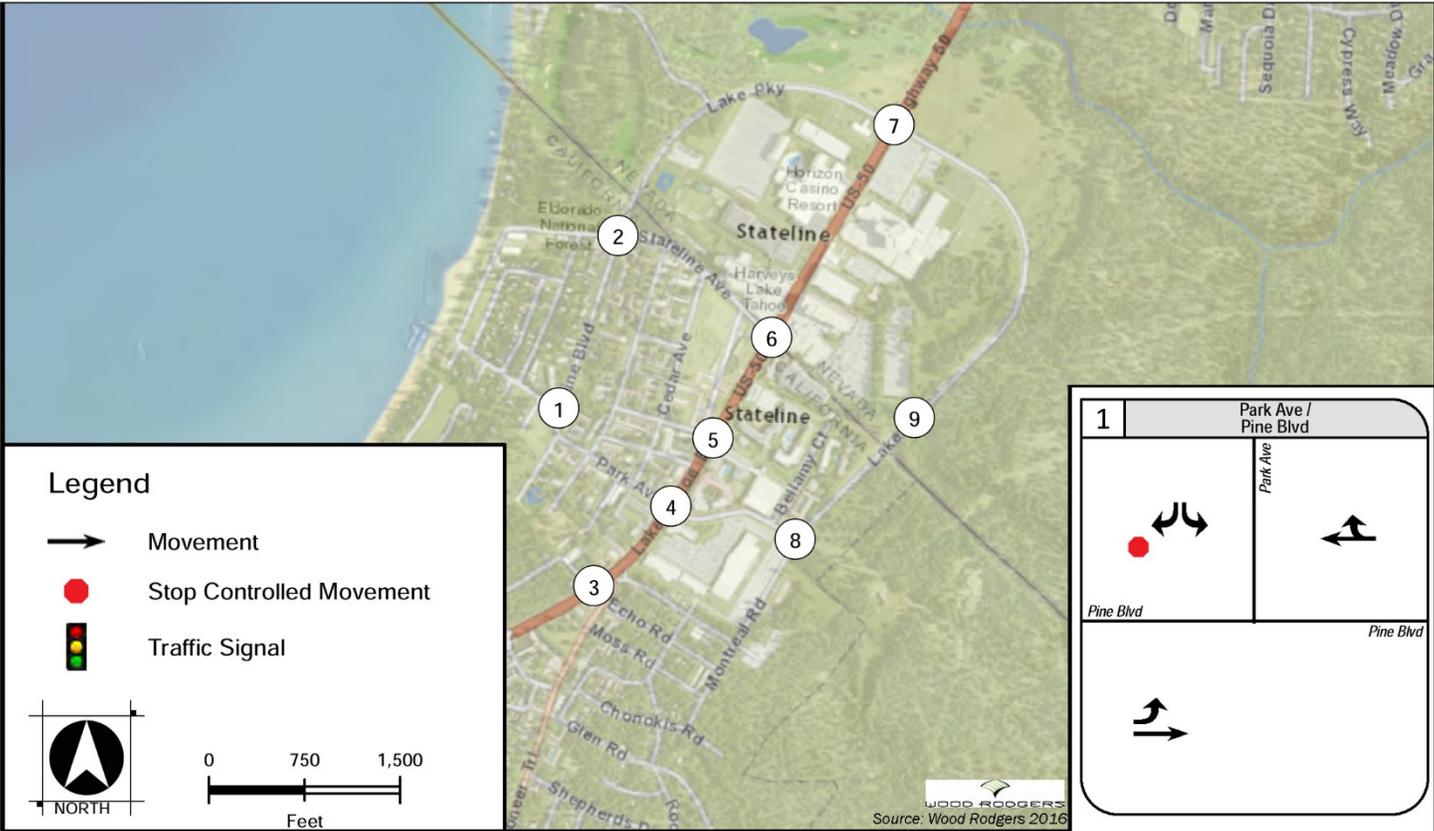
| | |
|---|--|
| 8 New US 50 / Heavenly Village Way | |
| ↓ 177 (218) ↓ 5 (6) ↓ 100 (123) | ← 150 (185) ← 823 (1016) ← 10 (12) |
| → 83 (102) → 990 (1222) → 6 (7) | → 7 (9) → 5 (6) → 8 (10) |

| | |
|----------------------------------|---------------------------|
| 9 New US 50 / Harrah's Rd | |
| ↓ 41 (50) ↓ 41 (50) | ← 20 (25) ← 919 (1134) |
| → 83 (102) → 1015 (1253) | |

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Exhibit 3.6-16

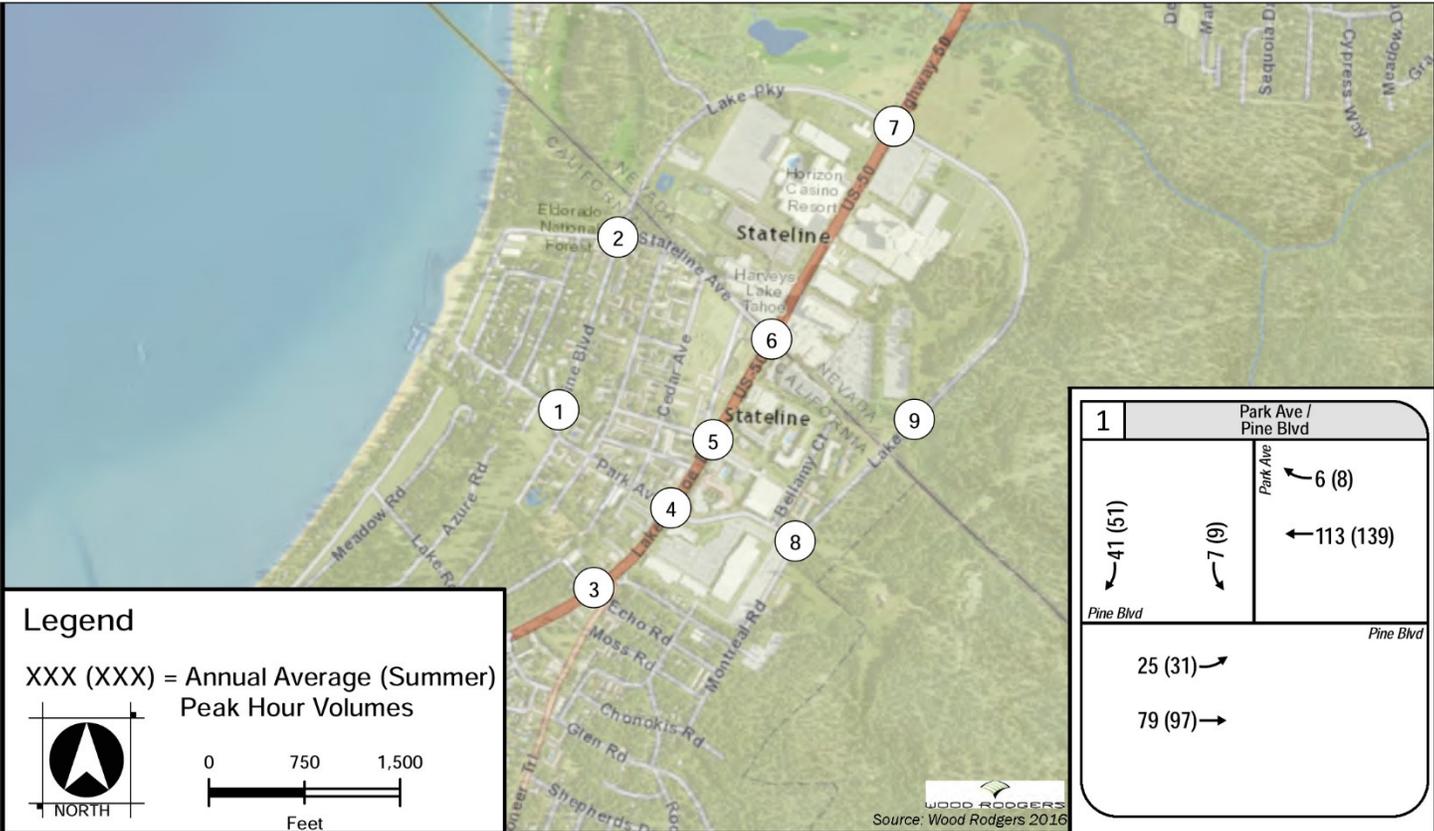
2020 Alternative D (PSR) Traffic Volumes



X11010010 02 031

Exhibit 3.6-17

2020 Alternative E (Skywalk) Lane Geometrics



| 1 | | Park Ave / Pine Blvd | |
|-----------|---------|----------------------|-------------|
| ← 41 (51) | ← 7 (9) | ← 6 (8) | ← 113 (139) |
| 25 (31) → | | 79 (97) → | |

| 2 | | Pine Blvd / Stateline Ave | |
|-------------|-----------|---------------------------|-------------|
| ← 11 (14) | ← 11 (13) | ← 12 (15) | ← 19 (24) |
| ← 108 (133) | ← 16 (20) | | ← 108 (133) |
| 2 (3) → | 15 (19) → | 12 (15) → | 23 (28) → |
| 97 (120) → | 10 (12) → | | 97 (120) → |

| 3 | | US 50 / Pioneer Trail | |
|---------------|--------------|-----------------------|---------------|
| ← 7 (9) | ← 1 (1) | ← 2 (3) | ← 4 (5) |
| ← 1037 (1280) | ← 269 (332) | | ← 1037 (1280) |
| 6 (8) → | 934 (1153) → | 15 (19) → | 13 (16) → |
| 15 (19) → | 369 (456) → | | 15 (19) → |

| 4 | | US 50 / Park Ave/Heavenly Village Way | |
|--------------|---------------|---------------------------------------|--------------|
| ← 123 (152) | ← 11 (14) | ← 5 (6) | ← 6 (8) |
| ← 923 (1140) | ← 63 (78) | | ← 923 (1140) |
| 80 (99) → | 1021 (1261) → | 89 (110) → | 80 (99) → |
| 243 (300) → | 11 (14) → | 81 (100) → | 243 (300) → |

| 5 | | US 50 / Friday Ave | |
|-----------|-----------|--------------------|--------------|
| ← 33 (41) | ← 24 (30) | ← 22 (27) | ← 941 (1162) |
| 34 (42) → | | 1058 (1306) → | |

| 6 | | US 50 / Stateline Ave | |
|--------------|-----------|-----------------------|--------------|
| ← 113 (140) | ← 2 (2) | ← 34 (42) | ← 19 (23) |
| ← 864 (1067) | ← 8 (10) | | ← 864 (1067) |
| 102 (126) → | 26 (32) → | | 102 (126) → |
| 940 (1160) → | 26 (32) → | | 940 (1160) → |

| 7 | | US 50 / Lake Pkwy | |
|--------------|-------------|-------------------|--------------|
| ← 30 (37) | ← 14 (17) | ← 130 (161) | ← 108 (133) |
| ← 856 (1057) | ← 156 (192) | | ← 856 (1057) |
| 30 (37) → | 791 (977) → | 28 (34) → | 30 (37) → |
| 49 (61) → | 14 (17) → | 264 (326) → | 49 (61) → |

| 8 | | Lake Pkwy / Heavenly Village Way | |
|-------------|-------------|----------------------------------|-------------|
| ← 55 (68) | ← 5 (6) | ← 100 (123) | ← 150 (185) |
| ← 181 (223) | ← 10 (12) | | ← 181 (223) |
| 29 (36) → | 165 (204) → | 6 (7) → | 29 (36) → |
| 7 (9) → | 5 (6) → | 8 (10) → | 7 (9) → |

| 9 | | Lake Pkwy / Harrah's Rd | |
|-----------|-----------|-------------------------|-------------|
| ← 41 (50) | ← 41 (50) | ← 20 (25) | ← 276 (341) |
| 20 (25) → | | 275 (339) → | |

X11010010 02 040

Exhibit 3.6-18

2020 Alternative E (Skywalk) Traffic Volumes

Impact 3.6-3: Impacts on roadway segment operations – 2020 (Opening Day)

Under the opening day conditions, Alternatives B, D, and E would result in acceptable roadway segment LOS during annual average and summer peak hours. Alternative E would actually improve roadway segment LOS for both roadway study segments during summer peak conditions. However, with Alternative C, three roadway segments within the study area (eastbound and westbound existing US 50 between Pioneer Trail and Park Avenue and one-way eastbound US 50 between Park Avenue and Lake Parkway) would be reduced to unacceptable roadway segment LOS. LOS segment operations would remain at acceptable levels for all study area arterial segments with Alternative A. Because redevelopment of one or more of the mixed-use redevelopment sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-3 has been incorporated into Alternative C to further reduce to the extent feasible the impacts on roadway segment operations in 2020.

CEQA/TRPA Impact Determinations: Beneficial for Alternative E; Less Than Significant for Alternative A and for Alternatives B and D; Significant and Unavoidable for Alternative C after implementation of Mitigation Measure 3.6-3

Project-generated traffic volumes were added to 2020 (No Build) traffic volumes along the study segments to obtain LOS estimates for road segment operations under 2020 (opening day) with project conditions. Table 3.6-14 shows the peak-hour arterial/highway directional segment operations under 2020 with project conditions for all project alternatives.

Alternative A: No Build (No Project)

As shown in Table 3.6-14, all study area arterial segments under Alternative A are projected to operate at LOS E for less than 4 hours per day or better during the annual average and summer peak under opening day conditions. Thus, because LOS segment operations would remain at acceptable levels for all study area arterial segments, implementation of Alternative A would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

As shown in Table 3.6-14, all study area arterial segments after implementation of Alternative B transportation improvements are projected to operate at annual average and summer peak-hour LOS D or better under opening day conditions. Thus, because LOS segment operations would remain at acceptable levels for all study area arterial segments, implementation of Alternative B would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative B would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Table 3.6-14 2020 with Project Arterial Segment Traffic Operations

| Arterial Segment | Arterial Class ¹ | Dir | Alternative A (No-Build) | | | | Alternative B (Triangle) | | | | Alternative C (Triangle One-Way) | | | | Alternative D (PSR Alt 2) | | | | Alternative E (Skywalk) | | | |
|---|-----------------------------|-----|--------------------------|-----|-----------|-----|--------------------------|-----|-----------|-----|----------------------------------|-----|-----------|-----|---------------------------|-----|-----------|-----|-------------------------|-----|-----------|-----|
| | | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | |
| | | | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS |
| New US 50 between Pioneer Trail and Lake Parkway | II | EB | - | - | - | - | 24.8 | C | 24.2 | C | - | - | - | - | 23.4 | C | 24.2 | C | - | - | - | - |
| | II | WB | - | - | - | - | 32.7 | B | 31.8 | B | - | - | - | - | 31.3 | B | 31.1 | B | - | - | - | - |
| Old US 50 between Pioneer Trail and Lake Parkway, w/ 5-lane segment between Pioneer Trail and Park Avenue | III | EB | 20.1 | C | 17.3 | D | 18.8 | C | 17.4 | D | - | - | - | - | 18.3 | C | 15.7 | D | 23.2 | C | 19.5 | C |
| | III | WB | 20.2 | C | 13.3 | E* | 16.7 | D | 14.0 | D | - | - | - | - | 16.4 | D | 14.9 | D | 22.4 | C | 20.7 | C |
| Old US 50 between Pioneer Trail and Lake Parkway, w/ 3-lane segment between Pioneer Trail and Park Avenue | III | EB | - | - | - | - | 18.2 | C | 17.7 | D | - | - | - | - | - | - | - | - | - | - | - | - |
| | III | WB | - | - | - | - | 15.4 | D | 14.9 | D | - | - | - | - | - | - | - | - | - | - | - | - |
| Old US 50 between Pioneer Trail and Park Avenue | III | EB | - | - | - | - | - | - | - | - | 25.1 | B | 20.2 | C | - | - | - | - | - | - | - | - |
| | III | WB | - | - | - | - | - | - | - | - | 12.8 | E | 13.1 | E | - | - | - | - | - | - | - | - |
| One-way EB US 50 between Park Avenue and Lake Parkway | III | EB | - | - | - | - | - | - | - | - | 21.8 | C | 12.9 | E* | - | - | - | - | - | - | - | - |
| One-way WB US 50 between Pioneer Trail and Lake Parkway | II | WB | - | - | - | - | - | - | - | - | 19.6 | D | 19.8 | D | - | - | - | - | - | - | - | - |

Notes: EB = eastbound; LOS = level of service; Spd = average travel speed in miles per hour; WB = westbound.

- = Roadway segment does not exist under the specified alternative or is otherwise not applicable.

* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable in accordance with TRPA standards.

Red-highlighted cells indicate that the segment is projected to operate at unacceptable LOS under TRPA standards.

1. The study roadway segments with a free flow speed of approx. 40 mph are regarded as HCM-2010 Class II Arterial. The study roadway segments with a free flow speed of approximately 30-35 mph are regarded as HCM-2010 Class III Arterial.

Source: Wood Rodgers 2016a

Alternative C: Triangle One-Way

Transportation Improvements

As shown in Table 3.6-14, with implementation of transportation improvements included in Alternative C, one arterial/highway segment is projected to operate at LOS E or worse for more than 4 hours per day during the summer peak under opening day conditions:

- ▲ Westbound Old US 50 between Pioneer Trail and Park Avenue – operations would be unacceptable as follows:
 - ▶ Summer peak hour: LOS E

Thus, because segment operations for one roadway segment would be reduced to unacceptable LOS, implementation of Alternative C transportation improvements on opening day would result in 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 unacceptable LOS on a roadway segment in 2020.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative D: Project Study Report (Alternative 2)

Transportation Improvements

As shown in Table 3.6-14, with implementation of Alternative D transportation improvements, all study area arterial/highway segments are projected to operate at annual average and summer peak-hour LOS D or better under opening day conditions. Thus, because segment operations would remain at acceptable LOS, implementation of Alternative D transportation improvements on opening day would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative D transportation improvements would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative E: Skywalk

As shown in Table 3.6-14, under Alternative E, all study area arterial/highway segments are projected to operate at annual average and summer peak-hour LOS C or better under opening day conditions. Thus, because LOS segment operations would improve for the study area roadway segments, implementation of Alternative E would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-4: Impacts on vehicle miles of travel – 2020 (Opening Day)

Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3 in the *Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy Draft Environmental Impact Report/Draft Environmental Impact Statement [RTP/SCS EIR/EIS]*) and the RTP would have a net beneficial effect by reducing regional per capita VMT. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core, decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility enhancements and support of planned development in an urban center would be consistent with attaining the regional total VMT threshold (as required by the Lake Tahoe Regional Plan and evaluated in the Regional Plan Update EIS). The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3 and would support achievement of the Regional Plan VMT requirements, so the beneficial impact of the RTP on regional VMT would be sustained. Alternative A would affect VMT because it would not support revitalization of the tourist core and would retain the same length of US 50 in the corridor. For Alternative E, the existing roadway alignment would remain the same with separation of pedestrians on an elevated structure. It would not support revitalization in the tourist core as effectively as the realignment alternatives and the through-traffic trip length on US 50 would be unchanged. Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites are not analyzed under the 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, and D; Less Than Significant for Alternatives A and E

VMT is a measure of the efficiency of the transportation system and its level of integration with planned land use patterns. For the Tahoe Region, VMT may be influenced by variables such as land use location, emphasis on personal motor vehicle travel modes compared to other modes (such as walking, cycling, or transit), walking and bicycling opportunities in compact urban centers, and implementation of vehicle trip reduction strategies. Environmental consequences are indirectly related to a change in the volume or efficiency of VMT. Motor vehicle travel involves air pollutant emissions, greenhouse gas emissions, and noise generation; therefore, VMT increases result in indirect environmental impacts related to air pollutant, GHG, and noise emissions.

The US 50/South Shore Community Revitalization Project is a part of several transportation strategy packages and alternatives proposed and analyzed in the RTP/SCS EIR/EIS (TMPO and TRPA 2012a). Alternative 3 of the RTP/SCS EIR/EIS was selected and approved by the TRPA Governing Board as the alternative that would best achieve TRPA's regional transportation objectives. The RTP/SCS EIR/EIS Alternative 3 involved construction of various transportation improvement projects, including the US 50/South Shore Community Revitalization Project, as well as reduced development in the Region, plus highly incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District. The RTP/SCS EIR/EIS found that Alternative 3 would have a beneficial impact on VMT, because it would cause VMT per capita to decrease from 36.4 in 2010 to 35.3 in 2035, a 3.1 percent reduction. The RTP/SCS Final EIR/EIS addresses VMT issues in Master Response 11 (TMPO and TRPA 2012b:3-57 to 3-61).

Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is also consistent with the Lake Tahoe Regional Plan, including its attainment of the regional VMT threshold of total VMT that is at least 10 percent below 1981 levels. The Lake Tahoe Regional Plan Update EIS (RPU EIS) addresses the VMT issue in Impact 3.3-3 and includes adoption of Mitigation Measure 3.3-3, Implement Additional VMT Reduction, to achieve a less-than-significant impact outcome (TRPA 2012a).

Because the project is included in and consistent with RTP Alternative 3, which was shown to reduce VMT per capita during environmental review of the RTP, the regional VMT quantitative projections prepared for the RTP are applicable to this project. A separate quantitative analysis is not needed for this EIR/EIS/EIS, because the project would be consistent with RTP Alternative 3. Instead, a qualitative analysis was prepared based on the following information:

- ▲ Alternatives B, C, and D would implement the realignment of US 50 around the tourist core to provide the opportunity for community revitalization, consistent with the approved RTP. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. For instance, trips between a hotel and a restaurant, for retail shopping, and to reach entertainment venues could be accomplished without using personal vehicles. This urban center concept is one of the foundations of the US 50/South Shore Community Revitalization Project's contribution to reduced regional VMT, which was the conclusion of the RTP's regional VMT modeling analysis.
- ▲ Alternatives B, C, and D would result in lengthening the localized trip distance for through trips in the Stateline area for both eastbound and westbound traffic, because the distance around the tourist core is slightly longer than through the center of the core area (i.e., about 0.4 miles longer). This increase in route length would require vehicles on US 50 to travel a longer distance through the Stateline area, which would lead to a small increase in regional VMT. This localized increase was also incorporated into the regional VMT modeling when the RTP was reviewed and determined to result in beneficial future VMT reductions.
- ▲ A significant number of induced trips would not occur as a result of improved levels of service, because the project only involves a little over 1 mile of travel corridor and the difference in travel time would not be sufficient for motorists to decide that more trips should be taken. Also, regional induced trips would not occur, recognizing that the capacity of the overall highway system would not be changed as a result of the project, because the number of lanes and the intersection configurations on US 50 east and west of the project vicinity would be unchanged.

Based on this assessment, it is reasonable to conclude that the 2020 (opening day) condition for Alternatives A and E would result in a less-than-significant change to the existing VMT; Alternatives B, C, and D would result in a VMT benefit, because of consistency with the RTP (TMPO and TRPA 2012a:3.3-50).

Alternative A: No Build (No Project)

Alternative A assumes that the US 50/South Shore Community Revitalization Project, which is included in RTP/SCS EIR/EIS Alternative 3, would not be constructed. Therefore, the community revitalization opportunity of the highway realignment would not be realized, including the reduction of VMT made possible by revitalization of a more walkable, bikable, and transit-served urban center. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips, Alternative A would not substantially change VMT nor contribute toward the Region reaching its goal of reducing VMT below 1981 levels. Thus, Alternative A in 2020 would have an adverse and **less-than-significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would implement the realignment of US 50 around the tourist core, providing the opportunity for community revitalization that is consistent with the approved RTP. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. For instance, trips between a hotel and a restaurant, for retail shopping, and to reach entertainment venues could be accomplished without using personal vehicles. This urban center concept is one of the foundations of the US 50/South Shore Community Revitalization Project's contribution to reduced regional VMT, which was the conclusion of the RTP's regional VMT modeling analysis.

Because US 50 would be aligned around the tourist core area, the length for through trips on US 50 in the Stateline area for both eastbound and westbound traffic would increase by approximately 0.4 mile. This increase in roadway length would require vehicles on US 50 to travel a longer distance through the Stateline area, which would lead to a small increase in local VMT. This increased through trip length was considered during the VMT modeling for the RTP, and is accounted for in the determination of a beneficial reduction in per capita VMT for the approved RTP.

While the highway realignment in Alternative B would result in a small increase in VMT when through trips are analyzed on their own, it is consistent with the community revitalization objectives of the approved RTP Alternative 3, which results in a beneficial reduction in regional VMT. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT, implementation of Alternative B would support the Region's pursuit of its goal of reducing VMT below 1981 levels. Thus, implementation of transportation improvements included in Alternative B on opening day would have a **beneficial** impact on VMT 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 impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative C: Triangle One-Way

Transportation Improvements

As described for Alternative B, the RTP implementation includes a version of the US 50/South Shore Community Revitalization Project (Alternative 3) similar to this Alternative C. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, implementation of transportation improvements included in Alternative C would support the RTP's **beneficial impact** on VMT 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 impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative D: Project Study Report Alternative 2**Transportation Improvements**

As described for Alternative B, the RTP implementation includes a version of the US 50/South Shore Community Revitalization Project (Alternative 3) similar to this Alternative D. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, implementation of transportation improvements included in Alternative D would support the RTP's **beneficial** impact on VMT 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 impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative E: Skywalk

Alternative E would result only in pedestrian improvements on the deck above US 50. Alternative E assumes that a realigned US 50, which is included in RTP/SCS EIR/EIS Alternative 3, would not be constructed. Therefore, the community revitalization opportunity of the highway realignment would not be realized as effectively as one of the realignment alternatives, including the reduction of VMT made possible by revitalization of a more walkable, bikable, and transit-served urban center. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips from the community revitalization component, which would not be realized as effectively for Alternative E, it would not substantially change VMT nor contribute toward the Region reaching its goal of reducing VMT below 1981 levels. Thus, Alternative E in 2020 would have a **less-than-significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features Alternative E would avoid or minimize impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-5: Impacts on bicycle and pedestrian facilities – 2020 (Opening Day)

Because of their design, Alternatives B, C, D, and E would not disrupt or interfere with existing or planned bicycle/pedestrian facilities; rather, they would enhance the existing infrastructure and create a bicycle and pedestrian network with enhanced connectivity. Furthermore, Alternatives B, C, D, and E would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. No modifications to the existing bicycle or pedestrian infrastructure would occur under Alternative A. Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2020 such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

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

Alternative A: No Build (No Project)

Because no modifications to the existing conditions would occur, implementation of Alternative A would result in **no impact** for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Implementation of transportation improvements for Alternative B under opening day conditions would include minimum 5-foot-wide shoulders/bicycle lanes and minimum 6-foot-wide pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment. In some sections, the sidewalks could be constructed up to 20 feet wide. The realigned US 50 would include construction of 5-foot-wide bicycle lanes/shoulders, along with 6-foot-wide sidewalks on at least one side of the roadway.

A pedestrian bridge would be constructed over the realigned US 50 near the California/Nevada state line connecting Van Sickle Bi-State Park to the Stateline area. Additionally, a new traffic signal at the Van Sickle Bi-State Park entrance would provide a dedicated pedestrian crossing phase where none exists today.

The Alternative B cycle track option would replace the proposed bicycle lanes described above with a cycle track path along the lake side of existing US 50. The two-way cycle track would be separated from vehicular traffic by a barrier and would connect with the Linear Park that extends from Ski Run Boulevard to the end of the Tahoe Meadows District. This dedicated bike path with barrier separation from vehicular traffic would provide a more desirable bicycle environment along the study segment of US 50, as well as providing connectivity to the existing Class I Bike Path at the west end of the study segment.

Bicycles would be able to navigate the Eastbound US 50/Lake Parkway/Westbound US 50 roundabout with vehicular traffic or use the pedestrian/bicycle crossings that would be provided on all legs of the roundabout.

Alternative B includes an option to restripe the lake side of Lake Parkway, resulting in removing existing bike lanes and shoulders. Bicycle traffic would be Class 3 or shared travel lane with vehicular traffic.

Alternative B would improve existing bicycle/pedestrian infrastructure and improve connectivity within the study area. Furthermore, Alternative B would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, the impact of Alternative B transportation improvements on opening day would be **beneficial** 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 any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C would add minimum 5-foot-wide shoulders/bicycle lanes and minimum 6-foot-wide pedestrian sidewalks along eastbound US 50 for the full length of the study segment. In some sections, the sidewalks could be constructed up to 20 feet wide.

Five-foot-wide bicycle lanes/shoulders would be constructed along the new US 50 westbound alignment, along with 6-foot-wide sidewalks on at least one side of the roadway. A pedestrian bridge would be constructed over the new US 50 westbound alignment near the California/Nevada state line connecting Van Sickle Bi-State Park to the Stateline area. A new traffic signal at the Van Sickle Bi-State Park entrance would provide a dedicated pedestrian crossing phase where none exists today. The proposed additions and improvements to the existing pedestrian and bicycle facilities would increase pedestrian and bicycle connectivity throughout the study area. Although Alternative C includes an option to restripe the lake side of Lake Parkway, resulting in removing existing bike lanes, the shoulder would continue to be wide enough for bicycle travel.

Alternative C would improve existing bicycle/pedestrian infrastructure and improve connectivity within the study area. Furthermore, Alternative C would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, the impact of Alternative C transportation improvements on opening day would be **beneficial** 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 any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Alternative D would add minimum 5-foot-wide shoulders/bicycle lanes and minimum 6-foot-wide pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment. In some sections, the sidewalks could be constructed up to 20 feet wide.

Five-foot-wide bicycle lanes/shoulders would be constructed along the realigned US 50, along with 6-foot-wide sidewalks on at least one side of the roadway. A pedestrian bridge would be constructed over the realigned US 50 near the California/Nevada state line connecting Van Sickle Bi-State Park to the Stateline area. A new traffic signal at the Van Sickle Bi-State Park entrance would provide a dedicated pedestrian crossing phase where none exists today.

Bicycles would be able navigate the new US 50/Lake Parkway/Lake Tahoe Boulevard roundabout with vehicular traffic or use the pedestrian/bicycle crossings that would be provided on all legs of the roundabout.

Although Alternative D includes an option to restripe the lake side of Lake Parkway, resulting in removing existing bike lanes, the shoulder would continue to be wide enough for bicycle travel.

Alternative D would improve existing bicycle/pedestrian infrastructure and improve connectivity within the study area. Furthermore, Alternative D would not create an inconsistency with any adopted policies related

to bicycle or pedestrian systems. Therefore, the impact of Alternative D transportation improvements on opening day would be **beneficial** 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 any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

Alternative E: Skywalk

Alternative E would involve construction of a new pedestrian skywalk between the Montbleu Resort and Casino and Stateline Avenue through the resort-casino portion of the tourist core and replace the existing at-grade pedestrian scramble at this location. Furthermore, the project would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Thus, implementation of Alternative E would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-6: Impacts on transit – 2020 (Opening Day)

Alternatives B, C, D, and E would not disrupt or interfere with existing transit facilities and would enhance the existing transit infrastructure. Furthermore, the build alternatives would be consistent with adopted policies related to transit systems. No modifications to the existing transit infrastructure would occur under Alternative A. Because Alternatives B, C, and D mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing for these alternatives would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario. Transit demand associated with the replacement housing could shift within the project site, but there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Less Than Significant for Alternative A

Alternative A: No Build (No Project)

Because no modifications to the existing conditions would occur, implementation of Alternative A would result in no new transit facilities. However, the projected increase in vehicular traffic through the study area would result in LOS degrading. The segment of US 50 between Pioneer Trail and Park Avenue would experience a reduction of speed as result, as shown below:

- ▲ Eastbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:

- Annual average peak hour: Reduction from 22.2 mph to 20.1 mph
- ▲ Westbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:
 - Annual average peak hour: Reduction from 21.6 mph to 20.2 mph

The reduction in average mph anticipated with Alternative A would increase travel times along US 50, however, the overall increased travel time would be minimal. Thus, this would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features Alternative A would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Implementation of transportation improvements included in Alternative B would not alter existing transit circulation. Transit operations would be improved as a result of wider shoulders and the potential provision of bus pullouts, resulting in safer bus stop operations. The decreased traffic volumes through the tourist core anticipated under Alternative B would enhance safety and improve transit service by reducing travel times and delays associated with congestion in the area. Alternative B would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative B would improve transit service and facilities within the study area. Furthermore, Alternative B would be consistent with adopted policies related to transit systems. Therefore, the impact of Alternative B transportation improvements on transit on opening day would be **beneficial** 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 impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because Alternative B mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative B would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The replacement housing located at the mixed-use development sites as part of Alternative B for the 2020 scenario would be limited to the number of housing units that would be displaced by the project. Therefore, there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit. Depending on the location of the replacement housing units, it is possible that the demand for transit could shift to different transit stops within the project site. Therefore, Alternative B

replacement housing at one or more of the three mixed-use development sites for the 2020 scenario would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at Site 3 as part of Alternative B would avoid or minimize the impacts on transit in 2020 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 similar impacts on transit in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on transit in 2020 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 **beneficial** impact on transit in 2020.

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 impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Implementation of transportation improvements included in Alternative C would reroute westbound transit circulation along the new US 50 alignment. Eastbound transit circulation would remain along existing US 50. Transit operations would be improved through the creation of wider shoulders and the potential provision of bus pullouts, resulting in safer bus stop operations. Alternative C would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative C would improve transit infrastructure and safety within the study area. Furthermore, Alternative C would be consistent with adopted policies related to transit systems. Therefore, the impact of Alternative C transportation improvements on opening day would be **beneficial** 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 impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because Alternative C mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative C would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The replacement housing located at the mixed-use development sites as part of Alternative C for the 2020 scenario would be limited to the number of housing units that would be displaced by the project. Therefore, there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit. Depending on the location of the housing units, it is possible that the demand for transit could shift to different transit stops within the project site. Therefore, Alternative C replacement housing at the three mixed-use development sites for 2020 would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at Site 3 as part of Alternative C would avoid or minimize the impacts on transit in 2020 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 similar impacts on transit in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on transit in 2020 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 **beneficial** impact on transit in 2020.

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 impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Implementation of transportation improvements included in Alternative D would not alter existing transit circulation. Transit operations would be improved as a result of wider shoulders and the potential provision of bus pullouts, resulting in safer bus stop operations. The decreased traffic volumes through the tourist core anticipated under Alternative D would enhance safety and improve transit service by reducing travel times and delays associated with congestion in the area. Alternative D would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative D would improve transit service and facilities within the study area. Furthermore, Alternative D would be consistent with adopted policies related to transit systems. Therefore, the impact of Alternative D transportation improvements on transit on opening day would be **beneficial** 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 impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because Alternative D mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative D would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The replacement housing located at the mixed-use development sites as part of Alternative D for the 2020 scenario would be limited to the number of housing units that would be displaced by the project. Therefore, there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit. Depending on the location of the housing units, it is possible that the demand for transit could shift to different transit stops within the project site. Therefore, Alternative D replacement housing at the three mixed-use development sites for 2020 would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on transit in 2020 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 similar impacts on transit in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on transit in 2020 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 **beneficial** impact on transit in 2020.

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 impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Under Alternative E, there would be no changes to transit facilities in the study area; however, the existing pedestrian scramble between the Montbleu Resort and Casino and Hard Rock Hotel and Casino would be replaced by a pedestrian skywalk, resulting in improved safety for pedestrians and vehicles, including transit. Thus, the impact of Alternative E on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-7: Construction-related traffic impacts – 2020 (Opening Day)

Construction of the transportation improvements for Alternatives B, C, D, and E would result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. The transportation improvements could be constructed over three construction seasons. In accordance with Caltrans requirements, the construction phase of the project would include a Transportation Management Plan (TMP) that would be implemented during construction operations. The TMP would be completed in coordination with Caltrans, TTD, TRPA, NDOT, City of South Lake Tahoe, and Douglas County. Implementation of the TMP would minimize transportation disruptions during construction. No construction would occur under Alternative A. Lane closures and temporary full closure of US 50 would occur with construction of Alternative E. The replacement housing would be constructed at one or more of the mixed-use development

sites prior to construction of transportation improvements. Construction activities for the replacement housing would maintain access to businesses and residences and would conform with City of South Lake Tahoe standards, as applicable. Because construction of mixed-use development at the remaining site(s) would be constructed after 2020, Alternatives B, C, and D mixed-use development were not analyzed under the 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement; The design features of Alternative E would minimize the construction-related traffic impacts in 2020, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce construction-related traffic impacts; No Impact for Alternative A

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

Alternative A: No Build (No Project)

Because no modifications to the existing conditions would occur, implementation of Alternative A would result in **no impact** regarding construction-related traffic for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Construction of Alternative B transportation improvements is expected to occur over three construction seasons. The first phase would include right-of-way acquisition, building demolition, and utility improvements. The second phase would include construction of the realigned US 50. The last phase would include construction on existing US 50 through the tourist core. Each of these phases is expected to require one construction season. Traffic on affected roadways would either be carried through or detoured onto other roadways. Construction of the roundabout at US 50/Lake Parkway would be phased to allow through access during construction.

In accordance with Caltrans requirements, any project impacting or occurring within the State Highway System requires the preparation of a TMP. Prior to construction activities, a TMP would be developed in coordination with Caltrans, TRPA, the City of South Lake Tahoe, Douglas County, NDOT, and other agencies as appropriate. During the project planning phase, Caltrans would review the project to determine which traffic management strategies would need to be deployed based on project conditions and the anticipated work zone safety and mobility impacts. Implementation of the TMP would minimize traffic flow disruption through the construction work zones and enhance the safety of the work zones for the traveling public and workers, in accordance with Caltrans standards. Because implementation of the TMP would minimize transportation disruptions and maintain safe travel conditions during the construction seasons in accordance with Caltrans standards, impacts would be maintained at a **less-than-significant** level 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 construction-related traffic impacts in 2020 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 at one or more of the mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at one 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one or more of the mixed-use development sites for Alternative B could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. The construction activities would be limited to the mixed-use development site and the construction staging would be located on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land.

Access to businesses and residences would be maintained during construction of the replacement housing. Furthermore, project construction would be scheduled in late spring or early fall, rather than the summer peak tourist season, to reduce effects on businesses, residents, and visitors. All construction activities would be implemented in conformance with City of South Lake Tahoe standards, as applicable.

However, specific construction details for the replacement housing are not known at this time. As part of approval and permitting process, the mixed-use development, including replacement housing, for Alternative B would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. Because construction of the replacement housing on one or more of the mixed-use development sites would occur in existing developed areas and would avoid or minimize construction-related traffic impacts, construction-related traffic impacts from Alternative B replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one or more of the mixed-use development sites included in Alternative B would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than one of the mixed-use development sites could result in similar potential for construction-related traffic impacts in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related traffic 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.

Because Alternative B mixed-use development on the remaining site(s) would be constructed after 2020, the construction-related traffic impacts of this development is not analyzed under the 2020 (opening day) scenario.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and replacement housing at one or more of the mixed-use development sites would result in a **less-than-significant** construction-related traffic impact.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one or more of the mixed-use development sites as part of Alternative B would minimize the construction-related traffic impacts 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 result in the same construction-related traffic effects as Alternative B because it would include similar construction elements as described for

Alternative B. Implementation of Alternative C transportation improvements on construction-related traffic impacts on opening day would result in a **less-than-significant** impact 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 construction-related traffic impacts in 2020 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 at one or more of the 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 these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one or more of the mixed-use development sites for Alternative C could result in construction-related traffic similar to that described above for Alternative B mixed-use development, including replacement housing. As described above for Alternative B, as part of approval and permitting process, the mixed-use development, including replacement housing, for Alternative C would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. Because construction of the replacement housing on one or more of the mixed-use development sites would occur in an existing developed area and would avoid or minimize construction-related traffic impacts, construction-related traffic impacts from Alternative C replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one or more of the mixed-use development sites included in Alternative C would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than one of the mixed-use development sites could result in similar potential for construction-related traffic impacts in 2020 as described for the replacement housing at one of the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related traffic 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.

Because Alternative C mixed-use development on the remaining site(s) would be constructed after 2020, the construction-related traffic impacts of this development is not analyzed under the 2020 (opening day) scenario.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and replacement housing at one or more of the mixed-use development sites would result in a **less-than-significant** construction-related traffic impact.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one or more of the mixed-use development sites as part of Alternative C would minimize the construction-related traffic impacts 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 result in the same construction-related traffic effects as Alternative B because it would include similar construction elements as described for Alternative B. Implementation of Alternative D transportation improvements on construction-related traffic impacts on opening day would result in a **less-than-significant** impact 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 construction-related traffic impacts in 2020 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 at one or more of the 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 this site, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one or more of the mixed-use development sites for Alternative D could result in construction-related traffic similar to that described above for Alternative B mixed-use development, including replacement housing. As described above for Alternative B, as part of approval and permitting process, the mixed-use development, including replacement housing, for Alternative D would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. Because construction of the replacement housing on one or more of the mixed-use development sites would occur in an existing developed area and would avoid or minimize construction-related traffic impacts, construction-related traffic impacts from Alternative D replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one or more of the mixed-use development sites included in Alternative D would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than one of the mixed-use development sites could result in similar potential for construction-related traffic impacts in 2020 as described for the replacement housing at one of the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related traffic 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.

Because Alternative D mixed-use development on the remaining site(s) would be constructed after 2020, the construction-related traffic impacts of this development is not analyzed under the 2020 (opening day) scenario.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and replacement housing at one or more of the mixed-use development sites would result in a **less-than-significant** construction-related traffic impact.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one or more of the mixed-use development sites as part of Alternative D would

minimize the construction-related traffic impacts such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Alternative E would require a TMP per Caltrans requirements similar to Alternatives B, C, and D. However, construction of Alternative E would require full closure of existing US 50 through the affected area at times during construction. Additionally, it is likely that Alternative E would require construction outside of the established daytime hours to minimize traffic conflicts. Construction of Alternative E would occur in a single phase. The implementation of Alternative E would result in temporary delays during construction as a result of the lane closures and periodic full closures. Lane closures during construction would exacerbate this existing condition. In addition, weather conditions and noise requirements constrain the timing of construction to hours that would generally be subject to reduced traffic flow rates. Therefore, there is no feasible mitigation to reduce significant construction-related traffic impacts under Alternative E. Thus, construction-related traffic impacts would be **significant and unavoidable** under Alternative E for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would minimize the construction-related traffic impacts in 2020. However, there are no other feasible mitigation, avoidance, or minimization measures that could further reduce construction-related traffic impacts.

Impact 3.6-8: Impacts on vehicular, bicycle, and pedestrian safety – 2020 (Opening Day)

Alternatives B, C, D, and E would enhance the existing infrastructure and improve safety throughout the vehicular, bicycle, and pedestrian network within the study area. No modifications to the existing vehicular, bicycle, or pedestrian infrastructure would occur under Alternative A, however vehicular traffic would increase within the study area thus impacting bicycle safety and the existing above state average traffic accidents and injuries occurring at the US 50/Lake Parkway Loop intersection. Construction of replacement housing at one or more of the mixed-use development sites would not substantially alter vehicular travel within the study area and would have no effect on bicycle or pedestrian infrastructure. Mixed-use development at the remaining site(s) would be constructed between 2020 and 2040; therefore, the Alternatives B, C, and D mixed-use development at these sites is not analyzed under the 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2020 from Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Significant and Unavoidable impact for Alternative A

Alternative A: No Build (No Project)

Alternative A would result in no modifications to the existing conditions. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). The most commonly reported type of collision was of the “rear-end” variety, which is frequently associated with signalized intersections and stop-and-go traffic conditions. Under Alternative A, this intersection would remain as it is today, and vehicular traffic through the intersection would increase. Increased traffic through the US 50/Lake Parkway Loop intersection would likely exacerbate the number of vehicular accidents at this location. Additionally, the absence of continuous striped bicycle facilities along US 50, combined with the increase in traffic along this roadway segment would expose bicyclists to higher volumes of vehicles. Because with the no build alternative (Alternative A) there would be

no mechanism by which to implement or enforce mitigation, this impact would remain **significant and unavoidable** for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on vehicular, bicycle, and pedestrian safety in 2020 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

In 2020, implementation of transportation improvements included in Alternative B would reduce vehicular traffic along existing US 50 in the tourist core area, thus reducing bicycle, pedestrian, and vehicular exposure to safety hazards along this roadway segment and reducing the potential for vehicular accidents to occur.

Pedestrian and bicyclist exposure to vehicular traffic would be reduced with the improvements associated with Alternative B, including a pedestrian bridge over the new US 50 alignment connecting Van Sickle Bi-State Park to the Stateline area; shoulders/bicycle lanes and pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment; and bicycle lanes/shoulders along the new US 50 alignment with sidewalks on at least one side of the roadway. The cycle track option would further reduce bicyclist exposure to vehicular traffic and enhance bicyclist safety. The cycle track option includes a two-way bike path separated from vehicular traffic by a barrier along the westbound side of Lake Tahoe Boulevard.

Safety of the existing pedestrian crossings along US 50 would be improved because of reduced traffic volumes and shorter crossing lengths associated with the narrowing of the existing US 50 roadway geometry. Additionally, Alternative B would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Thus, because the proposed design features would improve vehicular, bicycle, and pedestrian safety, implementation of Alternative B transportation improvements on opening day would result in a **beneficial** impact 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 environmental consequences related to vehicular, bicycle, and pedestrian safety 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of replacement housing at one or more of the mixed-use development sites as part of Alternative B prior to construction transportation improvements would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to permit approval of the replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative B replacement housing would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2020 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 similar potential for effects on vehicular, bicycle, and pedestrian safety in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2020 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 replacement housing at one or more of the three mixed-use sites would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative B would minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

In 2020, implementation of transportation improvements included in Alternative C would reduce pedestrian and bicyclist exposure to vehicular traffic because improvements would include a new pedestrian bridge over the new US 50 alignment connecting Van Sickle Bi-State Park to the Stateline area; shoulders/bicycle lane and pedestrian sidewalks along eastbound US 50 for the full length of the study segment; and bicycle lanes/shoulders along the new westbound US 50 alignment with sidewalks on at least one side of the roadway. Additionally, Alternative C would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection would be constructed as a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Because Alternative C would not change the type of intersection at this location, a change in accident rates or severity of accidents would not be anticipated to change at this intersection over existing conditions.

Because the proposed design features would improve vehicular, bicycle, and pedestrian safety, implementation of Alternative C transportation improvements on opening day would result in a **beneficial** impact 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 environmental consequences related to vehicular, bicycle, and pedestrian safety in 2020 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of replacement housing at one or more of the mixed-use development sites as part of Alternative C prior to construction transportation improvements would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to permit approval of the replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative C replacement housing would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2020 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 similar potential for effects on vehicular, bicycle, and pedestrian safety in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2020 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 replacement housing at one or more of the three mixed-use sites would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative C would minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

In 2020, implementation of transportation improvements included in Alternative D would reduce vehicular traffic along existing US 50 in the tourist core area, thus reducing pedestrian and bicycle exposure to safety hazards along this roadway segment and reducing the potential for vehicular accidents to occur. Existing pedestrian crossings along US 50 would be maintained; however, reduced traffic volumes and shorter crossing lengths associated with the narrowing of the existing US 50 roadway geometry would enhance bicycle and pedestrian safety. Additionally, Alternative D would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

Pedestrian and bicyclist exposure to vehicular traffic would be reduced because Alternative D would provide a pedestrian bridge over the new US 50 alignment connecting Van Sickle Bi-State Park to the Stateline area;

shoulders/bicycle lanes and pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment; and bicycle lanes/shoulders along the new US 50 alignment, with sidewalks on at least one side of the roadway.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Thus, because the proposed design features would improve traffic, bicycle, and pedestrian safety, implementation of Alternative D transportation improvements on opening day would result in a **beneficial** impact 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 environmental consequences related to vehicular, bicycle, and pedestrian safety 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of replacement housing at one or more of the mixed-use development sites as part of Alternative D prior to construction transportation improvements would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to permit approval of the replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative D replacement housing would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2020 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 similar potential for effects on vehicular, bicycle, and pedestrian safety in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2020 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 replacement housing at one or more of the three mixed-use sites would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative D would minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

In 2020, Alternative E would construct a pedestrian skywalk over the entire width and length of existing US 50 within the tourist core between approximately 100 feet south of Stateline Avenue and near the northern end of the Montbleu Resort (about 450 feet south of Lake Parkway) and removal of the existing pedestrian scramble. This alternative would not result in any other transportation-related changes.

The construction of a new pedestrian skywalk over existing US 50 between Stateline Avenue and Montbleu Resort and Casino would provide complete grade separation of pedestrians and bicyclists from vehicular traffic, thus reducing pedestrian and bicyclist exposure to vehicular traffic. Additionally, elimination of the at-grade pedestrian crossing, which requires motorists to stop, reduces the potential for rear-end vehicular accidents at this location.

Thus, because the proposed design features would improve traffic, bicycle, and pedestrian safety, implementation of Alternative E on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize environmental consequences related to vehicular, bicycle, and pedestrian safety such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-9: Impacts on emergency access – 2020 (Opening Day)

The build alternatives could affect police services, fire protection, and emergency medical services response times and delivery of emergency services. Alternatives B, D, and E would reduce congestion along existing US 50 and thereby improve long-term emergency access within the study area. There would be no changes under Alternative A. Alternative C would result in increased congestion and reduced emergency access to a segment of existing US 50 due to the new circulation patterns. Because mixed-use development would be constructed between 2020 and 2040, Alternatives B, C, and D mixed-use development were not analyzed under this 2020 (opening day) scenario. Replacement housing constructed at one of the three mixed-use development sites under the 2020 scenario would not interfere with existing emergency access and would be constructed to meet City requirements for emergency access.

NEPA Environmental Consequences: The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-9 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to emergency access in 2020

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives A, B, D, and E; Significant and Unavoidable for Alternative C with implementation of Mitigation Measure 3.6-9

Alternative A: No Build (No Project)

No modifications to the existing conditions would occur under Alternative A, and emergency access routes would be maintained. However, during summer peak hours, traffic operations along US 50 between Pioneer Trail and Lake Parkway would experience degraded LOS and reduced speeds compared to existing conditions. However, the reduced speeds would be minimal, even during the summer peak hours. Thus, the no build alternative would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

US 50, with Alternative B transportation improvements, would remain four lanes wide and provide improved traffic flow, allowing emergency vehicles to travel from Pioneer Trail to Lake Parkway as quickly as today. Emergency access to the parcels along existing US 50 between Park Avenue and Lake Parkway would be maintained and, although the roadway would be narrowed, traffic flow would be improved during the summer peak. Back and side street access to the parcels between Park Avenue and Lake Parkway would remain, thus providing multiple emergency routes.

Additionally, as required by Caltrans, the TMP for the construction phase of the project would be coordinated with emergency services and all emergency service entities would be notified of any lane or road closures during construction to ensure adequate access for emergency vehicles throughout the construction period.

Therefore, Alternative B would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of existing US 50, the improved traffic flow would at least maintain emergency response time. Additionally, emergency access during the construction phase would be coordinated and ensured as an element of the TMP. Thus, the impact on emergency access from Alternative B transportation improvements 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 emergency access environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because Alternative B mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative B would be constructed at one of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one of the three mixed-use development sites for Alternative B would not interfere with any existing emergency access. The replacement housing would require local jurisdictional review and approval. This process would include ensuring that the replacement housing has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative B replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one of the three mixed-use development sites as part of Alternative B would avoid or minimize the impacts on emergency access in 2020 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 similar potential for impacts on emergency access in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential emergency access 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 replacement housing at Site 3 would result in a **less-than-significant** impact on emergency access in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative B would minimize the impacts on emergency access in 2020 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 increased congestion along the existing US 50 between Pioneer Trail and Park Avenue in the westbound direction. The increase in study area congestion would result in emergency services response times declining. Additionally, the conversion of existing US 50 to a one-way street in the eastbound direction would result in emergency access from the Nevada side no longer being an option for the section of existing US 50 between Stateline Avenue and Lake Parkway. For this roadway segment, back and side streets along with parking lots would need to be used as emergency access routes. This change in circulation patterns would result in increased emergency response times due to indirect emergency access routes for some areas and increased congestion along multiple roadway segments. Thus, this 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 the emergency access.

Mixed-Use Development including Replacement Housing

Because Alternative C mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative C would be constructed at one of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one of the three mixed-use development sites for Alternative C would not interfere with any existing emergency access. The replacement housing would require local jurisdictional review and approval. This process would include ensuring that the replacement housing has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed

on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative C replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one of the three mixed-use development sites as part of Alternative C would avoid or minimize the impacts on emergency access in 2020 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 similar potential for impacts on emergency access in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential emergency access 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 replacement housing at Site 3 would result in a **less-than-significant** impact on emergency access in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative C would minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report (Alternative 2)

Transportation Improvements

US 50, with Alternative D transportation improvements, would remain four lanes wide and provide improved traffic flow, allowing emergency vehicles to travel from Pioneer Trail to Lake Parkway as quickly as today. Emergency access to the parcels along existing US 50 between Park Avenue and Lake Parkway would be maintained and although the roadway would be narrowed, traffic flow would be improved during the summer peak. Back and side street access to the parcels between Park Avenue and Lake Parkway would remain, thus providing multiple emergency routes.

Additionally, as required by Caltrans, the TMP for the construction phase of the project would be coordinated with emergency services and all emergency service entities would be notified of any lane or road closures during construction to ensure adequate access for emergency vehicles throughout the construction period.

Therefore, Alternative D would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of existing US 50, the improved traffic flow would at least maintain emergency response time. Additionally, emergency access during the construction phase would be coordinated and ensured as an element of the TMP. Thus, the impact on emergency access for Alternative D 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 emergency access environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

Because Alternative D mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative D would be constructed at one of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one of the three mixed-use development sites for Alternative D would not interfere with any existing emergency access. The replacement housing would require local jurisdictional review and approval. This process would include ensuring that the replacement housing has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative D replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one of the three mixed-use development sites as part of Alternative D would avoid or minimize the impacts on emergency access in 2020 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 similar potential for impacts on emergency access in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential emergency access 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 replacement housing would result in a **less-than-significant** impact on emergency access in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing as part of Alternative D would minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Alternative E would maintain existing roadway geometry and would improve arterial segment operations along existing US 50. Therefore, emergency access would be maintained as it currently exists and emergency services response times would improve. However, construction of Alternative E would require full closure of existing US 50 through the affected area at times. As required by Caltrans, the TMP for the construction phase of the project would be coordinated with emergency services and all emergency service entities would be notified of any lane or road closures during construction to ensure adequate access for emergency vehicles throughout the construction period. Thus, Alternative E would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the emergency access environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-10: Construction-related parking impacts

Construction staging areas for transportation improvements associated with Alternatives B, C, D, and E could be located on one or more parking lots at Harvey's Lake Tahoe, Hard Rock Hotel and Casino, and Montbleu Resort and Casino. These property owners have indicated there is sufficient parking in their parking garages. A construction staging area on the Harvey's parking lot would not interfere with the annual summer concert series. The use of any of these sites would be implemented through a willing agreement between the property owner and construction contractor. Construction impacts on parking associated with project construction would be temporary in nature and would only occur leading up to 2020 (opening day).

Although construction details associated with the mixed-use component, including replacement housing, of each of the build alternatives where it is proposed (Alternatives B, C, and D) are not known at this time; it is anticipated that these alternatives with mixed-use development would meet their needs for a construction staging area on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land. The mixed-use development, including replacement housing, would be subject to all applicable regulations and permit requirements. Construction staging for Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. Construction staging for Alternatives B, C, and D mixed-use development, including replacement housing, at Sites 1 and 2 would not result in temporary loss of parking beyond the loss of parking located at the businesses that would be displaced, which would no longer be required.

There would be no construction activities as part of Alternative A.

NEPA Environmental Consequences: Mitigation Measure 3.6-10 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to temporary loss of parking; The design features of Alternative E would avoid or minimize construction-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

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

Alternative A: No Build (No Project)

Because no modifications to the existing conditions would occur, implementation of Alternative A for the 2040 design year would result in **no impact** on supply of parking for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

One or more parking lots at Harvey's Lake Tahoe, Hard Rock Hotel and Casino, and Montbleu Resort and Casino may be temporarily closed during construction periods for Alternative B transportation improvements for use as a construction staging area. The parking stalls closed at Harvey's Lake Tahoe are the same parking stalls that are closed every summer for the Lake Tahoe Outdoor Arena. It is anticipated that only one or two of the sites would be used for staging, but all three sites are potential staging areas. All parking would be reopened at the end of construction. In consultation with South Tahoe Association of Resorts, which includes the casino properties, during outreach in 2014 and 2015, they acknowledged that there is substantial available parking in their parking garages. The use of any of these sites would be implemented through a willing agreement between the property owner and construction contractor. If the Harvey's parking lot would be used for construction staging, the use of the parking lot would only occur outside of the period during which the parking lot is used for the annual summer concert series (in general, before July and after mid-September). Table 3.6-15 shows the total number of parking stalls at each location that may be impacted.

Table 3.6-15 Temporary Parking Impacts

| Location | Temporary Parking Stalls Removed | Total Existing Parking Stalls | Maximum Percent of Lost Parking Stalls |
|----------------------------|----------------------------------|-------------------------------|--|
| Harvey's Lake Tahoe | 415 | 415 | 100% |
| Hard Rock Hotel and Casino | 415 | 510 | 82% |
| Montbleu Resort and Casino | 155 | 760 | 20% |

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.

Source: compiled by Wood Rodgers in 2016

Construction impacts to parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative B transportation improvements. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements as part of Alternative B would avoid or minimize construction-related parking environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the mixed-use component, including replacement housing, of Alternative B could result in construction-related parking impacts. Specific construction details for the mixed-use development at Sites 1 and 2 are not known at this time; however, it is anticipated that Alternative B would meet the needs for a construction staging area on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land. Construction of mixed-use development, including replacement housing, at Sites 1 and 2 would not result in temporary loss of parking beyond the loss of parking located at the businesses that would be displaced, which would no longer be required.

Construction of the mixed-use development, including replacement housing, at Site 3 would also be anticipated to meet the needs for a construction staging area on-site, on right-of-way acquired for the project, or through agreement with a private owner for use of their land. If Site 3 is used for a construction staging area, then approximately 250 of the 789 total parking stalls would be temporarily removed from the supply of parking at the Heavenly Village Center and the amount of parking at the center would be below city parking requirements of 750 parking stalls. Because construction would likely occur during peak visitor periods and parking demand during the summer months, the loss of approximately 30 percent of required parking supply at Site 3 would be substantial.

As part of approval and permitting process, the mixed-use portion, including replacement housing, of Alternative B at any of the three mixed-use development sites would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. However, because use of Site 3 for construction staging would substantially reduce parking supply below city requirements, the temporary loss of parking from construction at Site 3 would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, at Site 3 as part of Alternative B to further reduce to the extent feasible the environmental consequences related to temporary loss of parking at the Heavenly Village Center.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar construction-related parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related parking 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** construction-related parking impact.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B that would minimize the construction-related parking environmental consequences.

Alternative C: Triangle One-Way

Transportation Improvements

Construction impacts on parking resulting from implementation of Alternative C transportation improvements are identical to those for Alternative B transportation improvements. Construction impacts on parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative C transportation improvements. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements as part of Alternative C would avoid or minimize construction-related parking environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of Alternative C mixed-use development, including replacement housing, could result in construction-related parking impacts, the same as those described above for Alternative B mixed-use development, including replacement housing. For the reasons described above for Alternative B mixed-use development, including replacement housing, temporary impacts on parking during construction of Alternative C mixed-use development, including replacement housing, at Site 3 would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, at Site 3 as part of Alternative C to further reduce to the extent feasible the environmental consequences related to temporary loss of parking at the Heavenly Village Center.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar construction-related parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related parking 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** construction-related parking impact.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C that would minimize the construction-related parking environmental consequences.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Construction impacts on parking resulting from implementation of Alternative D transportation improvements are identical to those for Alternative B transportation improvements. Construction impacts on parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative D transportation improvements. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements as part of Alternative D would avoid or minimize construction-related parking environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of Alternative D mixed-use development, including replacement housing, could result in construction-related parking impacts, the same as those described above for Alternative B mixed-use development, including replacement housing. For the reasons described above for Alternative B mixed-use development, including replacement housing, temporary impacts on parking during construction of Alternative D mixed-use development, including replacement housing, at Site 3 would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, at Site 3 as part of Alternative D to further reduce to the extent feasible the environmental consequences related to temporary loss of parking at the Heavenly Village Center.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar construction-related parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related parking 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** construction-related parking impact.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D that would minimize the construction-related parking environmental consequences.

Alternative E: Skywalk

Construction impacts to parking under Alternative E are identical to those under Alternative B transportation improvements. Construction impacts to parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative E. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize construction-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-11: Permanent parking impacts

Alternatives B, C, and D transportation improvements would result in the loss of between approximately 40 and 80 parking stalls at multiple businesses and Alternatives B, C, and D mixed-use development, including replacement housing, would result in the loss of between approximately 250 and 310 parking stalls. The loss of parking from these alternatives with mixed-use development, including replacement housing, would not be in addition to the parking losses from the transportation improvements. The amount of parking at Montbleu Resort and Casino would continue to be sufficient to meet city and county standards and the project would provide replacement parking equal to that lost at other businesses. Implementation of Alternatives B, C, and D mixed-use development, including replacement housing, at Sites 1 and 2 would not result in permanent loss of parking at businesses that would be displaced, which would no longer be required. Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 would cause the amount of parking at the Heavenly Village Center to fall below city parking requirements.

Alternatives A and E would not result in any permanent losses of parking.

NEPA Environmental Consequences: Mitigation Measure 3.6-11 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to permanent loss of parking; 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

Alternative A: No Build (No Project)

No modifications to the existing conditions would occur under Alternative A. Thus, there would be **no impact** on supply of parking for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Proposed Action)**Transportation Improvements**

Alternative B transportation improvements would permanently impact 51 parking stalls at six parcels. Parking losses at these parcels and associated businesses are shown in Table 3.6-16. Although some existing parking would be removed, Alternative B would construct replacement parking either on adjacent right-of-way areas or on other portions of the parcel for affected parcels.

New replacement parking for the Apartment Complex would be constructed along the rear of the building on Primrose Road. There is an open area here that is large enough to replace the 15 existing stalls.

Naked Fish Sushi, Vinny's Pizza, and Powder House Ski and Board Rental all share a parking lot. Replacement parking for these businesses would be constructed along the portion of existing US 50 directly in front of the business. This portion of US 50 would be permanently closed under Alternative B, providing new area for parking.

Per City of South Lake Tahoe parking requirements, the Heavenly Village Center is required to have approximately 750 parking stalls (actual parking required varies slightly as different types of commercial uses come and go). Alternative B transportation improvements would remove 16 parking stalls at the Heavenly Village Center. Because 773 parking stalls would remain, the Heavenly Village Center would continue to have more stalls than required by the city.

Table 3.6-16 Alternative B Transportation Improvements Permanent Parking Impacts

| Business | APN | Parking Stalls Removed | Total Existing Parking Stalls | Maximum Percent of Lost Parking Stalls |
|--|-----------------|------------------------|-------------------------------|--|
| Apartment Complex | 029-371-01 | 15 | 15 | 100% |
| Naked Fish Sushi / Vinny's Pizza / Powder House Ski and Board Rental | 029-170-04 | 4 | 45 | 9% |
| Heavenly Village Center | 029-442-08 | 16 | 789 | 2% |
| Thunderchief Inn | 029-351-01 | 5 | 14 | 36% |
| Traveler's Inn | 029-351-20 | 6 | 24 | 25% |
| Montbleu Resort and Casino | 1318-27-001-007 | 5 | 760 | <1% |

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

The Thunderchief Inn and Traveler's Inn parking loss would be replaced by constructing new parking stalls immediately to the west along Moss Road. This segment of Moss Road would be permanently closed under Alternative B, providing an area for replacement parking.

Per Douglas County parking requirements, Montbleu Resort and Casino is required to have approximately 1,250 parking stalls. Alternative B transportation improvements would remove five parking stalls. Because approximately 1,335 total parking stalls (including within parking garage) would remain, Montbleu Resort and Casino would continue to have more stalls than required.

Because the amount of parking at Heavenly Village Center and Montbleu Resort and Casino would continue to have sufficient parking to meet city and county standards and the project would provide replacement parking equal to those lost at the other businesses, the permanent impacts on parking from Alternative B transportation improvements 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 permanent parking environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Alternative B mixed-use development, including replacement housing, would permanently impact parking at three businesses (see Table 3.6-17). The loss of parking at the Heavenly Village Center shown in Table 3.6-17 from implementation of Alternative B mixed-use development, including replacement housing, includes the loss of parking from Alternative B transportation improvements. Development of Site 1 would result in displacing some of the businesses and associated parking listed above in Table 3.6-16, including Naked Fish, Vinny’s Pizza, and Powder House Ski and Board Rental. Development of Site 2 would displace Thunderchief Inn and Traveler’s Inn and parking associated with these hotel/motels. Development of Site 3 would displace parking at the Heavenly Village Center. New replacement parking for the Apartment Complex would be constructed along the rear of the Apartment Complex building on Primrose Road. The mixed-use development, including replacement housing, at each of the three sites would include construction of parking.

Table 3.6-17 Alternative B Mixed-Use Development, including Replacement Housing, Permanent Parking Impacts

| Business | APN | Parking Stalls Removed | Total Existing Parking Stalls | Maximum Percent of Lost Parking Stalls |
|--|------------|------------------------|-------------------------------|--|
| Heavenly Village Center | 029-442-08 | 250 | 789 | 32% |
| APN = assessor’s parcel number Source: compiled by Wood Rodgers in 2016 | | | | |

The loss of approximately 250 parking stalls from construction of mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, included in Alternative B to further reduce to the extent feasible the permanent parking environmental consequences.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar permanent parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential permanent parking 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 **potentially significant** impact on permanent loss of parking.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B that would further reduce to the extent feasible the permanent parking environmental consequences.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements would result in similar permanent losses of parking at the same businesses described above for Alternative B transportation improvements. The amount of parking affected by Alternative C transportation improvements is shown in Table 3.6-18. Alternative C would construct replacement parking either on adjacent right-of-way areas or on other portions of the parcel for affected parcels, as described above for Alternative B transportation improvements.

Table 3.6-18 Alternative C Transportation Improvements Permanent Parking Impacts

| Business | APN | Parking Stalls Removed | Total Existing Parking Stalls | Maximum Percent of Lost Parking Stalls |
|----------------------------|-----------------|------------------------|-------------------------------|--|
| Apartment Complex | 029-371-01 | 15 | 15 | 100% |
| Heavenly Village Center | 029-442-08 | 9 | 789 | 1% |
| Thunderchief Inn | 029-351-01 | 5 | 14 | 36% |
| Traveler's Inn | 029-351-20 | 7 | 24 | 30% |
| Montbleu Resort and Casino | 1318-27-001-007 | 42 | 760 | 6% |

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

Because the amount of parking at Heavenly Village Center and Montbleu Resort and Casino would continue to have sufficient parking to meet city and county standards and the project would provide replacement parking equal to those lost at the other businesses, the permanent impacts on parking from Alternative C transportation improvements 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 permanent parking environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Alternative C mixed-use development, including replacement housing, would permanently impact parking at three businesses (see Table 3.6-19). The loss of parking shown in Table 3.6-19 from implementation of Alternative C mixed-use development, including replacement housing, includes the loss of parking from Alternative C transportation improvements. Development of Site 1 would result in displacing some of the businesses and associated parking listed above in Table 3.6-18, including Naked Fish, Vinny's Pizza, and Powder House Ski and Board Rental. Development of Site 2 would displace Thunderchief Inn and Traveler's

Inn and parking associated with these hotel/motels. New replacement parking for the Apartment Complex would be constructed along the rear of the Apartment Complex building on Primrose Road. The mixed-use development, including replacement housing, at each of the three sites would include construction of parking.

The loss of approximately 250 parking stalls from construction of mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

Table 3.6-19 Alternative C Mixed-Use Development, including Replacement Housing, Permanent Parking Impacts

| Business | APN | Parking Stalls Closed | Total Existing Parking Stalls | Maximum Percent of Lost Parking Stalls |
|-------------------------|------------|-----------------------|-------------------------------|--|
| Heavenly Village Center | 029-442-08 | 250 | 789 | 1% |

APN = assessor's parcel number
Source: compiled by Wood Rodgers in 2016

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, included in Alternative C to further reduce to the extent feasible the permanent parking environmental consequences.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar permanent parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential permanent parking 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 **potentially significant** impact on permanent loss of parking.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C that would further reduce to the extent feasible the permanent parking environmental consequences.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Alternative D transportation improvements would result in permanent losses of parking at the Heavenly Village Center and Montbleu Resort and Casino, similar to those described above for Alternative B transportation improvements. The amount of parking affected by Alternative D transportation improvements is shown in Table 3.6-20. Alternative D does not propose to construct replacement parking.

Table 3.6-20 Alternative D Transportation Improvements Permanent Parking Impacts

| Business | APN | Parking Stalls Closed | Total Existing Parking Stalls | Maximum Percent of Lost Parking Stalls |
|----------------------------|-----------------|-----------------------|-------------------------------|--|
| Heavenly Village Center | 029-442-08 | 39 | 789 | 5% |
| Montbleu Resort and Casino | 1318-27-001-007 | 5 | 760 | <1% |

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.
APN = assessor's parcel number
Source: compiled by Wood Rodgers in 2016

Per City of South Lake Tahoe parking requirements, the Heavenly Village Center is required to have approximately 750 parking stalls (actual parking required varies slightly as different types of commercial uses come and go). While Alternative D transportation improvements would remove 39 parking stalls, the required 750 total parking stalls would remain. The remaining parking would meet minimum parking requirements for the Heavenly Village Center.

Per Douglas County parking requirements, Montbleu Resort and Casino is required to have approximately 1,250 parking stalls. Alternative D transportation improvements would remove five parking stalls. Because approximately 1,335 total parking stalls (including within parking garage) would remain, Montbleu Resort and Casino would still have more stalls than required.

Because the amount of parking at Heavenly Village Center and Montbleu Resort and Casino would continue to have sufficient parking to meet city and county standards, the permanent impacts on parking from Alternative D transportation improvements 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 permanent parking environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Alternative D mixed-use development, including replacement housing, would permanently impact parking at one business (see Table 3.6-21). The loss of parking shown in Table 3.6-21 from implementation of Alternative D mixed-use development, including replacement housing, includes the loss of parking from Alternative D transportation improvements. The mixed-use development, including replacement housing, proposed for each of the three sites would include construction of parking.

Table 3.6-21 Alternative D Mixed-Use Development, including Replacement Housing, Permanent Parking Impacts

| Business | APN | Parking Stalls Closed | Total Existing Parking Stalls | Maximum Percent of Lost Parking Stalls |
|-------------------------|------------|-----------------------|-------------------------------|--|
| Heavenly Village Center | 029-442-08 | 250 | 789 | 5% |

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

The loss of approximately 250 parking stalls from construction of mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, included in Alternative D to further reduce to the extent feasible the permanent parking environmental consequences.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar permanent parking impacts as described for the replacement housing at the mixed-use

development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential permanent parking 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 **potentially significant** impact on permanent loss of parking.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D that would further reduce to the extent feasible the permanent parking environmental consequences.

Alternative E: Skywalk

Alternative E would not permanently impact any existing parking areas. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

Impact 3.6-12: Impacts on intersection operations – 2040 (Design Year)

Under 2040 design year conditions, improvements under Alternatives B and D transportation improvements and mixed-use development, including replacement housing, would operate intersections at annual average and summer peak-hour LOS C or better. Under Alternative A, operations at two intersections would be degraded to unacceptable levels. Alternative C transportation improvements and mixed-use development, including replacement housing, would degrade operations at three intersections to unacceptable levels or exacerbate already unacceptable operations. Improvements under Alternative E would operate intersections at annual average and summer peak-hour LOS D or better.

NEPA Environmental Consequences: The design features of Alternatives B, D, and E would avoid or minimize the effects on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-12 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on intersection operations in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize Alternative A impacts on intersection operations in 2040

CEQA/TRPA Impact Determinations: Less than Significant for Alternatives B, D, and E; Less Than Significant for Alternative C after implementation of Mitigation Measure 3.6-12; Significant and Unavoidable for Alternative A

Table 3.6-22 summarizes the projected intersection traffic operations under Alternatives B, C, and D transportation improvements for the design year. Table 3.6-23 summarizes the projected intersection traffic operations under Alternatives B, C, and D mixed-use development, including replacement housing, for the design year.

For the unsignalized intersections and roundabouts, the LOS for the movement with the lowest LOS/highest delay is shown. The shaded cells indicate that the projected LOS is below acceptable levels, which is considered a significant impact. Exhibits 3.6-19 through 3.6-22 show the study area volumes associated with each of the project alternatives transportation improvements and mixed-use development, including replacement housing. Roadway geometrics for all alternatives would be consistent with those shown in the 2020 (opening day) impact analysis.

Alternative A: No Build (No Project)

As shown in Table 3.6-22, Alternative A is projected to degrade operations to unacceptable levels at two intersections in 2040:

- ▲ New US 50/Pioneer Trail/Old US 50– operations would be unacceptable as follows:
 - Summer peak hour: LOS E (65 seconds of delay)
- ▲ Existing US 50/Stateline Avenue– operations would be unacceptable as follows:
 - Summer peak hour: LOS F (91 seconds of delay)

Because these two study area intersections would operate at unacceptable LOS under 2040 conditions, and there would be no mechanism by which to implement or enforce mitigation, Alternative A would have a **significant and unavoidable** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on intersection operations in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

Alternative B: Triangle (Locally Preferred Action)**Transportation Improvements**

As shown in Table 3.6-22, all study area intersections for Alternative B transportation improvements are projected to operate at annual average and summer peak-hour LOS C or better under 2040 design year conditions. Alternative B transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, the 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 impacts on intersection operations in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-23 all study area intersections for Alternative B mixed-use development, including replacement housing, are projected to operate at annual average and summer peak-hour LOS C or better under 2040 Design Year conditions. Alternative B mixed-use development, including replacement housing, would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, the 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 impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

Table 3.6-22 2040 (Design Year) Intersection Traffic Operations

| # | Intersection | Control Type | Alternative A (No Build) | | | | Alternative B (Triangle) | | | | Alternative C (Triangle One-Way) | | | | Alternative D (PSR Alt 2) | | | | Alternative E (Skywalk) | | | |
|---|---|-----------------------------|--------------------------|-----|-------------|-----|--------------------------|----------|---------------|----------|----------------------------------|-----------|------------------|----------|---------------------------|----------|---------------|----------|-------------------------|-----|-------------|-----|
| | | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | |
| | | | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS |
| 1 | Park Avenue/Pine Boulevard | TWSC ¹ | 10.1 | B | 10.6 | B | 9.5 | A | 9.8 | A | 9.8 | A | 10.2 | B | 9.5 | A | 9.8 | A | 10.1 | B | 10.6 | B |
| 2 | Pine Boulevard/Stateline Avenue | AWSC ² | 8.3 | A | 8.7 | A | 8.3 | A | 8.7 | A | 8.6 | A | 9.2 | A | 8.3 | A | 8.7 | A | 8.3 | A | 8.7 | A |
| 3 | New US 50/Pioneer Trail/Old US 50 ³ | Signal A | 23.7 | C | 64.5 | E | 21.6 | C | 25.2 | C | 70.3 | E | 124.8 | F | 21.5 | C | 24.6 | C | 24.0 | C | 64.8 | E* |
| | | Signal B | - | - | - | - | 21.8 | C | 25.0 | C | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | Old US 50/Park Avenue/Heavenly Village Way ⁴ | Signal A | 15.8 | B | 52.4 | D | 20.6 | C | 27.3 | C | 15.1 | B | 38.6 | D | 19.6 | B | 23.4 | C | 17.7 | B | 61.2 | E* |
| | | Signal B | - | - | - | - | 22.5 | C | 32.9 | C | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Old US 50/Friday Avenue | Signal ² | 6.6 | A | 19.1 | B | 10.8 | B | 14.9 | B | 5.7 | A | 31.1 | C | 14.6 | B | 14.8 | B | 7.6 | A | 17.8 | B |
| 6 | Old US 50/Stateline Avenue | Signal | 35.9 | D | 90.6 | F | 18.7 | B | 20.6 | C | 13.3 | B | 81.6 | F | 19.4 | B | 22.9 | C | 10.7 | B | 12.9 | B |
| 7 | New US 50/Lake Parkway/Old US 50 ⁵ | Signal | 19.9 | B | 27.6 | C | 18.5 | B | 25.4 | C | 50.9 | D | 106.5 | F | 23.7 | C | 26.6 | C | 22.2 | C | 30.1 | C |
| | | Rndabt ^{6,7,10} | - | - | - | - | 7.6 (14.6) | A (B) | 8.7 (17.2) | A (C) | 45.4 (93.1) | E* (F) | 160.6 (340.1) | F (F) | 7.6 (14.6) | A (B) | 8.7 (17.2) | A (C) | - | - | - | - |
| 8 | New US 50/Heavenly Village Way | Signal (AWSC ⁸) | 15.1 | C | 18.8 | C | 10.7 | B | 12.5 | B | 2.1 | A | 7.6 | A | 11.9 | B | 11.2 | B | 11.5 | B | 15.3 | C |
| 9 | New US 50/Harrah's Road | Signal (TWSC ⁹) | 6.6 | A | 19.1 | B | 4.4 | A | 4.9 | A | 9.8 | A | 6.5 | A | 4.1 | A | 4.3 | A | 15.1 | C | 18.8 | C |

Notes: AWSC = all-way stop-controlled; EB = eastbound; LOS = level of service; NB = northbound; SB = southbound; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

*Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable per TRPA standards.

- = Intersection does not exist under the specified alternative or is otherwise not applicable.

1. "Worst-case" delays are indicated for two-way-stop-controlled (TWSC) intersections.

2. "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

3. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right lane, 1 left turn pocket. Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right turn pocket, 1 left turn pocket.

4. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through lane, 1 right turn trap lane, 1 left turn pocket. NB approach: dual left turn pockets. Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through-right lane, 1 left turn pocket. NB approach: single left turn pocket.

5. US 50/Lake Parkway intersection is controlled by a signal under Alternative E and by either a roundabout or a signal under Alternatives B, C, and D.

6. A layout drawing of the roundabout option for the US 50/Lake Parkway intersection is provided in Appendix I, Exhibit 6.

7. "Average" and "worst-case" control delays are indicated for roundabout intersection in "Average (worst case)" format.

8. Control type for this intersection is AWSC under Alternatives A and E.

9. Control type for this intersection is TWSC under Alternatives A and E.

10. Alt B and D Roundabout "average annual" and "summer peak" V/C ratios are 0.67 (0.83), and Alt C "Average Annual" and "summer peak" V/C ratios are 1.13 (1.70) in "average annual (summer peak) format"

Source: Wood Rodgers 2016a

Table 3.6-23 2040 (Design Year) Mixed-Use Development, including Replacement Housing, Intersection Traffic Operations

| # | Intersection | Control Type | Alternative B (Triangle) | | | | Alternative C (Triangle One-Way) | | | | Alternative D (PSR Alt 2) | | | |
|---|---|-------------------------|--------------------------|-----|------------------|-----|----------------------------------|----------|------------------|----------|---------------------------|----------|------------------|----------|
| | | | Summer Peak | | | | Summer Peak | | | | Summer Peak | | | |
| | | | Before Development | | With Development | | Before Development | | With Development | | Before Development | | With Development | |
| | | | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS | Delay (S/V) | LOS |
| 1 | Park Avenue/Pine Boulevard | TWSC ¹ | 9.8 | A | 9.8 | A | 10.2 | B | 10.2 | B | 9.8 | A | 9.8 | A |
| 2 | Pine Boulevard/Staline Avenue | AWSC ² | 8.7 | A | 8.7 | A | 9.2 | A | 9.2 | A | 8.7 | A | 8.7 | A |
| 3 | New US 50/Pioneer Trail/Old US 50 ³ | Signal A | 25.2 | C | 25.1 | C | 124.8 | F | 134.4 | F | 24.6 | C | 29.3 | C |
| | | Signal B | 25.0 | C | 25.5 | C | - | - | - | - | - | - | - | - |
| 4 | Old US 50/Park Avenue/Heavenly Village Way ⁴ | Signal A | 27.3 | C | 25.3 | C | 38.6 | D | 41.5 | D | 23.4 | C | 24.0 | C |
| | | Signal B | 32.9 | C | 31.2 | C | - | - | - | - | - | - | - | - |
| 5 | Old US 50/Friday Avenue | Signal | 14.9 | B | 14.6 | B | 31.1 | C | 36.8 | D | 14.8 | B | 18.8 | B |
| 6 | Old US 50/Staline Avenue | Signal | 20.6 | C | 23.7 | C | 81.6 | F | 89.4 | F | 22.9 | C | 23.1 | C |
| 7 | New US 50/Lake Parkway/Old US 50 ⁵ | Signal | 25.4 | C | 26.4 | C | 106.5 | F | 113.6 | F | 26.6 | C | 25.4 | C |
| | | Rndabt ^{6,7,8} | - | - | - | - | 160.6 (340.1) | F (F) | 189.1 (399.6) | F (F) | 8.7 (17.2) | A (C) | 8.9 (17.9) | A (C) |
| 8 | New US 50/Heavenly Village Way | Signal | 12.5 | B | 12.7 | B | 6.6 | A | 7.4 | A | 11.2 | B | 13.3 | B |
| 9 | New US 50/Harrah's Road | Signal | 4.9 | A | 5.0 | A | 4.3 | A | 5.2 | A | 4.3 | A | 5.0 | A |

Notes: AWSC = all-way stop-controlled; EB = eastbound; LOS = level of service; NB = northbound; SB = southbound; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

- = Intersection does not exist under the specified alternative or is otherwise not applicable.

* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable per TRPA standards.

1. "Worst-case" delays are indicated for two-way-stop-controlled (TWSC) intersections.

2. "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

3. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right lane, 1 left turn pocket.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right turn pocket, 1 left turn pocket.

4. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through lane, 1 right turn trap lane, 1 left turn pocket. NB approach: dual left turn pockets.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through-right lane, 1 left turn pocket. NB approach: single left turn pocket.

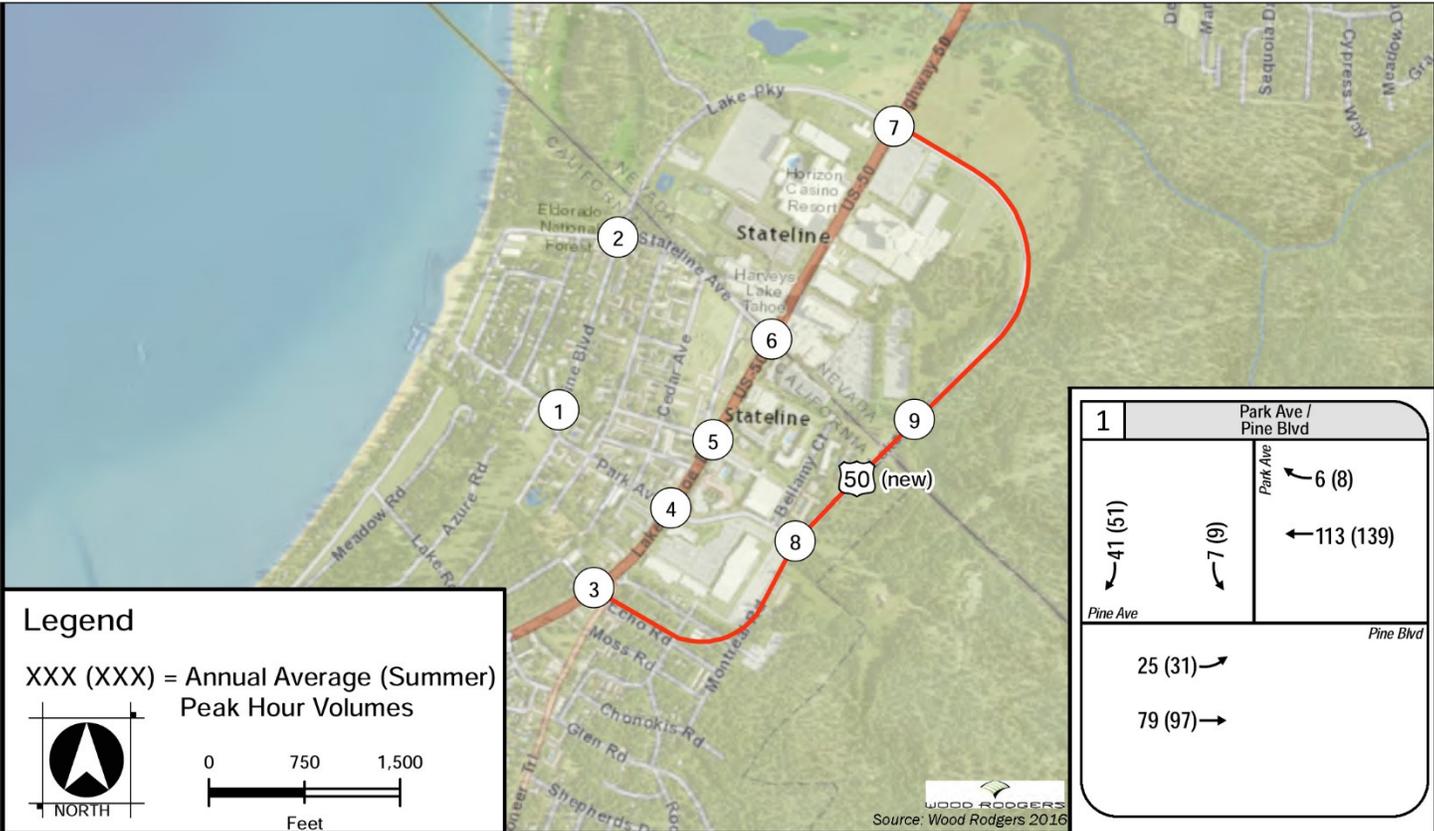
5. US 50/Lake Parkway intersection is controlled by a signal under Alternative E and by either a roundabout or a signal under Alternatives B, C, and D.

6. A layout drawing of the roundabout option for the US 50/Lake Parkway intersection is provided in Appendix I, Exhibit 6.

7. "Average" and "worst-case" control delays are indicated for roundabout intersection in "average (worst case)" format.

8. Alt B and D Roundabout "before development" and "with development" V/C ratios are 0.83 (0.85), and Alt C "Average Annual" and "summer peak" V/C ratios are 1.70 (1.89) in "before development (with development) format"

Source: Wood Rodgers 2016a



| 1 Park Ave / Pine Blvd | |
|-------------------------------------|------------------------------------|
| Pine Ave ← 41 (51) ← 7 (9) | Park Ave ← 6 (8) ← 113 (139) |
| Pine Blvd 25 (31) → 79 (97) → | |

| 2 Pine Blvd / Stateline Ave | |
|---|--|
| Pine Blvd ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | Stateline Ave ← 19 (24) ← 108 (133) ← 16 (20) |
| Stateline Ave 2 (3) → 97 (120) → 10 (12) → | Pine Blvd 15 (19) → 12 (15) → 23 (28) → |

| 3 New US 50 / Pioneer Trail/Old US 50 | |
|--|---|
| US 50 ↓ 416 (514) ↓ 151 (186) ↓ 4 (5) | Old US 50 ← 8 (10) ← 791 (976) ← 303 (374) |
| Pioneer Trail 386 (476) → 731 (903) → 16 (20) → | New US 50 16 (20) → 89 (110) → 425 (525) → |

| 4 Old US 50 / Park Ave/Heavenly Village Way | |
|--|---|
| Old US 50 ↓ 136 (168) ↓ 32 (40) ↓ 8 (10) | Park Ave ← 8 (10) ← 272 (336) ← 69 (85) |
| Heavenly Village Way 96 (119) → 216 (267) → 40 (49) → | Old US 50 139 (171) → 19 (24) → 94 (116) → |

| 5 Old US 50 / Friday Ave | |
|---------------------------------------|--|
| Old US 50 ↓ 46 (57) ↓ 58 (71) | Friday Ave ← 54 (67) ← 303 (374) |
| Old US 50 51 (63) → 267 (330) → | |

| 6 Old US 50 / Stateline Ave | |
|---|--|
| Old US 50 ↓ 126 (156) ↓ 8 (10) ↓ 45 (56) | Stateline Ave ← 32 (40) ← 231 (285) ← 16 (20) |
| Driveway 58 (72) → 234 (289) → 32 (40) → | Old US 50 30 (37) → 157 (194) → 32 (40) → |

| 7 New US 50 / Lake Pkwy/Old US 50 | |
|--|---|
| Old US 50 ↓ 30 (37) ↓ 16 (20) ↓ 130 (161) | Lake Pkwy ← 114 (141) ← 237 (292) ← 894 (1104) |
| New US 50 30 (37) → 157 (194) → 32 (40) → | US 50 58 (71) → 75 (92) → 1018 (1257) → |

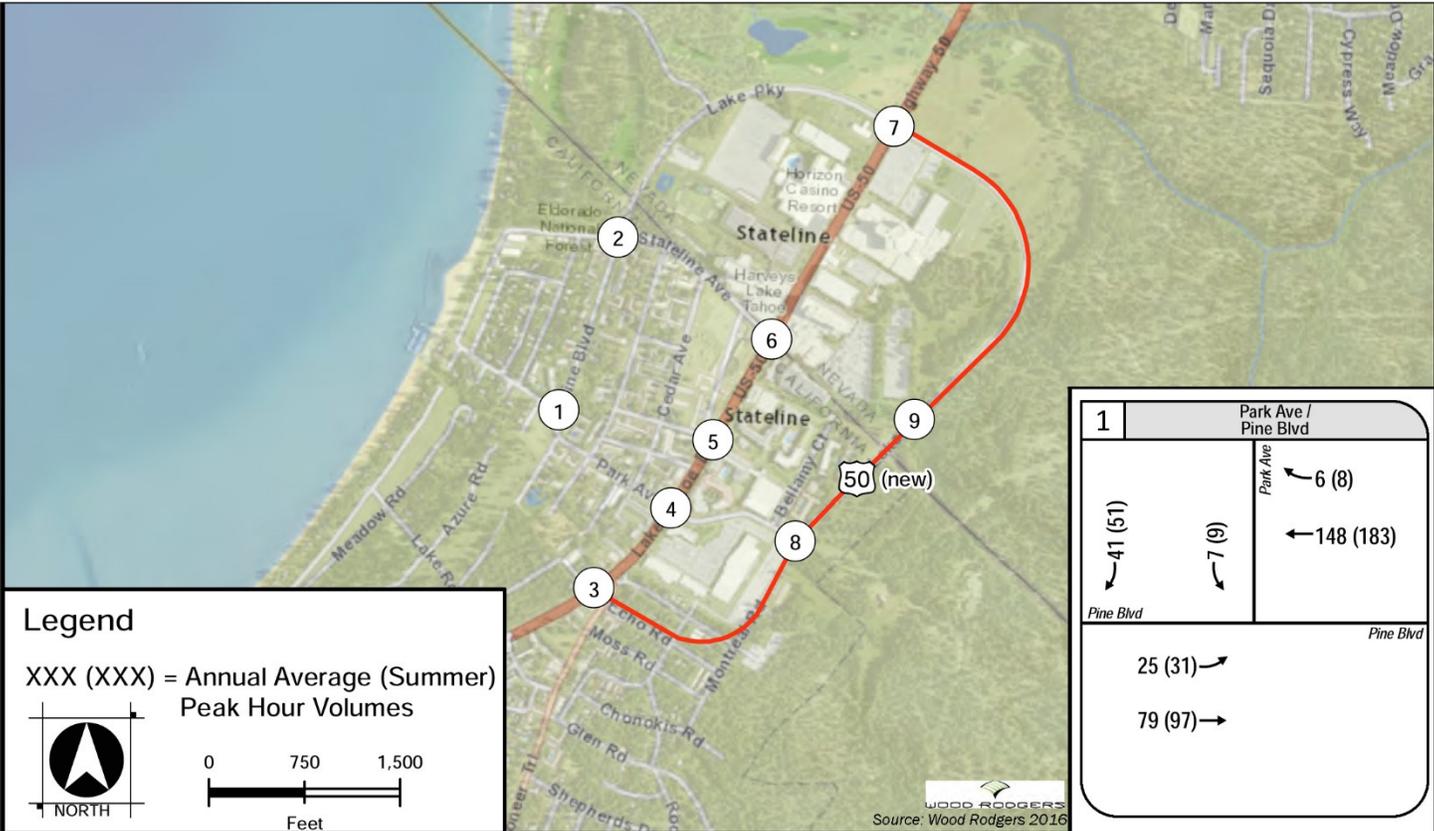
| 8 New US 50 / Heavenly Village Way | |
|---|--|
| New US 50 ↓ 196 (242) ↓ 8 (10) ↓ 116 (143) | Heavenly Village Way ← 162 (200) ← 897 (1108) ← 16 (20) |
| Minor Street 92 (114) → 1060 (1309) → 8 (10) → | New US 50 8 (10) → 8 (10) → 16 (20) → |

| 9 New US 50 / Harrah's Rd | |
|--|--|
| New US 50 ↓ 52 (64) ↓ 45 (56) | Harrah's Rd ← 24 (30) ← 987 (1218) |
| New US 50 87 (108) → 1105 (1364) → | |

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Exhibit 3.6-19

2040 Alternative B (Triangle) Traffic Volumes



| | | | |
|----------------------|------------------------|------------------------|--|
| 1 | | Park Ave / Pine Blvd | |
| ← 41 (51) ← 7 (9) | ← 6 (8) ← 148 (183) | Pine Blvd | |
| | | 25 (31) → 79 (97) → | |

| | | | |
|-------------------------------------|---------------------------------------|------------------------------------|--|
| 2 | | Pine Blvd / Stateline Ave | |
| ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | ← 19 (24) ← 143 (177) ← 76 (94) | Pine Blvd | |
| | | 2 (3) → 97 (120) → 10 (12) → | |

| | | | |
|----------------------------|---|----------------------------|--|
| 3 | | US 50 / Pioneer Trail | |
| ↓ 348 (430) ↓ 123 (152) | ← 8 (10) ← 855 (1056) ← 325 (401) | US 50 | |
| | | 1121 (1384) → 16 (20) → | |

| | | | |
|--------------------------------------|--|--|--|
| 4 | | EB US 50 / Park Ave/Heavenly Village Way | |
| ↓ 309 (381) ↓ 32 (40) ↓ 8 (10) | ← 96 (119) ← 1281 (1581) ← 140 (173) | Park Ave | |
| | | 139 (171) → 19 (24) → 210 (259) → | |

| | | | |
|-----------|----------------------------|----------------------------|--|
| 5 | | EB US 50 / Friday Ave | |
| ← 58 (71) | ← 51 (63) ← 1447 (1787) | EB US 50 | |
| | | 51 (63) → 1447 (1787) → | |

| | | | |
|-----------------------|---|---|--|
| 6 | | EB US 50 / Stateline Ave | |
| ↓ 8 (10) ↓ 45 (56) | ← 117 (144) ← 1328 (1640) ← 60 (74) | EB US 50 | |
| | | 117 (144) → 1328 (1640) → 60 (74) → | |

| | | | |
|--------------------------|------------------------------|---|--|
| 7 | | US 50 / Lake Pkwy | |
| ↓ 46 (57) ↓ 130 (161) | ← 209 (258) ← 1036 (1279) | US 50 | |
| | | 46 (57) → 1163 (1436) → 32 (40) → | |

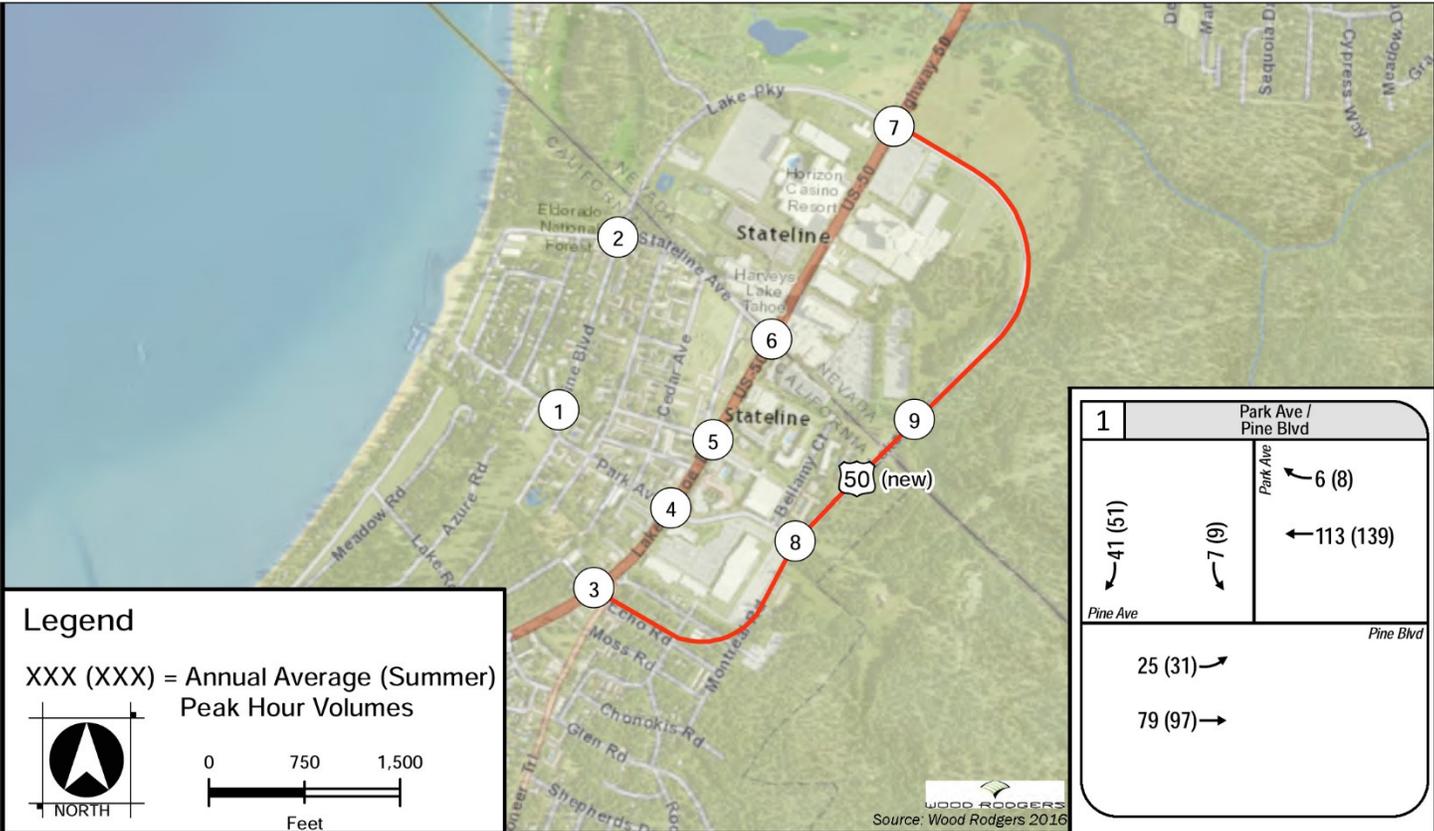
| | | | |
|--------------------------|--|---------------------------------|--|
| 8 | | WB US 50 / Heavenly Village Way | |
| ↓ 196 (242) ↓ 16 (20) | ← 231 (285) ← 984 (1215) ← 16 (20) | WB US 50 | |
| | | 8 (10) → 24 (30) → | |

| | | | |
|-----------|----------------------------|----------------------------|--|
| 9 | | WB US 50 / Harrah's Rd | |
| ↓ 52 (64) | ← 41 (50) ← 1142 (1410) | WB US 50 | |
| | | 41 (50) → 1142 (1410) → | |

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Exhibit 3.6-20

2040 Alternative C (Triangle One-Way) Traffic Volumes



| 1 Park Ave / Pine Blvd | |
|-------------------------------------|------------------------------------|
| Pine Ave ← 41 (51) ← 7 (9) | Park Ave ← 6 (8) ← 113 (139) |
| Pine Blvd 25 (31) → 79 (97) → | |

| 2 Pine Blvd / Stateline Ave | |
|---|--|
| Pine Blvd ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | Stateline Ave ← 19 (24) ← 108 (133) ← 16 (20) |
| Stateline Ave 2 (3) → 97 (120) → 10 (12) → | Pine Blvd 15 (19) → 12 (15) → 23 (28) → |

| 3 New US 50 / Pioneer Trail/Old US 50 | |
|--|---|
| US 50 ↓ 416 (514) ↓ 151 (186) ↓ 4 (5) | Old US 50 ← 8 (10) ← 791 (976) ← 303 (374) |
| Pioneer Trail 386 (476) → 731 (903) → 16 (20) → | New US 50 16 (20) → 89 (110) → 425 (525) → |

| 4 Old US 50 / Park Ave/Heavenly Village Way | |
|--|---|
| Old US 50 ↓ 136 (168) ↓ 32 (40) ↓ 8 (10) | Park Ave ← 8 (10) ← 272 (336) ← 69 (85) |
| Heavenly Village Way 96 (119) → 216 (267) → 40 (49) → | Old US 50 139 (171) → 19 (24) → 94 (116) → |

| 5 Old US 50 / Friday Ave | |
|---------------------------------------|--|
| Old US 50 ↓ 46 (57) ↓ 58 (71) | Friday Ave ← 54 (67) ← 303 (374) |
| Old US 50 51 (63) → 267 (330) → | |

| 6 Old US 50 / Stateline Ave | |
|---|--|
| Old US 50 ↓ 126 (156) ↓ 8 (10) ↓ 45 (56) | Stateline Ave ← 32 (40) ← 231 (285) ← 16 (20) |
| Driveway 58 (72) → 234 (289) → 32 (40) → | Old US 50 30 (37) → 157 (194) → 32 (40) → |

| 7 New US 50 / Lake Pkwy/Old US 50 | |
|--|---|
| Old US 50 ↓ 30 (37) ↓ 16 (20) ↓ 130 (161) | Lake Pkwy ← 114 (141) ← 237 (292) ← 894 (1104) |
| New US 50 30 (37) → 157 (194) → 32 (40) → | US 50 58 (71) → 75 (92) → 1018 (1257) → |

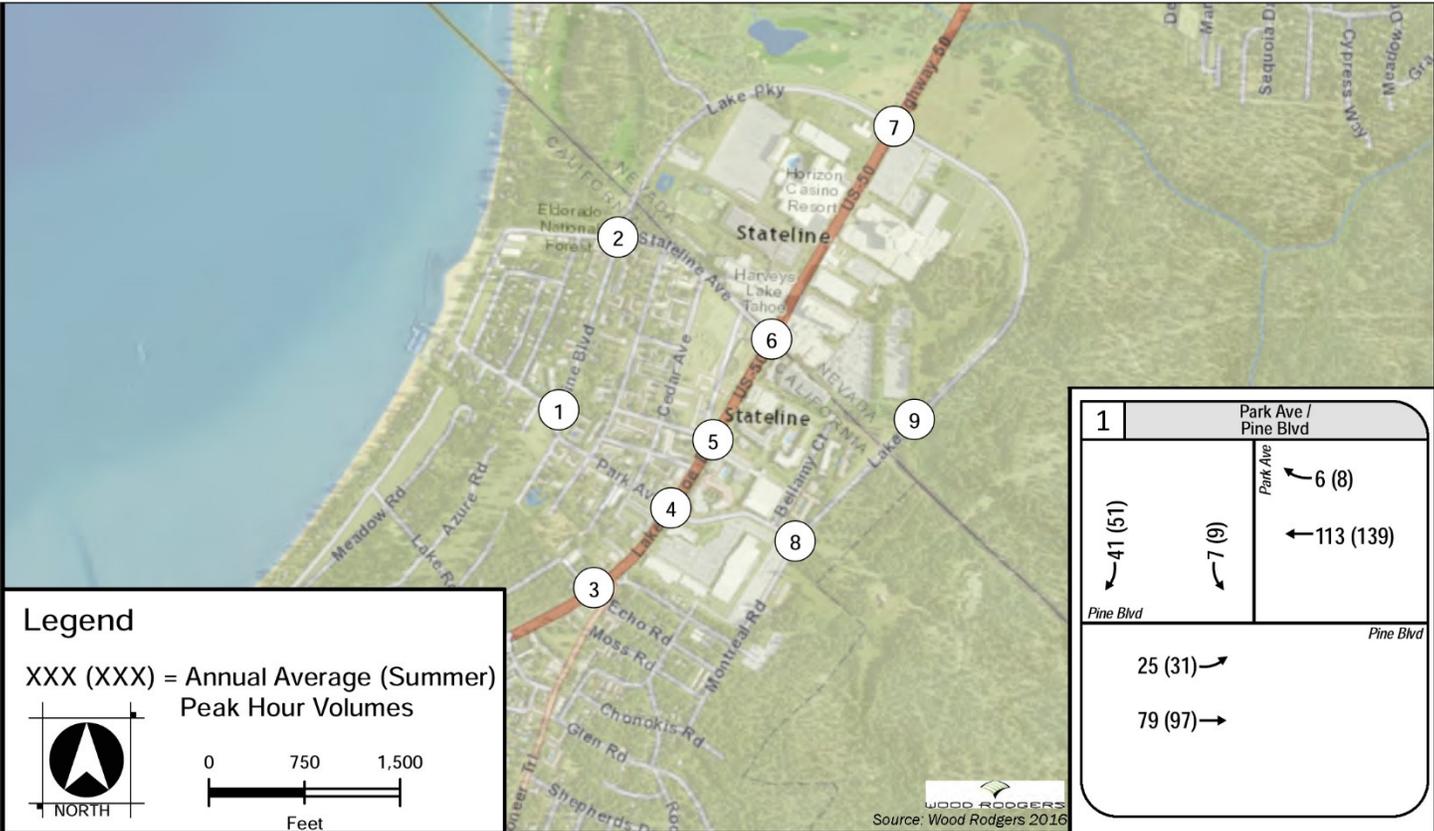
| 8 New US 50 / Heavenly Village Way | |
|---|--|
| New US 50 ↓ 196 (242) ↓ 8 (10) ↓ 116 (143) | Heavenly Village Way ← 162 (200) ← 897 (1108) ← 16 (20) |
| Minor Street 92 (114) → 1060 (1309) → 8 (10) → | New US 50 8 (10) → 8 (10) → 16 (20) → |

| 9 New US 50 / Harrah's Rd | |
|--|--|
| New US 50 ↓ 52 (64) ↓ 45 (56) | Harrah's Rd ← 24 (30) ← 987 (1218) |
| New US 50 87 (108) → 1105 (1364) → | |

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Exhibit 3.6-21

2040 Alternative D (PSR) Traffic Volumes



| 1 Park Ave / Pine Blvd | |
|------------------------|------------------------|
| ← 41 (51) ← 7 (9) | ← 6 (8) ← 113 (139) |
| 25 (31) → 79 (97) → | |

| 2 Pine Blvd / Stateline Ave | |
|-------------------------------------|---------------------------------------|
| ↓ 11 (14) ↓ 11 (13) ↓ 12 (15) | ← 19 (24) ← 108 (133) ← 16 (20) |
| 2 (3) → 97 (120) → 10 (12) → | 15 (19) → 12 (15) → 23 (28) → |

| 3 US 50 / Pioneer Trail | |
|--|--|
| ↓ 8 (10) ↓ 8 (10) ↓ 8 (10) | ← 8 (10) ← 1119 (1381) ← 301 (371) |
| 8 (10) → 1007 (1243) → 16 (20) → | 16 (20) → 8 (10) → 404 (499) → |

| 4 US 50 / Park Ave/Heavenly Village Way | |
|--|--|
| ↓ 136 (168) ↓ 32 (40) ↓ 8 (10) | ← 8 (10) ← 990 (1222) ← 69 (85) |
| 96 (119) → 1093 (1349) → 100 (123) → | 277 (342) → 19 (24) → 94 (116) → |

| 5 US 50 / Friday Ave | |
|----------------------------|----------------------------|
| ↓ 46 (57) ↓ 58 (71) | ← 54 (67) ← 1034 (1277) |
| 51 (63) → 1116 (1378) → | |

| 6 US 50 / Stateline Ave | |
|---|--|
| ↓ 126 (156) ↓ 8 (10) ↓ 45 (56) | ← 32 (40) ← 940 (1161) ← 16 (20) |
| 117 (144) → 1010 (1247) → 32 (40) → | 58 (71) → 16 (20) → 278 (343) → |

| 7 US 50 / Lake Pkwy | |
|--|--|
| ↓ 30 (37) ↓ 16 (20) ↓ 130 (161) | ← 114 (141) ← 946 (1168) ← 185 (228) |
| 30 (37) → 873 (1078) → 32 (40) → | 8 (10) → 8 (10) → 16 (20) → |

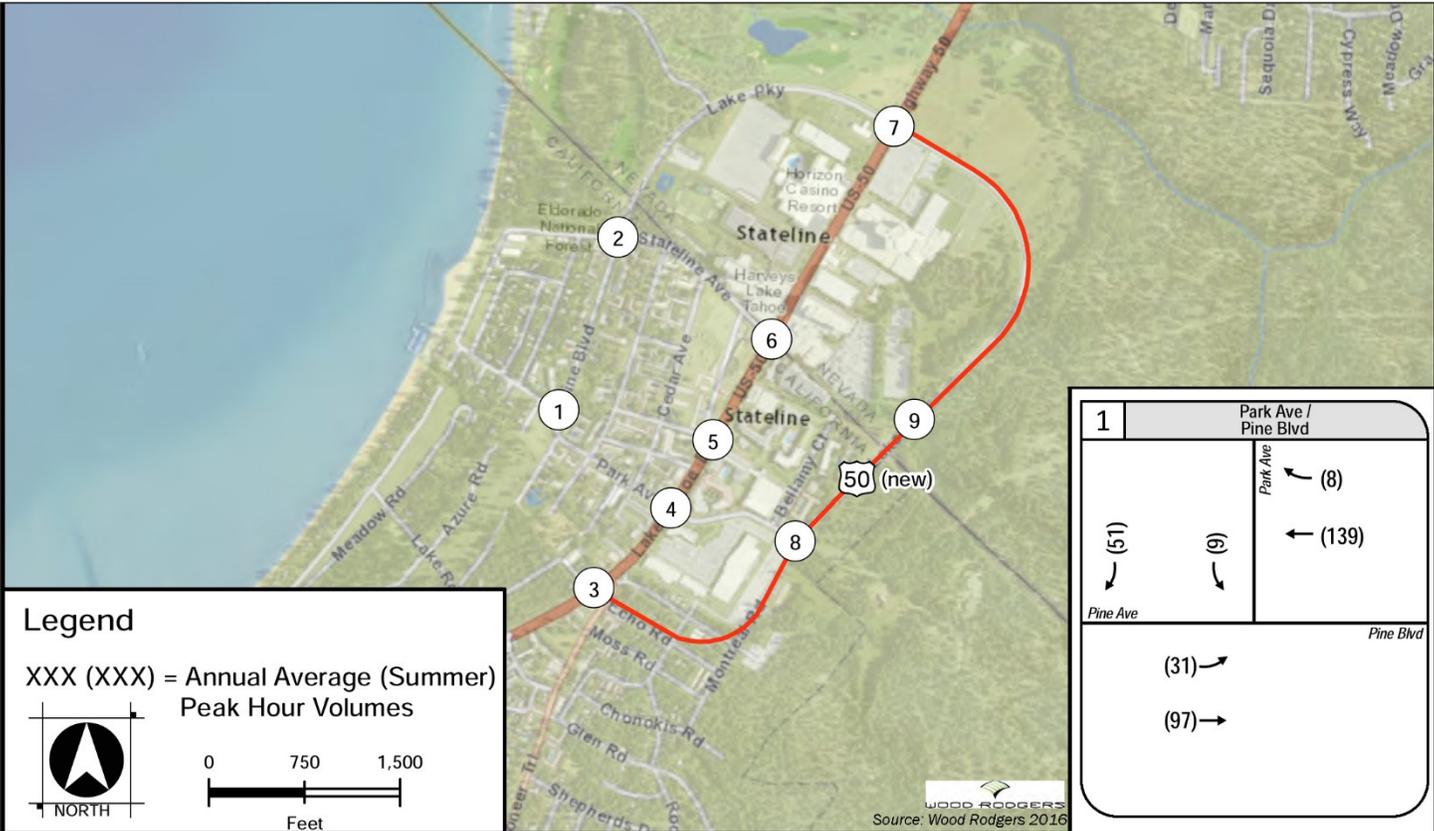
| 8 Lake Pkwy / Heavenly Village Way | |
|--------------------------------------|---|
| ↓ 58 (71) ↓ 8 (10) ↓ 116 (143) | ← 162 (200) ← 188 (232) ← 16 (20) |
| 32 (40) → 172 (212) → 8 (10) → | 28 (34) → 284 (350) → |

| 9 Lake Pkwy / Harrah's Rd | |
|---------------------------|--------------------------|
| ↓ 52 (64) ↓ 45 (56) | ← 24 (30) ← 277 (342) |
| 28 (34) → 284 (350) → | |

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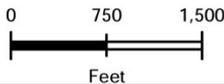
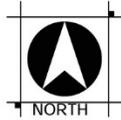
Exhibit 3.6-22

2040 Alternative E (Skywalk) Traffic Volumes



Legend

XXX (XXX) = Annual Average (Summer) Peak Hour Volumes



WOOD RODGERS
Source: Wood Rodgers 2016

| | |
|-------------------------------|--|
| 1 Park Ave / Pine Blvd | |
| (51) ↓ Pine Ave | (8) ↖ Park Ave (9) ↓ (139) ← Pine Blvd |
| (31) ↗ (97) → | |

| | |
|---|---|
| 2 Pine Blvd / Stateline Ave | |
| (14) ↓ Pine Blvd (13) ↓ (15) ↓ | (24) ↖ Stateline Ave (133) ← (20) ↗ Pine Blvd |
| (3) ↗ (120) → (12) ↘ Stateline Ave | (19) ↖ Pine Blvd (15) ↑ (28) ↗ Stateline Ave |

| | |
|---|--|
| 3 New US 50 / Pioneer Trail/Old US 50 | |
| (518) ↓ US 50 (187) ↓ (5) ↓ | (10) ↖ Old US 50 (991) ← (380) ↗ New US 50 |
| (489) ↗ (920) → (20) ↘ Pioneer Trail | (20) ↖ New US 50 (116) ↑ (532) ↗ Pioneer Trail |

| | |
|--|---|
| 4 Old US 50 / Park Ave/Heavenly Village Way | |
| (168) ↓ Old US 50 (40) ↓ (10) ↓ | (10) ↖ Park Ave (349) ← (85) ↗ Old US 50 |
| (119) ↗ (286) → (49) ↘ Heavenly Village Way | (171) ↖ Old US 50 (24) ↑ (116) ↗ Heavenly Village Way |

| | |
|---------------------------------|--|
| 5 Old US 50 / Friday Ave | |
| (57) ↓ Old US 50 (71) ↓ | (67) ↖ Friday Ave (387) ← Old US 50 |
| (63) ↗ (349) → | |

| | |
|--|---|
| 6 Old US 50 / Stateline Ave | |
| (156) ↓ Old US 50 (10) ↓ (56) ↓ | (40) ↖ Stateline Ave (298) ← (20) ↗ Old US 50 |
| (72) ↗ (304) → (44) ↘ Driveway | |

| | |
|--|--|
| 7 New US 50 / Lake Pkwy/Old US 50 | |
| (37) ↓ Old US 50 (20) ↓ (161) ↓ | (141) ↖ Lake Pkwy (301) ← (1129) ↗ US 50 |
| (37) ↗ (209) → (40) ↘ New US 50 | (71) ↖ US 50 (92) ↑ (1271) ↗ US 50 |

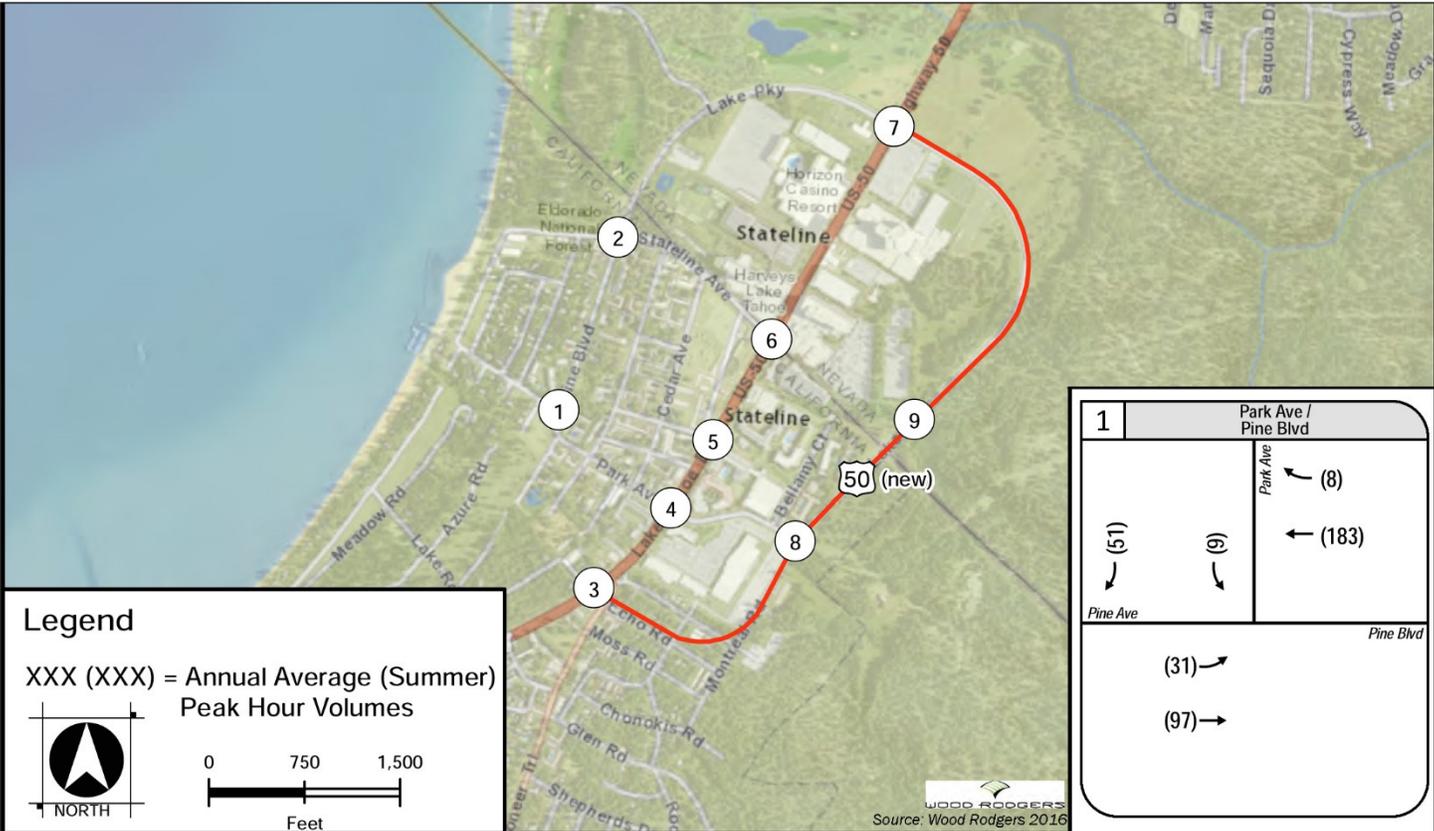
| | |
|---|--|
| 8 New US 50 / Heavenly Village Way | |
| (251) ↓ New US 50 (10) ↓ (160) ↓ | (224) ↖ Heavenly Village Way (1114) ← (20) ↗ New US 50 |
| (133) ↗ (1309) → (10) ↘ Minor Street | (10) ↖ New US 50 (10) ↑ (20) ↗ New US 50 |

| | |
|----------------------------------|--|
| 9 New US 50 / Harrah's Rd | |
| (69) ↓ New US 50 (56) ↓ | (30) ↖ Harrah's Rd (1243) ← New US 50 |
| (111) ↗ (1378) → | |

X11010010 02 049

Exhibit 3.6-23

2040 Alternative B Mixed Use



| | |
|-------------------------------|--|
| 1 Park Ave / Pine Blvd | |
| (51) ↓ Pine Ave | (8) ↖ Park Ave (9) ↓ Pine Ave (183) ← Pine Blvd |
| (31) ↘ (97) → | |

| | |
|---|---|
| 2 Pine Blvd / Stateline Ave | |
| (14) ↓ Pine Blvd (13) ↓ (15) ↓ | (24) ↖ Stateline Ave (177) ← (94) ↘ Pine Blvd |
| (3) ↘ (120) → (12) ↓ | (19) ↖ Stateline Ave (15) ↖ (28) ↖ Pine Blvd |

| | |
|--|---|
| 3 New US 50 / Pioneer Trail/Old US 50 | |
| (434) ↓ US 50 (153) ↓ | (10) ↖ Old US 50 (1071) ← (407) ↘ New US 50 |
| (1413) ↘ (20) ↓ Pioneer Trail | (20) ↖ Pioneer Trail (652) ↖ New US 50 |

| | |
|---|--|
| 4 Old US 50 / Park Ave/Heavenly Village Way | |
| (381) ↓ Old US 50 (40) ↓ (10) ↓ | (10) ↖ Park Ave (119) ↘ (1600) → (197) ↘ Heavenly Village Way |
| (183) ↖ Heavenly Village Way (24) ↖ (276) ↖ Old US 50 | (183) ↖ Heavenly Village Way (24) ↖ (276) ↖ Old US 50 |

| | |
|---------------------------------|-----------------------------------|
| 5 Old US 50 / Friday Ave | |
| (71) ↓ Old US 50 | (71) ↓ Friday Ave Old US 50 |
| (63) ↘ (1823) → | |

| | |
|---|--|
| 6 Old US 50 / Stateline Ave | |
| (10) ↓ Old US 50 (56) ↓ | (10) ↖ Stateline Ave (56) ↖ Old US 50 |
| (144) ↘ (1669) → (81) ↓ Driveway | (144) ↘ Stateline Ave (1669) → (81) ↓ Driveway |

| | |
|---|--|
| 7 New US 50 / Lake Pkwy/Old US 50 | |
| (57) ↓ Old US 50 (161) ↓ | (258) ↖ Lake Pkwy (1312) ↖ US 50 |
| (57) ↘ (1465) → (40) ↓ New US 50 | (57) ↘ New US 50 (1465) → (40) ↓ New US 50 |

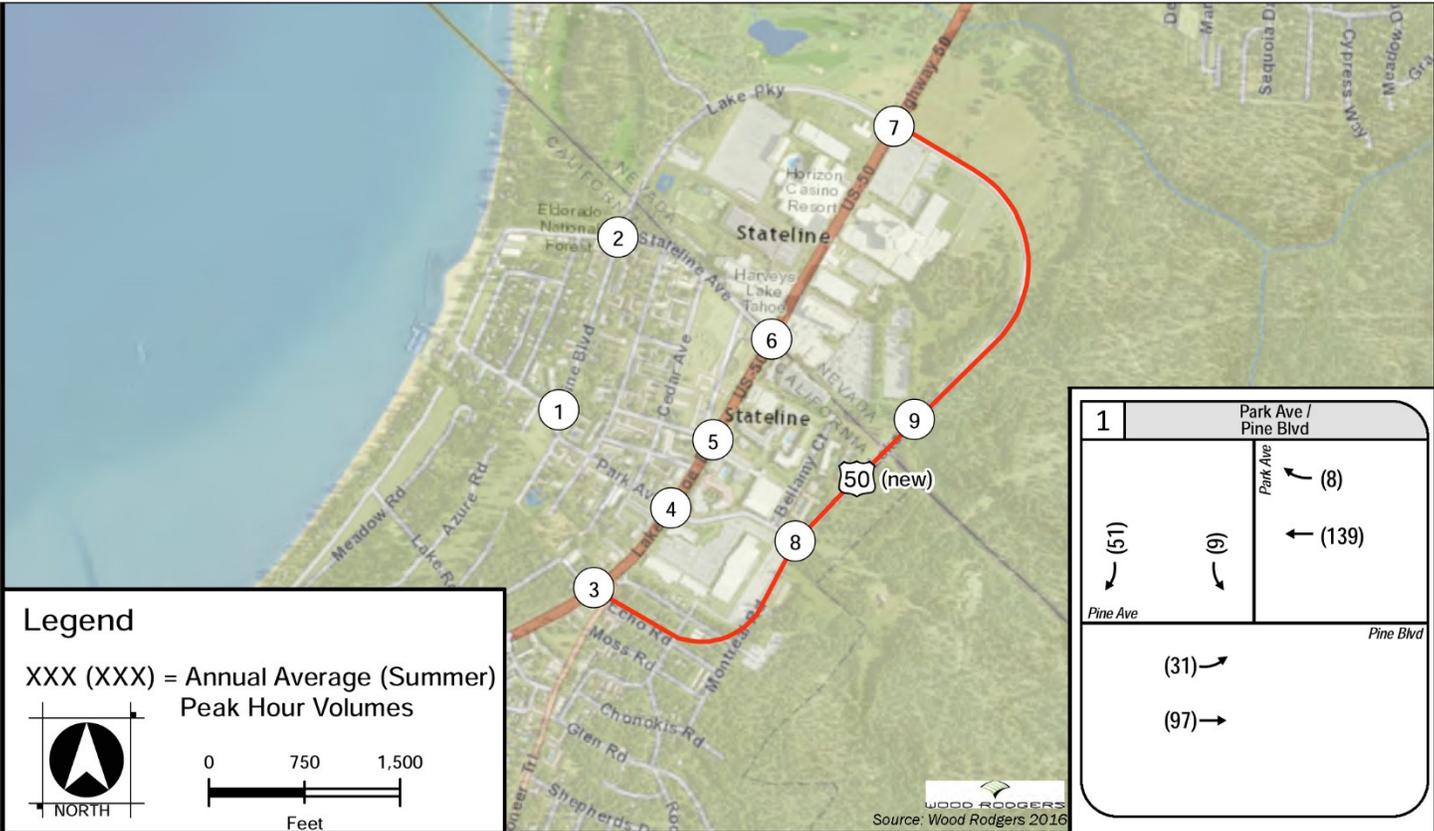
| | |
|---|--|
| 8 New US 50 / Heavenly Village Way | |
| (251) ↓ New US 50 (20) ↓ | (321) ↖ Heavenly Village Way (1220) ← (20) ↘ New US 50 |
| (10) ↖ Minor Street (30) ↖ New US 50 | (10) ↖ Minor Street (30) ↖ New US 50 |

| | |
|----------------------------------|--|
| 9 New US 50 / Harrah's Rd | |
| (72) ↓ New US 50 | (50) ↖ Harrah's Rd (1443) ← New US 50 |
| (72) ↓ New US 50 | |

X11010010 02 050

Exhibit 3.6-24

2040 Alternative C Mixed Use



| | |
|-------------------------------|---------|
| 1 Park Ave / Pine Blvd | |
| (51) ↓ | (8) ↖ |
| (9) ↓ | ← (139) |
| Pine Ave | |
| Pine Blvd | |
| (31) ↗ | |
| (97) → | |

| | |
|------------------------------------|---------|
| 2 Pine Blvd / Stateline Ave | |
| (14) ↓ | (24) ↖ |
| (13) ↓ | ← (133) |
| (15) ↓ | (20) ↗ |
| Pine Blvd | |
| Stateline Ave | |
| (3) ↗ | (19) ↖ |
| (120) → | (15) ↑ |
| (12) ↘ | (28) ↗ |
| Pine Blvd | |
| Stateline Ave | |

| | |
|--|---------|
| 3 New US 50 / Pioneer Trail/Old US 50 | |
| (514) ↓ | (10) ↖ |
| (186) ↓ | ← (990) |
| (5) ↓ | (387) ↗ |
| US 50 | |
| New US 50 | |
| (481) ↗ | (23) ↖ |
| (918) → | (112) ↑ |
| (22) ↘ | (537) ↗ |
| Pioneer Trail | |
| US 50 | |

| | |
|--|---------|
| 4 Old US 50 / Park Ave/Heavenly Village Way | |
| (168) ↓ | (10) ↖ |
| (40) ↓ | ← (336) |
| (10) ↓ | (85) ↗ |
| Old US 50 | |
| Park Ave | |
| (119) ↗ | (171) ↖ |
| (272) → | (24) ↑ |
| (49) ↘ | (116) ↗ |
| Heavenly Village Way | |
| Old US 50 | |

| | |
|---------------------------------|---------|
| 5 Old US 50 / Friday Ave | |
| (57) ↓ | (67) ↖ |
| (71) ↓ | ← (374) |
| Old US 50 | |
| Friday Ave | |
| (63) ↗ | |
| (335) → | |
| Old US 50 | |

| | |
|------------------------------------|---------|
| 6 Old US 50 / Stateline Ave | |
| (156) ↓ | (40) ↖ |
| (10) ↓ | ← (285) |
| (56) ↓ | (20) ↗ |
| Old US 50 | |
| Stateline Ave | |
| (72) ↗ | (19) ↖ |
| (293) → | (15) ↑ |
| (41) ↘ | (28) ↗ |
| Old US 50 | |
| Stateline Ave | |

| | |
|--|----------|
| 7 New US 50 / Lake Pkwy/Old US 50 | |
| (37) ↓ | (141) ↖ |
| (20) ↓ | ← (292) |
| (161) ↓ | (1133) ↗ |
| Old US 50 | |
| New US 50 | |
| (37) ↗ | (71) ↖ |
| (198) → | (92) ↑ |
| (40) ↘ | (1274) ↗ |
| New US 50 | |
| US 50 | |

| | |
|---|----------|
| 8 New US 50 / Heavenly Village Way | |
| (250) ↓ | (222) ↖ |
| (10) ↓ | ← (1122) |
| (159) ↓ | (20) ↗ |
| New US 50 | |
| Heavenly Village Way | |
| (136) ↗ | (10) ↖ |
| (1314) → | (10) ↑ |
| (10) ↘ | (20) ↗ |
| New US 50 | |
| Heavenly Village Way | |

| | |
|----------------------------------|----------|
| 9 New US 50 / Harrah's Rd | |
| (71) ↓ | (30) ↖ |
| (56) ↓ | ← (1247) |
| New US 50 | |
| Harrah's Rd | |
| (112) ↗ | |
| (1381) → | |
| New US 50 | |

X11010010 02 051

Exhibit 3.6-25

2040 Alternative D Mixed Use

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on intersection operations in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 intersection operation 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 **less-than-significant** impact on 2040 intersection operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

As shown in Table 3.6-22, Alternative C transportation improvements for 2040 design year conditions are projected to degrade operations to unacceptable levels or exacerbate already unacceptable operations at two intersections:

- ▲ New US 50/Pioneer Trail/Old US 50 – operations would degrade as follows:
 - Summer peak hour: LOS E to F (60 second increase in delay)
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options) – operations would degrade as follows:
 - Signal summer peak hour: LOS C to F (79 second increase in delay)
 - Roundabout summer peak hour: LOS C to F (313 second increase in delay)

Because two study area intersections would operate at unacceptable LOS F under 2040 design year conditions for Alternative C transportation improvements, either degrading from an acceptable LOS or substantially exacerbating already unacceptable operations, this impact would be **significant** 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 impacts on intersection operations in 2040.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-23, Alternative C mixed-use development, including replacement housing, for 2040 design year conditions is projected to degrade operations to unacceptable levels or exacerbate already unacceptable operations at two intersections:

- ▲ New US 50/Pioneer Trail/Old US 50 – operations would degrade as follows:
 - Summer peak hour: LOS E to F (70 second increase in delay)
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options) – operations would degrade as follows:
 - Signal summer peak hour: LOS C to F (86 second increase in delay)
 - Roundabout summer peak hour: LOS C to F (372 second increase in delay)

Because three study area intersections would operate at unacceptable LOS F under 2040 design year conditions for Alternative C mixed-use development, including replacement housing, either degrading from an acceptable LOS or substantially exacerbating already unacceptable operations, this impact would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, with Alternative C to further reduce to the extent feasible the impacts on intersection operations in 2040.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on intersection operations in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 intersection operation 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 2040 intersection operations.

For the purposes of NEPA, 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 impacts on 2040 intersection operations.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

As shown in Table 3.6-22, all study area intersections under Alternative D transportation improvements for 2040 design year conditions are projected to operate at annual average and summer peak-hour LOS C or better. Alternative D transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, 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 impacts on intersection operations in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-23, all study area intersections under Alternative D mixed-use development, including replacement housing, for 2040 design year conditions are projected to operate at annual average and summer peak-hour LOS C or better. Alternative D mixed-use development, including replacement housing, would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, 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 impacts on intersection operations in 2040 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 similar potential for impacts on intersection operations in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 intersection operation 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 **less-than-significant** impact on 2040 intersection operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

As shown in Table 3.6-22, all study area intersections under Alternative E are projected to operate at annual average and summer peak-hour LOS D or better under design year conditions. Thus, Alternative E would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-13: Impacts on roadway segment operations – 2040 (Design Year)

Under 2040 design year conditions, Alternatives B and D transportation improvements and mixed-use development, including replacement housing, and Alternative E would result in acceptable roadway segment LOS during annual average and summer peak hours. Under Alternative A, one roadway study segment would operate at unacceptable LOS. Under Alternative C transportation improvements and mixed-use development, including replacement housing, three roadway segments would be reduced to unacceptable roadway segment LOS.

NEPA Environmental Consequences: The design features of Alternatives B, D, and E would avoid or minimize the environmental consequences related to roadway segment operations in 2040; Mitigation Measure 3.6-13 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize Alternative A impacts on roadway segment operations in 2040

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, D, and E; Significant and Unavoidable for Alternative A; and Significant and Unavoidable for Alternative C with implementation of Mitigation Measure 3.6-13

Alternative A: No Build (No Project)

As shown in Table 3.6-24, Alternative A for 2040 design year conditions is projected to degrade operations to unacceptable levels at one roadway segment:

- ▲ Old US 50 between Pioneer Trail and Lake Parkway, w/5-lane segment between Pioneer Trail and Park Avenue) – operations would be unacceptable as follows:
 - ▶ Summer peak hour: LOS E

Because one roadway study segment would operate at unacceptable LOS under 2040 design year conditions for Alternative A, and there would be no mechanism by which to implement or enforce mitigation, this impact would be **significant and unavoidable** for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on roadway segment operations in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

As shown in Table 3.6-24, all roadway study segments under Alternative B transportation improvements are projected to operate at acceptable LOS under annual average and summer peak-hour conditions for the 2040 design year. One roadway study segment, westbound Old US 50 between Pioneer Trail and Lake Parkway with 3-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative B transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments under 2040 design year conditions, and therefore 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 environmental consequences related to 2040 roadway segment operations 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-25, all roadway study segments under Alternative B mixed-use development, including replacement housing, are projected to operate at acceptable levels under annual average and summer peak-hour conditions for the 2040 design year. One roadway study segment, westbound Old US 50 between Pioneer Trail and Lake Parkway with 3-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA-approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative B mixed-use development, including replacement housing, would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore 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 environmental consequences related to 2040 roadway segment operations 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 similar potential for environmental consequences related to 2040 roadway segment operations as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on 2040 roadway segments 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 on 2040 roadway segment operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

As shown in Table 3.6-24, Alternative C transportation improvements for the 2040 design year is projected to degrade operations to unacceptable levels along two roadway segments:

- ▲ Westbound Old US 50 between Pioneer Trail and Park Avenue – operations would be unacceptable as follows:
 - Annual average peak hour: LOS E
 - Summer peak hour: LOS E

- ▲ One-way Eastbound US 50 between Park Avenue and Lake Parkway – operations would be unacceptable as follows:
 - ▶ Summer peak hour: LOS F

For these two roadway segments, Alternative C would result in a significant impact during the summer peak hour. Therefore, Alternative C transportation improvements during the 2040 design year would result in 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 roadway segment operations in 2040.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-25, Alternative C mixed-use development, including replacement housing, during the 2040 design year condition is projected to degrade operations to unacceptable levels along two roadway segments:

- ▲ Westbound Old US 50 between Pioneer Trail and Park Avenue – operations would be unacceptable as follows:
 - ▶ Summer peak hour: LOS E
- ▲ One-way Eastbound US 50 between Park Avenue and Lake Parkway – operations would be unacceptable as follows:
 - ▶ Summer peak hour: LOS F

For these two roadway segments, Alternative C would result in a significant impact during the summer peak hour. Therefore, Alternative C mixed-use development, including replacement housing, for the 2040 design year condition would result in a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development, including replacement housing, as part of Alternative C to further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to 2040 roadway segment operations as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on roadway segment operations in 2040 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 result in a **significant** impact on roadway segment operations in 2040.

For the purposes of NEPA, 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 roadway segment operations in 2040.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

As shown in Table 3.6-24, all roadway study segments under Alternative D transportation improvements are projected to operate at annual average and summer peak-hour LOS D or better under 2040 design year conditions. Thus, Alternative D transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore 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 environmental consequences related to 2040 roadway segment operations 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-25, all roadway study segments for Alternative D mixed-use development, including replacement housing, are projected to operate at acceptable levels during annual average and summer peak-hour conditions for the 2040 design year. One roadway study segment, eastbound Old US 50 between Pioneer Trail and Lake Parkway with 5-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA-approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative D mixed-use development, including replacement housing, for the 2040 design year would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore 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 environmental consequences related to 2040 roadway segment operations 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 similar potential for environmental consequences related to 2040 roadway segment operations as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on 2040 roadway segments 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 on 2040 roadway segment operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

As shown in Table 3.6-24, all roadway study segments for Alternative E for the 2040 design year are projected to operate at acceptable levels under annual average and summer peak-hour conditions. One roadway study segment, westbound Old US 50 between Pioneer Trail and Lake Parkway, with 5-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA-approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative E under 2040 design year conditions would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-14: Impacts on vehicle miles of travel – 2040 (Design Year)

Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3 in the 2012 RTP/SCS EIR/EIS) and the RTP would have a net beneficial effect by reducing regional per capita VMT. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core, decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility enhancements and support of planned development in an urban center would be consistent with attaining the regional total VMT threshold (as required by the Lake Tahoe Regional Plan and evaluated in the Regional Plan Update EIS). The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3 and would support achievement of the Regional Plan VMT requirements, so the beneficial impact of the RTP on regional VMT would be sustained. Alternatives B, C, and D would help implement the RTP's beneficial impact on regional VMT. Alternative A would affect VMT because it would not support revitalization of the tourist core and would retain the same length of US 50 in the corridor. For Alternative E, the existing roadway alignment would remain the same with separation of pedestrians on an elevated structure. It would not support revitalization in the tourist core as effectively as the realignment alternatives and the through-traffic trip length on US 50 would be unchanged.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on VMT in 2040 such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, and D; Less Than Significant for Alternatives A and E

Table 3.6-24 2040 (Design Year) Arterial Segment Traffic Operations

| Arterial Segment | Arterial Class ¹ | Dir | Alternative A (No-Build) | | | | Alternative B (Triangle) | | | | Alternative C (Triangle One-Way) | | | | Alternative D (PSR Alt 2) | | | | Alternative E (Skywalk) | | | |
|---|-----------------------------|-----|--------------------------|-----|-----------|-----|--------------------------|-----|-----------|-----|----------------------------------|-----|-----------|-----|---------------------------|-----|-----------|-----|-------------------------|-----|-----------|-----|
| | | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | | Annual Avg | | Summer Pk | |
| | | | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS | Spd | LOS |
| New US 50 between Pioneer Trail and Lake Parkway | II | EB | - | - | - | - | 24.3 | C | 24.2 | C | - | - | - | - | 25.8 | C | 26.0 | C | - | - | - | - |
| | II | WB | - | - | - | - | 31.9 | B | 31.4 | B | - | - | - | - | 30.3 | B | 30.6 | B | - | - | - | - |
| Old US 50 between Pioneer Trail and Lake Parkway, w/ 5-lane segment between Pioneer Trail and Park Avenue | III | EB | 19.3 | C | 13.8 | E* | 17.3 | D | 14.9 | D | - | - | - | - | 16.3 | D | 15.1 | D | 21.6 | C | 16.8 | D |
| | III | WB | 18.7 | C | 10.5 | E | 15.6 | D | 14.0 | D | - | - | - | - | 14.6 | D | 14.1 | D | 21.8 | C | 12.7 | E* |
| Old US 50 between Pioneer Trail and Lake Parkway, w/ 3-lane segment between Pioneer Trail and Park Avenue | III | EB | - | - | - | - | 17.0 | D | 16.4 | D | - | - | - | - | - | - | - | - | - | - | - | - |
| | III | WB | - | - | - | - | 14.6 | D | 13.4 | E* | - | - | - | - | - | - | - | - | - | - | - | - |
| Old US 50 between Pioneer Trail and Park Avenue | III | EB | - | - | - | - | - | - | - | - | 23.2 | C | 11.2 | E* | - | - | - | - | - | - | - | - |
| | III | WB | - | - | - | - | - | - | - | - | 10.7 | E | 13.1 | E | - | - | - | - | - | - | - | - |
| One-way EB US 50 between Park Avenue and Lake Parkway | III | EB | - | - | - | - | - | - | - | - | 20.4 | C | 9.4 | F | - | - | - | - | - | - | - | - |
| One-Way WB US 50 between Pioneer Trail and Lake Parkway | II | WB | - | - | - | - | - | - | - | - | 15.5 | E* | 15.1 | E* | - | - | - | - | - | - | - | - |

Notes: EB = eastbound, LOS = level of service; Spd = average travel speed in miles per hour, WB = westbound.

Red-highlighted cells indicate that the segment is projected to operate at unacceptable LOS under TRPA standards.

* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable according to TRPA standards.

- = Roadway segment does not exist under the specified alternative or is otherwise not applicable.

1. The study roadway segments with a free flow speed of approximately 30-35 mph are regarded as HCM-2010 Class III Arterial. The study roadway segments with a free flow speed of approximately 40 mph are regarded as HCM-2010 Class II Arterial.

Source: Wood Rodgers 2016a

Table 3.6-25 2040 (Design Year) with Mixed-Use Development Arterial Segment Traffic Operations

| Arterial Segment | Arterial Class | Direction | Alternative B (Triangle) | | | | Alternative C (Triangle One-Way) | | | | Alternative D (PSR) | | | |
|---|----------------|-----------|--------------------------|-----|-------------------|-----|----------------------------------|-----|-------------------|-----|---------------------|-----|-------------------|-----|
| | | | Summer Peak | | | | Summer Peak | | | | Summer Peak | | | |
| | | | Before Development | | With Developments | | Before Development | | With Developments | | Before Development | | With Developments | |
| | | | Speed | LOS | Speed | LOS | Speed | LOS | Speed | LOS | Speed | LOS | Speed | LOS |
| New US 50 between Pioneer Trail and Lake Parkway | II | EB | 24.2 | C | 24.2 | C | - | - | - | - | 26.0 | C | 22.7 | C |
| | II | WB | 31.4 | B | 31.1 | B | - | - | - | - | 30.6 | B | 27.2 | C |
| Old US 50 between Pioneer Trail and Lake Parkway, w/ 5-lane segment between Pioneer Trail and Park Avenue | III | EB | 14.9 | D | 14.4 | D | - | - | - | - | 15.1 | D | 13.4 | E* |
| | III | WB | 14.0 | D | 14.6 | D | - | - | - | - | 14.1 | D | 14.7 | D |
| Old US 50 between Pioneer Trail and Lake Parkway, w/ 3-lane segment between Pioneer Trail and Park Avenue | III | EB | 16.4 | D | 15.7 | D | - | - | - | - | - | - | - | - |
| | III | WB | 13.4 | E* | 13.5 | E* | - | - | - | - | - | - | - | - |
| Old US 50 between Pioneer Trail and Park Avenue | III | EB | - | - | - | - | 11.2 | E* | 11.2 | E* | - | - | - | - |
| | III | WB | - | - | - | - | 13.1 | E | 12.0 | E | - | - | - | - |
| One-way EB US 50 between Park Avenue and Lake Parkway | III | EB | - | - | - | - | 9.4 | F | 8.3 | F | - | - | - | - |
| One-Way WB US 50 between Pioneer Trail and Lake Parkway | II | WB | - | - | - | - | 15.1 | E* | 15.1 | E* | - | - | - | - |

Notes: EB = eastbound, LOS = level of service; Spd = average travel speed in miles per hour, WB = westbound.

Red-highlighted cells indicate that the segment is projected to operate at unacceptable LOS under TRPA standards.

- = Roadway segment does not exist under the specified alternative or is otherwise not applicable.

* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable under TRPA standards.

1. The study roadway segments with a free flow speed of approximately 30-35 mph are regarded as HCM-2010 Class III Arterial. The study roadway segments with a free flow speed of approximately 40 mph are regarded as HCM-2010 Class II Arterial.

Source: Wood Rodgers 2016a

Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3) and is consistent with the 2012 Regional Plan, including its attainment of the regional VMT threshold of total VMT that is at least 10 percent below 1981 levels. The RTP would have a net beneficial effect by reducing regional per capita VMT, which helps achieve the regional threshold. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core, decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The 2012 Regional Plan Update EIS addresses the VMT issue in Impact 3.3-3 and includes adoption of Mitigation Measure 3.3-3, Implement Additional VMT Reduction, to achieve a less-than-significant impact outcome (TRPA 2012a). The adopted RTP/SCS Final EIR/EIS addresses VMT issues in Master Response 11 (TMPO and TRPA 2012b:3-57 to 3-61).

As discussed below, the realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility enhancements and support of planned development in an urban core would be consistent with attaining the regional VMT threshold (as required by the Regional Plan and evaluated in the Regional Plan Update EIS). The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3. Additionally, the mixed-use development proposed for Alternatives B, C, and D is accounted for in RTP/SCS EIR/EIS Alternative 3 and is consistent with the TRPA Regional Plan policies to concentrate redevelopment in urban centers, resulting in the beneficial impact of the RTP on regional VMT per capita and consistency with the Regional Plan's VMT requirements.

Alternative A: No Build (No Project)

The impact analysis for Alternative A in 2040 (design year) would be consistent with that of 2020 (opening day). Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips, Alternative A would not substantially change VMT nor contribute toward the Region reaching its goal of reducing VMT 10 percent below 1981 levels. Thus, Alternative A in 2040 would have a **less than significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on VMT in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

The impact analysis for Alternative B in 2040 (design year) would be consistent with that of 2020 (opening day). While the highway realignment in Alternative B would result in a small, localized increase in VMT when through trips are analyzed on their own, it is consistent with the community revitalization objectives of the approved RTP Alternative 3, which results in a beneficial reduction in regional VMT, and the Regional Plan, which includes attainment of the regional VMT threshold. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT, implementation of Alternative B would support the Regional Plan's pursuit of its goal of reducing VMT below 1981 levels. Thus, Alternative B transportation improvements would have a **beneficial** impact on VMT under 2040 design year conditions 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 2040 VMT environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The mixed-use development, including replacement housing, with Alternative B would generate more trips than the land uses being replaced (approximately 1,400–1,700 additional daily trips). While this would contribute to regional VMT, it would occur in a manner that is consistent with the Regional Plan land use designations and VMT reduction policies. The mixed-use development sites’ location in an urban center reflects the Regional Plan policies to concentrate development and implement a mix of uses that would help reduce VMT in conjunction with the vehicular and non-motor vehicle mobility improvements of Alternative B.

Buildout of the Region was considered in the RTP/SCS EIR/EIS and the Regional Plan Update EIS when VMT impacts were analyzed. All of the mixed-use development, including replacement housing, would occur within the City of South Lake Tahoe in and near the tourist core, which is one of the areas designated by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development would be consistent with the planned location of urban redevelopment and the need for mixed uses that reduce VMT along with improved motor vehicle, bicycle, and pedestrian improvements in an urban center that are reflected in RTP/SCS EIR/EIS Alternative 3 and the adopted 2012 Regional Plan. In both plans, the construction of the US 50/South Shore Community Revitalization Project and incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District were included in the list of planned infrastructure. Therefore, because the mixed-use development was accounted for in RTP/SCS EIR/EIS Alternative 3 and is consistent with the Regional Plan, Alternative B mixed-use development, including replacement housing, under 2040 design year conditions would result in a **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, included in Alternative B would avoid or minimize the 2040 VMT environmental consequences 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 similar potential 2040 VMT environmental consequences as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 VMT 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 **beneficial** impact on 2040 VMT.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

The impact analysis for Alternative C in 2040 (design year) would be consistent with that of 2020 (opening day). Alternative C would be consistent with the community revitalization objectives of the approved RTP Alternative 3 and the Regional Plan. One of the intended outcomes of the revitalization of the tourist core

addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, Alternative C transportation improvements would support the RTP's **beneficial impact** on VMT per capita and achievement of the Regional Plan's VMT requirements 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 2040 VMT environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The mixed-use development, including replacement housing, under Alternative C would generate more trips than the land uses being replaced (approximately 1,400–1,700 additional daily trips). While this would contribute to regional VMT, it would occur in a manner that is consistent with the Regional Plan land use designations and VMT reduction policies. The mixed-use development sites' location in an urban center reflects the Regional Plan policies to concentrate development and implement a mix of uses that would help reduce VMT in conjunction with the vehicular and non-motor vehicle mobility improvements of Alternative C.

Buildout of the Region was considered in the RTP/SCS EIR/EIS and the Regional Plan Update EIS when VMT impacts were analyzed. All of the mixed-use development would occur within the City of South Lake Tahoe in and near the tourist core, which is one of the areas designated by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development, including replacement housing, would be consistent with the planned location of urban redevelopment and the need for mixed uses that reduce VMT along with improved motor vehicle, bicycle, and pedestrian improvements in an urban center that are reflected in RTP/SCS EIR/EIS Alternative 3 and the adopted 2012 Regional Plan. In both plans, the construction of the US 50/South Shore Community Revitalization Project and incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District were included in the list of planned infrastructure. Therefore, because the mixed-use development was accounted for in Alternative 3 in the RTP/SCS EIR/EIS and is consistent with the Regional Plan, Alternative C mixed-use development, including replacement housing, under 2040 design year conditions would result in a **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, included in Alternative C would avoid or minimize the 2040 VMT environmental consequences 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 similar potential 2040 VMT environmental consequences as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 VMT 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 **beneficial** impact on 2040 VMT.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

The impact analysis for Alternative D in 2040 (design year) would be consistent with that of 2020 (opening day). Alternative D would be consistent with the community revitalization objectives of the approved RTP Alternative 3. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, Alternative D transportation improvements would support the RTP's **beneficial impact** on VMT 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 2040 VMT environmental consequences 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The mixed-use development, including replacement housing, under Alternative D would generate more trips than the land uses being replaced (approximately 1,400–1,700 additional daily trips). While this would contribute to regional VMT, it would occur in a manner that is consistent with the Regional Plan land use designations and VMT reduction policies. The mixed-use development sites' location in an urban center reflects the Regional Plan policies to concentrate development and implement a mix of uses that would help reduce VMT in conjunction with the vehicular and non-motor vehicle mobility improvements of Alternative D.

Buildout of the Region was considered in the RTP/SCS EIR/EIS and the Regional Plan Update EIS when VMT impacts were analyzed. All of the mixed-use development would occur within the City of South Lake Tahoe in and near the tourist core, which is one of the areas designated by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development, including replacement housing, would be consistent with the planned location of urban redevelopment and the need for mixed uses that reduce VMT along with improved motor vehicle, bicycle, and pedestrian improvements in an urban center that are reflected in RTP/SCS EIR/EIS Alternative 3 and the adopted 2012 Regional Plan. In both plans, the construction of the US 50/South Shore Community Revitalization Project and incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District were included in the list of planned infrastructure. Therefore, because the mixed-use development was accounted for in RTP/SCS EIR/EIS

Alternative 3 and is consistent with the Regional Plan, Alternative D mixed-use development, including replacement housing, under 2040 design year conditions would result in a **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, included in Alternative D would avoid or minimize the 2040 VMT environmental consequences 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 similar potential 2040 VMT environmental consequences as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 VMT 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 **beneficial** impact on 2040 VMT.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

The impact analysis for Alternative E in 2040 (design year) would be consistent with that of 2020 (opening day). Alternative E assumes that a realigned US 50, which is included in RTP/SCS EIR/EIS Alternative 3, would not be constructed. Therefore, the community revitalization opportunity of the highway realignment would not be realized as effectively as one of the realignment alternatives, including the reduction of VMT made possible by revitalization of a more walkable, bikable, and transit-served urban center. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips from the community revitalization component, which would not be realized as effectively for Alternative E, it would not substantially change VMT nor contribute toward the Region Plan's goal of reducing VMT at least 10 percent below 1981 levels. Thus, Alternative E in 2020 would have a **less-than-significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-15: Impacts on bicycle and pedestrian facilities – 2040 (Design Year)

Because of their design, Alternatives B, C, D, and E would not disrupt or interfere with existing or planned bicycle/pedestrian facilities; rather, they would enhance the existing infrastructure and create a bicycle and pedestrian network with enhanced connectivity. Furthermore, Alternatives B, C, D, and E would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. No modifications to the existing bicycle or pedestrian infrastructure would occur under Alternative A.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

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

Alternative A: No Build (No Project)

Because no modifications to existing conditions would occur, implementation of Alternative A for the 2040 design year would have **no impact** on bicycle and pedestrian facilities for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)**Transportation Improvements**

Alternative B transportation improvements for the 2040 Design year would include a variety of bicycle and pedestrian infrastructure improvements that would improve connectivity within the study area. Alternative B would not disrupt or interfere with the implementation of planned bicycle/pedestrian facilities, nor would it result in unsafe conditions for bicyclists or pedestrians. Furthermore, Alternative B would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative B transportation improvements would have a **beneficial** impact 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 impacts on bicycle and pedestrian facilities in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The potential construction of mixed-use development, including replacement housing, as part of Alternative B for the 2040 design year would not affect the implementation of any of the planned bicycle or pedestrian improvements, which would improve connectivity within the study area. Therefore, Alternative B mixed-use development, including replacement housing, would have a **beneficial** impact 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 impacts on bicycle and pedestrian facilities in 2040 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 similar potential for impacts on bicycle and pedestrian facilities in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on bicycle and pedestrian facilities 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 **beneficial** impact on bicycle and pedestrian facilities in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements for the 2040 design year would include bicycle and pedestrian infrastructure improvements that would increase pedestrian and bicycle connectivity throughout the study area. Alternative C would not disrupt or interfere with the implementation of planned bicycle/pedestrian facilities, nor would it result in unsafe conditions for bicyclists or pedestrians. Furthermore, Alternative C would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative C transportation improvements would have a **beneficial** impact 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 impacts on bicycle and pedestrian facilities in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The potential construction of mixed-use development, including replacement housing, as part of Alternative C for the 2040 design year would not affect the implementation of any of the planned bicycle or pedestrian improvements, which would improve connectivity within the study area. Therefore, Alternative C mixed-use development, including replacement housing, would have a **beneficial** impact 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 impacts on bicycle and pedestrian facilities in 2040 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 similar potential for impacts on bicycle and pedestrian facilities in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on bicycle and pedestrian facilities 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 **beneficial** impact on bicycle and pedestrian facilities in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the impacts on bicycle and pedestrian facilities in 2040 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 for the 2040 design year would include a variety of bicycle and pedestrian infrastructure improvements that would improve connectivity within the study area. Alternative D would not disrupt or interfere with the implementation of planned bicycle/pedestrian facilities, nor would it result in unsafe conditions for bicyclists or pedestrians. Furthermore, Alternative D would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative D transportation improvements would have a **beneficial** impact 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 impacts on bicycle and pedestrian facilities in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The potential construction of mixed-use development as part of Alternative D for the 2040 design year would not affect the implementation of any of the planned bicycle or pedestrian improvements, which would improve connectivity within the study area. Therefore, Alternative D mixed-use development, including replacement housing, would have a **beneficial** impact 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 impacts on bicycle and pedestrian facilities in 2040 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 similar potential for impacts on bicycle and pedestrian facilities in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on bicycle and pedestrian facilities 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 **beneficial** impact on bicycle and pedestrian facilities in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Alternative E would involve construction of a pedestrian skywalk between the Montbleu Resort and Casino and Stateline Avenue through the resort-casino portion of the tourist core and would replace the existing at-

grade pedestrian scramble in the resort-casino portion of the tourist core. The project would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative E for the 2040 design year would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-16: Impacts on transit –2040 (Design Year)

Alternatives B, C, D, and E would not disrupt or interfere with existing transit facilities and would enhance the existing transit infrastructure. Furthermore, none of the build alternatives would create an inconsistency with any adopted policies related to transit systems. The overall increased travel time under Alternative A would be minimal.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Less Than Significant for Alternative A

Alternative A: No Build (No Project)

Similar to Alternative A in 2020, the projected increase in vehicular traffic through the study area would result in LOS degrading. The segment of US 50 between Pioneer Trail and Park Avenue would experience a reduction of speed as result, as shown below:

- ▲ Eastbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:
 - Annual average peak hour: Reduction from 22.2 mph to 19.3 mph
- ▲ Westbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:
 - Annual average peak hour: Reduction from 21.6 mph to 18.7 mph

The reduction in average mph anticipated with Alternative A would increase travel times along US 50, however, the overall increased travel time would be minimal. Thus, this would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would not alter existing transit circulation for the 2040 design year. Alternative B would enhance safety and provide improved transit service. Alternative B would also include the construction of new bus shelters at existing bus stop locations where features are limited to signs and, in some cases, benches.

Alternative B would improve transit service within the study area. Furthermore, the project would be consistent with adopted policies related to transit systems. Therefore, Alternative B transportation improvements would result in a **beneficial** impact 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 impacts on transit in the 2040 design year 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-5, above.

The potential construction of mixed-use development as part of Alternative B for the 2040 design year could generate additional transit demand and could add to the need for additional peak-hour transit capacity. However, as discussed in Impact 3.6-11, the RTP/SCS EIR/EIS accounts for buildout of the Region and the mixed-use development would be constructed in the area defined by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development was accounted for in the RTP/SCS EIR/EIS, and the proposed transit service expansions within that document would more than meet the demand anticipated under RTP buildout conditions. Therefore, Alternative B mixed-use development for the 2040 design year would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative B would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development would result in a **beneficial** impact on transit in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative B would minimize the impacts on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements for the 2040 design year would improve transit infrastructure and safety within the study area. Furthermore, the project would be consistent with adopted policies related to transit systems. Therefore, Alternative C transportation improvements would have a **beneficial** impact 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 impacts on transit in the 2040 design year 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-5, above.

The potential construction of mixed-use development as part of Alternative C for the 2040 design year could generate additional transit demand and could add to the need for additional peak-hour transit capacity. However, as discussed in Impact 3.6-11, the RTP/SCS EIR/EIS accounts for buildout of the Region and the mixed-use development would be constructed in the area defined by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development proposed for Alternative C was accounted for in the RTP/SCS EIR/EIS, and the proposed transit service expansions within that document would more than meet the demand anticipated under RTP buildout conditions. Therefore, Alternative C mixed-use development would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative C would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development would result in a **beneficial** impact on transit in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative C would minimize the impact on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Under Alternative D transportation improvements for the 2040 design year, existing transit circulation would not be altered. Alternative D would enhance safety and provide improved transit service by reducing travel times and delays associated with the existing congestion in the area. Alternative D would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative D would improve transit service within the study area. Furthermore, the project would not create an inconsistency with any adopted policies related to transit systems. Therefore, Alternative D transportation improvements would have a **beneficial** impact 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 impacts on transit in the 2040 design year 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The

replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-5, above.

The construction of mixed-use development as part of Alternative D for the 2040 design year could potentially generate additional transit demand and could add to the need for additional peak-hour transit capacity. However, as discussed in Impact 3.6-11, the RTP/SCS EIR/EIS accounts for buildout of the Region and the mixed-use development would be constructed in the area defined by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development proposed for Alternative D would be accounted for in the RTP/SCS EIR/EIS, and the proposed transit service expansions within that document would more than meet the demand anticipated under RTP buildout conditions. Therefore, Alternative D mixed-use development would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development would result in a **beneficial** impact on transit in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative D would minimize impacts on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Under Alternative E, there would be no changes to transit facilities in the study area; however, the existing pedestrian scramble between the Montbleu Resort and Casino and Hard Rock Hotel and Casino would be replaced by a pedestrian skywalk, resulting in improved safety for pedestrians and vehicles, including transit. Thus, the impact of Alternative E for the 2040 design year is **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-17: Construction-related traffic impacts – 2040 (Design Year)

Construction impacts are temporary in nature and would only occur leading up to opening day for each of the alternatives. However, the mixed-use development for each of the build alternatives where it is proposed (Alternatives B, C, and D), could be constructed following the 2020 opening day. Construction of the mixed-use development as part of the build alternatives could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. Construction details associated with the mixed-use development are not known at this time and as part of approval and permitting process, any identified impacts would be addressed. The mixed-use development would be subject to all applicable regulations and permit requirements. Because there is no mixed-use development included for Alternative A or Alternative E, there would be no construction during the 2040 (design year) scenario.

NEPA Environmental Consequences: No Impact for Alternatives A, B, C, D, and E

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

Alternative A: No Build (No Project)

Because no modifications to the existing conditions would occur, implementation of Alternative A for the 2040 design year would result in **no impact** for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative B transportation improvements. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

Mixed-Use Development including Replacement Housing

Construction of the mixed-use development for Alternative B could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. (See Impact 3.6-6 for analysis of construction-related traffic impacts from constructing replacement housing at one of the three mixed-use development sites prior to construction of the transportation improvements). However, construction details for the mixed-use development is not known at this time. Additionally, as part of approval and permitting process, the mixed-use development for Alternative B would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements.

Alternative C: Triangle One-Way

Transportation Improvements

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative C transportation improvements. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

Mixed-Use Development including Replacement Housing

Construction of the mixed-use development for Alternative C could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. (See Impact 3.6-6 for analysis of construction-related traffic impacts from constructing replacement housing at one of the three mixed-use development sites prior to construction of the transportation improvements). However, construction details for the mixed-use development is not known at this time. Additionally, as part of approval and permitting process, the mixed-use development for Alternative C would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative D transportation improvements. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

Mixed-Use Development including Replacement Housing

Construction of the mixed-use development for Alternative D could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. (See Impact 3.6-6 for analysis of construction-related traffic impacts from constructing replacement housing at one of the three mixed-use development sites prior to construction of the transportation improvements). However, construction details for the mixed-use development is not known at this time. Additionally, as part of approval and permitting process, the mixed-use development for Alternative D would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements.

Alternative E: Skywalk

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative E. Thus, no construction would occur for Alternative E in 2040 (design year), resulting in **no impact** for the purposes of NEPA, CEQA, and TRPA.

Impact 3.6-18: Impacts on vehicular, bicycle, and pedestrian safety – 2040 (Design Year)

Alternatives B, C, D, and E would enhance the existing infrastructure and improve safety throughout the vehicular, bicycle, and pedestrian network within the study area. No modifications to the existing vehicular, bicycle, or pedestrian infrastructure would occur under Alternative A; however, vehicular traffic would increase within the study area thus impacting bicycle safety and the existing above state average traffic accidents and injuries occurring at the US 50/Lake Parkway Loop intersection.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on vehicular, bicycle, and pedestrian safety in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Significant and Unavoidable for Alternative A

Alternative A: No Build (No Project)

Alternative A in the 2040 (design year) scenario would experience similar impacts to the vehicular, bicycle, and pedestrian safety impacts in the 2020 (opening day) scenario. The above state average accident rates at the US 50/Lake Parkway Loop intersection could be exacerbated with an increase in vehicular traffic through this intersection. Additionally, the absence of continuous striped bicycle facilities along US 50, combined with the increase in traffic along this roadway segment would expose bicyclists to higher volumes of vehicles. Thus, because there would be no mechanism by which to implement or enforce mitigation, Alternative A would result in a **significant and unavoidable** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements for the 2040 design year would reduce vehicular traffic along US 50 in the tourist core, thus reducing exposure to traffic for bicycles and pedestrians along this roadway segment and reducing the potential for vehicular accidents to occur.

Existing pedestrian crossings along US 50 would be maintained but would be safer because of reduced traffic volumes and shorter crossing lengths associated with the narrowing of the existing US 50 roadway geometry. Additionally, Alternative B would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Therefore, Alternative B transportation improvements would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of mixed-use development, including replacement housing, as part of Alternative B for the 2040 design year would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to approval of the mixed-use development, including replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative B mixed-use development, including replacement housing, would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2040 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 similar potential for effects on vehicular, bicycle, and pedestrian safety in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2040 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 **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Under Alternative C transportation improvements for the 2040 design year, pedestrian and bicyclist exposure to vehicular traffic would be reduced because project features would include a new pedestrian bridge over the new US 50 alignment connecting the Van Sickle Bi-State Park to the Stateline area; shoulders/bicycle lane and pedestrian sidewalks along eastbound US 50 (Old US 50) for the full length of the study segment; and bicycle lanes/shoulders along the new US 50 alignment with sidewalks on at least one side of the roadway.

Additionally, Alternative C would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Because Alternative C would not change the type of intersection at this location, a change in accident rates or severity of accidents would not be anticipated to change at this intersection over existing conditions.

Therefore, Alternative C transportation improvements would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of mixed-use development, including replacement housing, as part of Alternative C for the 2040 design year would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements previously identified for Alternative C transportation improvements. Prior to approval of the mixed-use development, including replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative C mixed-use development, including replacement housing, would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2040 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 **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 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 for the 2040 design year would reduce vehicular traffic along US 50 in the tourist core, thus reducing exposure to vehicular traffic for bicycles and pedestrians along this roadway segment and reducing the potential for vehicular crashes to occur.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Therefore, Alternative D transportation improvements would have a **beneficial** impact 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 on vehicular, bicycle, and pedestrian safety in 2040 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of mixed-use development, including replacement housing, as part of Alternative D for the 2040 design year would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to approval of the proposed mixed-use development, including replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access in compliance with existing regulations. Therefore, Alternative D with mixed-use development, including replacement housing, would have a **beneficial** impact.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 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 similar potential for effects on vehicular, bicycle, and pedestrian safety in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2040 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 **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Alternative E would involve construction of a new pedestrian skywalk between the Montbleu Resort and Casino and Stateline Avenue in the resort-casino portion of the tourist core and removal of the existing pedestrian scramble. This would create complete grade separation of pedestrians and bicyclists from vehicular traffic, thus reducing pedestrian and bicyclist exposure to vehicular traffic. Additionally, elimination of the at-grade pedestrian crossing, which requires motorists to stop, would reduce the potential for rear-end vehicular accidents at this location. Therefore, Alternative E would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-19: Impacts on emergency access – 2040 (Design Year)

Alternatives B and D would reduce congestion along existing US 50 and thereby improve long-term emergency access within the study area. Alternative E would also reduce congestion along existing US 50 and additionally does not include any mixed-use development that would add trips to the roadway network and potentially affect emergency access during the construction phase. Alternative A would result in traffic conditions worsening during the summer peak along US 50 between Pioneer Trail and Lake Parkway resulting in impacts on emergency access. Alternative C would result in increased congestion and reduced operational emergency access to a segment of US 50 due to the new circulation patterns, impeding emergency access.

NEPA Environmental Consequences: The design features of Alternatives B, D, and E would avoid or minimize the environmental consequences related to emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-19 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on emergency access in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternative E; Less Than Significant for Alternatives B and D; Significant and Unavoidable for Alternative A; Significant and Unavoidable for Alternative C with implementation of Mitigation Measure 3.6-19

Alternative A: No Build (No Project)

No modifications to the existing conditions would occur under Alternative A, and emergency access routes would be maintained. However, during summer peak hours, traffic operations along US 50 between Pioneer Trail and Lake Parkway would experience degraded LOS and reduced speeds compared to existing conditions. The reduced speeds could reduce emergency response times in the study area during these

summer peak hours. Additionally, as described previously, many of the local roads in the area are used as cut-through routes and become heavily congested during the summer peak as well, which limit their use as alternative routes for emergency vehicles. Thus, the no build alternative would result in traffic conditions worsening to a point to which emergency response times could be affected. Thus, because there would no mechanism to implement or enforce mitigation for Alternative A, this impact would be **significant and unavoidable** for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on emergency access in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

The operational impacts on emergency access for Alternative B transportation improvements in the 2040 (design year) scenario would be consistent with the 2020 (opening day) impacts. Construction of the transportation improvements would be complete by 2040, and thus is not considered. Alternative B would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of existing US 50, the improved traffic flow would at the least maintain emergency response time. Thus, the impact on emergency access for Alternative B transportation improvements 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 impacts on emergency access in 2040 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 at one or more of the three mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-8, above.

The mixed-use development portion of the project would require local jurisdictional review and approval. This process would include ensuring that all new development has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative B mixed-use development 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 at the mixed-use development sites as part of Alternative B would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development would result in a **less-than-significant** impact on emergency access in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative B would minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

The operational impacts on emergency access from Alternative C transportation improvements in the 2040 (design year) scenario would be consistent with the 2020 (opening day) impacts. Construction of the

transportation improvements would be complete by 2040, and thus is not considered. The change in circulation patterns would result in increased emergency response times due to indirect emergency access routes for some areas and increased congestion along multiple roadway segments. Thus, this 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 impacts on emergency access in 2040.

Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative C would construct replacement housing at one or more of the three mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-8, above.

Similar to Alternative B, prior to approval of the mixed-use development, plans would be submitted to the appropriate entity for review and approval. This process would include ensuring that all new development has adequate emergency access, in compliance with existing regulations. Additionally, emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative C mixed-use development 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 at the mixed-use development sites as part of Alternative C would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development would result in a **significant** impact on emergency access in 2040.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to impacts on emergency access in 2040.

Alternative D: Project Study Report (Alternative 2)

Transportation Improvements

The impacts on operational emergency access for Alternative D transportation improvements in the 2040 (design year) scenario would be consistent with the 2020 (opening day) impacts. Construction of the transportation improvements would be complete by 2040, and thus is not considered. Alternative D would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of Old US 50, the improved traffic flow would at the least maintain emergency response time. Thus, the impact on emergency access for Alternative D transportation improvements 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 impacts on emergency access in 2040 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 at one or more of the three mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and

Project Alternatives”). The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-8, above.

As discussed for Alternative B mixed-use development above, the mixed-use development portion of Alternative D would require local jurisdictional review and approval. This process would include ensuring that all new development has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access from Alternative D mixed-use development 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 at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development would result in a **less-than-significant** impact on emergency access in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative D would minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Construction of the transportation improvements would be complete by 2040, and thus is not considered. Consistent with 2020 (opening day), Alternative E in the 2040 (design year) scenario would improve arterial segment operations along existing US 50. Therefore, operational emergency access would be maintained as it currently exists and emergency services response times would improve. Thus, Alternative E would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

Impact 3.6-20: Daily vehicle trip end (DVTE) impacts – 2040 (Design Year)

Alternatives B, C, and D transportation improvements would not generate any additional DVTEs. However, these three alternatives would all generate greater than 200 net new DVTEs with the implementation of the mixed-use development. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs. Alternative A would include no modifications to the existing conditions. Alternative E would not generate any additional DVTEs.

NEPA Environmental Consequences: Mitigation Measure 3.6-20 has been incorporated into Alternatives B, C and D to further reduce to the extent feasible the environmental consequences related to generating additional daily vehicle trip ends; The design features of Alternative E would avoid or minimize the environmental consequences related to daily vehicle trip ends in 2040 such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternative E; Less Than Significant for Alternatives B, C, and D after implementation of Mitigation Measure 3.6-20; No Impact for Alternative A

Alternative A: No Build (No Project)

Because no modifications to the existing conditions would occur, implementation of Alternative A would not generate any additional DVTEs. Thus, implementation of Alternative A would have **no impact** for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would not generate any additional DVTEs. Thus, implementation of Alternative B transportation improvements would have a **less-than-significant** impact 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 environmental consequences related to generating additional DVTEs 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs.

Alternative B mixed-use development would generate more than 200 net new daily vehicle trip ends (Wood Rodgers 2016a). The creation of more than 200 new daily trips would be a **significant** impact based on the TRPA significance criteria and for the purposes of CEQA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development as part of Alternative B to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to generating additional DVTEs in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential increase in DVTEs 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 at one or more of the mixed-use development sites would result in a **significant** impact from additional DVTEs.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative B transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements would not generate any additional DVTEs. Thus, implementation of Alternative C transportation improvements would have a **less-than-significant** impact 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 environmental consequences related to generating additional DVTEs 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs.

Alternative C mixed-use development would generate more than 200 net new DVTEs (Wood Rodgers 2016a). The creation of more than 200 new daily trips would be a **significant** impact based on the TRPA significance criteria and for the purposes of CEQA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development as part of Alternative C to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to generating additional DVTEs in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential increase in DVTEs 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 at one or more of the mixed-use development sites would result in a **significant** impact from additional DVTEs.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Alternative D transportation improvements would not generate any additional DVTEs. Thus, implementation of Alternative D transportation improvements would have a **less-than-significant** impact 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 environmental consequences related to generating additional DVTEs 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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs.

Alternative D mixed-use development would generate more than 200 net new DVTEs (Wood Rodgers 2016a). The creation of more than 200 new daily trips would be a **significant** impact based on the TRPA significance criteria and for the purposes of CEQA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development as part of Alternative D to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to generating additional DVTEs in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential increase in DVTEs 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 at one or more of the mixed-use development sites would result in a **significant** impact from additional DVTEs.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative D transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Alternative E: Skywalk

Implementation of Alternative E would not generate any additional DVTEs. Thus, implementation of Alternative E would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the environmental consequences related to generating additional DVTEs such that no additional mitigation measures are needed or feasible to implement.

3.6.4 Avoidance, Minimization, and/or Mitigation Measures

Mitigation Measure 3.6-2: Change the eastbound and westbound directional traffic on US 50

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

During subsequent design phases, the project proponent shall reverse the directions of traffic flow on US 50 such that eastbound US 50 would be realigned onto a new alignment along Lake Parkway southeast of existing US 50, and westbound US 50 would remain in place as under existing conditions.

Significance after Mitigation

If the direction of travel was reversed, then the Alternative C effect on intersection operations would be improved such that the following intersections would operate at an acceptable LOS (Wood Rodgers 2016):

- ▲ New US 50/Pioneer Trail/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS B
- ▲ New US 50/Lake Parkway/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS B

The change in direction of travel would also cause the summer peak LOS at the Old US 50/Park Avenue/Heavenly Village Way intersection to drop from LOS B to LOS D, which is an acceptable LOS.

The refinements in design resulting from the change in travel direction could result in a slightly smaller footprint at the New US 50/Pioneer Trail/Old US 50 intersection, and small adjustments to the configuration of mixed-use developments Sites 1 and 2. Also, by diverting all of the eastbound traffic away from the tourist core, there could be related economic ramifications to businesses from the reduction in eastbound pass-by traffic.

However, because implementation of Mitigation Measure 3.6-2 would result in acceptable LOS operations at study area intersections with Alternative C transportation improvements, the impact would be reduced to a **less-than-significant** level for the purposes of CEQA and TRPA.

For the purposes of NEPA, because of the reasons described above, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would **not be adverse**.

Mitigation Measure 3.6-3: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

Significance after Mitigation

If the direction of travel was reversed, then the effects of Alternative C on roadway LOS for the segment of Old US 50 between Pioneer Trail and Park Avenue would improve nominally, and the annual average and peak summary roadway LOS would remain at LOS E for 4 or more hours (Wood Rodgers 2016). This would be a **significant and unavoidable impact** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would remain **adverse**.

Mitigation Measure 3.6-9: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

Significance after Mitigation

If the direction of travel was reversed, then the Alternative C transportation improvements effect on intersection operations would improve as discussed under Mitigation 3.6-2, which would ease access for emergency responders. However, because the change in circulation patterns associated with Alternative C would remain, and no other mitigation measures could change this condition, this impact would remain **significant and unavoidable** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements would be **adverse**.

Mitigation Measure 3.6-10: Prepare a detailed parking plan to meet Heavenly Village Center demand during construction, pursuant to Mitigation Measure 3.6-11

This mitigation would apply to Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-11. The same mitigation measure would apply.

Significance after Mitigation

Implementation of Mitigation Measure 3.6-10 would reduce the significant impact related to temporarily inadequate parking at the Heavenly Village Center as a result of development at Site 3, because the project applicant would prepare a parking plan that would determine the parking demand at the center and identify solutions that would reduce or meet the demand. The performance criterion for the plan would be to meet City of South Lake Tahoe parking standards at the Heavenly Village Center. The project applicant would implement recommendations in the parking plan to meet parking demand prior to beginning construction activities at Site 3 to avoid interim loss of parking supply necessary to meet demand. For these reasons, this impact would be **less than significant** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 **would not be adverse**.

Mitigation Measure 3.6-11: Prepare a detailed parking plan to inform revision of Heavenly Village Center's Use Permit

This mitigation would apply to Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 for the purposes of NEPA, CEQA, and TRPA.

At the time of preparation of the project-level environmental plan for the mixed-use development, including replacement housing, at Site 3, the project applicant shall prepare a parking plan in accordance with Section 6.10 of the City of South Lake Tahoe Code. The recommendations including in the parking plan to meet parking demand and achieve City of South Lake Tahoe parking standards would be implemented by the project applicant prior to ground-breaking of the mixed-use development, including replacement housing, at Site 3.

The parking plan shall be submitted to the City of South Lake Tahoe, and referred to TRPA as necessary to obtain a use permit for modification of the parking demand ratios at the Heavenly Village Center. It would demonstrate the adequacy of the Heavenly Village Center parking that would remain after displacement of

parking behind Raley's by construction of the mixed-use development, including replacement housing, at Site 3. The parking plan must demonstrate the following:

- ▲ adequate off-street parking would be provided for the proposed use as determined by a parking plan;
- ▲ the environmental impact of the use would be lessened by the reduction in parking spaces (City staff may condition the use permit); and
- ▲ traffic safety for other vehicles and pedestrians would be enhanced by the lesser requirement.

The parking plan may propose a reduction in parking demand ratio at this shopping center from those set forth in City Code Section 6.10 based on a plan that proposes, but would not be limited to, one or more of the following:

- ▲ a transportation management plan, which would outline transit incentives, such as a shuttle system or free or reduced cost transit passes for tenants/employees;
- ▲ additional parking, which could be constructed elsewhere in the project site for the US 50/South Shore Community Revitalization Project; and/or
- ▲ establishment of a shared parking facility, in which uses have different peak periods, parking demand would not overlap, and would meet peak demands.

Significance after Mitigation

Implementation of Mitigation Measure 3.6-11 would reduce the potentially significant impact related to inadequate parking at the Heavenly Village Center as a result of development at Site 3 because the project applicant would prepare a parking plan that would determine the parking demand at the center and identify solutions that would reduce or meet the demand and attain city parking standards. The project would obtain a use permit from the City of South Lake Tahoe to allow the change in parking demand ratios at the Heavenly Village Center and the project applicant would implement recommendations in the parking plan to meet parking demand prior to groundbreaking at Site 3 in order to avoid any interim loss of parking supply to meet demand. For these reasons, this impact would be **less than significant** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 **would not be adverse**.

Mitigation Measure 3.6-12: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

Significance after Mitigation

If the direction of travel was reversed, then the effects of Alternative C transportation improvements on intersection operations in 2040 would be improved such that the following intersections would operate at an acceptable LOS (Wood Rodgers 2016):

- ▲ New US 50/Pioneer Trail/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS C, and annual average LOS would improve from LOS E to LOS B
- ▲ New US 50/Lake Parkway/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS B

The change in direction of travel would also cause the annual average LOS at the Old US 50/Park Avenue/Heavenly Village Way intersection to drop from LOS B to LOS C, which is an acceptable LOS.

The refinements in design resulting from the change in travel direction could result in a slightly smaller footprint at the new US 50/Pioneer Trail/Old US 50 intersection, and small adjustments to the configuration of mixed-use developments Sites 1 and 2. Also, by diverting all of the eastbound traffic away from the tourist core, there could be related economic ramifications to businesses from the reduction in eastbound pass-by traffic.

However, because implementation of Mitigation Measure 3.6-12 would result in acceptable LOS operations at study area intersections with Alternative C transportation improvements, the impact would be reduced to a **less-than-significant** level for the purposes of CEQA and TRPA.

For the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would **not be adverse**.

Mitigation Measure 3.6-13: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

Significance after Mitigation

If the direction of travel was reversed, then the Alternative C transportation improvements effect on roadway LOS for the segment of Old US 50 between Pioneer Trail and Park Avenue and between Park Avenue and Lake Parkway would improve nominally, and the annual average and peak summary roadway LOS would remain unacceptable (Wood Rodgers 2016). For this reason, this would be a **significant and unavoidable** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would remain **adverse**.

Mitigation Measure 3.6-19: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

Significance after Mitigation

If the direction of travel was reversed, then the Alternative C transportation improvements effect on intersection operations would improve as discussed under Mitigation 3.6-2, which would ease access for emergency responders. However, because the change in circulation patterns associated with Alternative C would remain, and no other mitigation measures could change this condition, this impact would remain **significant and unavoidable** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements would be **adverse**.

Mitigation Measure 3.6-20: Mitigate DTVE impacts through Air Quality Mitigation Fund contribution

This mitigation would apply to Alternatives B, C, and D mixed-use development for the purposes of NEPA, CEQA, and TRPA.

The project proponent shall contribute to the Air Quality Mitigation Fund in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code. The air quality mitigation fee shall be assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure. Fees generated by the air quality mitigation fee are used to support programs/improvements that reduce VMT, improve air quality, and encourage alternative modes of transportation.

Significance after Mitigation

Implementation of Mitigation Measure 3.6-20 would be used to support programs/improvements that reduce VMT, improve air quality, and encourage alternative modes of transportation and thus, the impact would be reduced to a **less-than-significant** level for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternatives B, C, and D mixed-use development with implementation of Mitigation Measure 3.6-20 would **not be adverse**.

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3.7 VISUAL RESOURCES/AESTHETICS

This section includes a discussion of existing visual/aesthetic conditions in the study area, a summary of applicable visual quality regulations, and an analysis of potential short-term (construction-related) and long-term visual impacts that could result from implementation of the US 50/South Shore Community Revitalization Project. The primary issues raised during scoping that pertain to visual resources/aesthetics included:

- ▲ changes in visual character and quality within the commercial area and residential neighborhood through which US 50 would be realigned;
- ▲ potential for headlight glare into residences;
- ▲ potential impacts on the Linear Park along US 50 fronting on Tahoe Meadows; and
- ▲ potential for scenic impacts on users of Van Sickle Bi-State Park.

The methods of analyzing project-related impacts on visual resources/aesthetics in this section are consistent with the TRPA scenic threshold monitoring system, as well as Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and CEQA guidelines.

The primary source of information used in this analysis are the *Visual Impact Assessment – US 50/South Shore Community Revitalization Project* (TTD et al. 2015), provided as Appendix G of this EIR/EIS/EIS.

3.7.1 Regulatory Setting

FEDERAL

National Environmental Policy Act of 1969

Section 109(h) of the National Environmental Policy Act of 1969 (NEPA) declares the responsibility of the federal government to use all practicable means to assure all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings. Title 23 U.S. Code (USC) Section 109(h) identifies the need to include aesthetic values to balance the impacts of highway construction.

TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe Regional Plan

TRPA implements its authority to regulate growth and development in the Lake Tahoe Region through the Lake Tahoe Regional Plan, which was updated in 2012. The Regional Plan includes Resolution 82-11, the Environmental Threshold Carrying Capacities (threshold standards), Goals and Policies, Code of Ordinances, Area Plans, Community Plans, Plan Area Statements (PASs), the Scenic Quality Improvement Plan (SQIP)/Environmental Improvement Program (EIP), and other guidance documents.

Goals and Policies

The Goals and Policies document of the Regional Plan establishes an overall framework for development and environmental conservation in the Lake Tahoe Region. The goals and policies present the overall approach to meeting TRPA's environmental threshold carrying capacities, also known as thresholds (discussed below), and establish guiding policy for each resource element. The Conservation Element (Chapter IV) of the Goals and Policies document considers 10 subelements, including a Scenic subelement.

Code of Ordinances

According to the TRPA Code, if a project is visible from Lake Tahoe, a state or federal highway in the Tahoe Basin, Pioneer Trail, or a public recreation area or bikeway, the potential scenic impacts of the project must be analyzed. Roadways in the Tahoe Basin have been divided by TRPA into 53 travel segments (called “scenic travel units”), each representing a continuous two-directional viewshed of similar visual character. The applicable provisions regarding scenic standards in the TRPA Code are summarized below.

Scenic Standards

Chapter 36, “Design Standards,” and Chapter 66, “Scenic Quality,” of the TRPA Code contain standards pertaining to scenic quality. These chapters establish a process for analyzing the impacts of a project on scenic quality and define the circumstances that require preparation of a scenic assessment and/or other documents. Sections 66.1.3, 66.1.4, and 66.1.5 describe scenic quality standards for roadway and shoreline travel units, and for public recreation areas and bicycle trails.

Vegetation Protection and Management, Tree Removal, and Revegetation

The TRPA Code requires the protection and maintenance of all native vegetation types, including review and approval by TRPA for tree removal. TRPA Code Section 61.3, “Vegetation Protection and Management,” provides for the protection of SEZ vegetation; and Section 61.4, “Revegetation,” specifies policies for revegetation programs; these Code sections are described in Section 3.16, “Biological Environment” in this Draft EIR/EIS/EIS. Provisions for tree removal are provided in Section 36, “Design Standards”; Section 33.6, “Vegetation Protection during Construction”; Section 61.1, “Tree Removal”; and Section 61.3.6, “Sensitive and Uncommon Plant Protection and Fire Hazard Reduction.”

Height

Chapter 37 of the TRPA Code contains standards pertaining to height of buildings and other structures. Specifically, Subsection 37.6 establishes height standards for structures other than buildings. Subsection 37.6.1 states that no structure, other than a building, shall have a height greater than 26 feet. Subsection 37.6.2 states that this maximum height may be increased for certain structures.

Environmental Threshold Carrying Capacities

TRPA adopted environmental threshold carrying capacities (thresholds) in August 1982 for the purpose of maintaining and improving the various resources of the Lake Tahoe Basin. Scenic quality is an exceptional attribute of the Lake Tahoe Basin, and specific thresholds were developed to protect and improve the scenic resources of the area (TRPA 1982a). TRPA threshold standards require maintenance of threshold rating values for roadway and shoreline travel routes, individually mapped scenic resources, recreation area scenic resources, and compatibility with the natural environment. The following text describes the scenic resources threshold indicators that are relevant to the project.

Travel Route Ratings

Long-term, cumulative changes to views of the landscape from state and federal highways in the Region and from the surface of Lake Tahoe are tracked by the TRPA travel route ratings. Roadways and shoreline have been divided into segments called “travel units” based on their landscape characteristics. Roadways are divided into 54 separate travel units, and Lake Tahoe’s lake shoreline is divided into 33 separate travel route units. No shoreline travel units are included in, or affected by the project, because it is too distant from the Lake.

The following visual conditions are given numerical ratings to determine the threshold score for travel units: human-made features along roadways and the shoreline; physical distractions to driving along roadways; roadway characteristics; views of the Lake from roadways; general landscape views from roadways and shoreline; and, the variety of scenery viewed from roadways and the shoreline.

The study area for the US 50/South Shore Community Revitalization Project contains three travel units. Their locations and ratings, as of the 2015 Threshold Evaluation, are shown in Table 3.7-1. Roadway Unit #32, Casino Area, extends along US 50 between Kahle Drive in Nevada and Pioneer Trail in California. A large

stretch of the Edgewood Tahoe Golf Course property borders on US 50 within this travel unit. Roadway Unit #33, The Strip, extends along west US 50 from Pioneer Trail. The northern end of Roadway Unit #45, Pioneer Trail (north), extends into the study area. The threshold standard for all roadway units is 15; all three of these travel units currently have ratings that are below the threshold standard (i.e., they do not meet the standard) (TRPA 2016). Roadway travel units are designated to provide a continuous two-directional viewshed of consistent visual character. During periodic monitoring, every 4-5 years, the scenic rating of each travel unit is updated to reflect current conditions. Travel route ratings are composed of a numeric composite index (score) that reflect the scenic quality within and throughout the travel unit. Roadway travel unit scores are based on the following components of scenic quality:

- ▲ man-made features along the roadway,
- ▲ physical distractions to driving along the roadways,
- ▲ roadway characteristics,
- ▲ view of the Lake from the roadways,
- ▲ general landscape views from the roadways, and
- ▲ variety of scenery from the roadways.

Each component may be rated from one (strong negative effect on scenic quality) to five (positive effect on scenic quality); therefore, roadway travel unit composite scores can vary between a low of five and high of 30. To be in attainment for the scenic threshold system, travel units must both 1) score a total of at least 15, and, 2) be equal to or greater than the score originally given in the first evaluation performed in 1982.

The study area for the US 50/South Shore Community Revitalization Project contains three roadway travel units (Roadway Units #32, #33, and #45). All three travel units currently have ratings that do not meet the scenic quality threshold standard (TRPA 2016).

Scenic Quality Ratings

The purpose of the TRPA scenic quality threshold is to maintain or enhance views of individual, existing scenic resources that are viewed by the public from within roadway or shoreline travel units. The scenic resources in the Region include certain views of the natural landscape and distinctive natural features that were identified, mapped, described, and evaluated as part of the 1982 Scenic Resource Evaluation (TRPA 1982b). Scenic resources include such things as foreground, middle-ground, and background views of the natural landscape from roadways; certain views to Lake Tahoe from roadways; certain views of Lake Tahoe and natural landscape from roadway entry points into the region; unique landscape features, such as ridgelines, prominent mountain peaks, and rock formations that add interest and variety, as seen from roadways.

For these resources, scenic quality is measured by rating four subcomponents which provide the most useful and objective measures of relative scenic value:

- ▲ unity,
- ▲ vividness,
- ▲ variety, and
- ▲ intactness

These characteristics are rated from zero (absent) to three (high), and a composite rating is provided by adding the rating of each characteristic. Therefore, ratings for individual scenic resources can range from zero to 12. To be in attainment, scenic resources must have a composite rating of equal to or greater than the original score given in 1982.

Roadway Scenic Resources 32.1, 32.2, 32.3, 32.4, 33.2, 45.1, and 45.2 all are seen from viewpoints that are within the study area. All of these scenic resources are currently in attainment of the threshold standard.

Public Recreation Areas and Bike Trails Scenic Quality Ratings

The TRPA Public Recreation Area Scenic Quality Threshold applies to specific public recreation areas, including beaches, campgrounds, ski areas, and segments of Class I and Class II bicycle trails. Public

recreation areas with views of scenic resources are valuable because they are major public gathering places, hold high scenic values, and are places where people are static (compared to people on the travel routes) and, therefore, have more time to focus their attention on the views and scenic resources. Scenic resources seen from public recreation areas include views of the lake and the surrounding natural landscape from within the recreation area; views of distinctive natural features that are within the recreation area; and views of human-made features in or adjacent to the recreation area that influence the viewing experience.

The Van Sickle Bi-State Park is a public recreation area that directly borders portions of the east side of Lake Parkway and affords views of the project site; the majority of the park is set back and separated from Lake Parkway by existing private parcels (Exhibit 2-1), except at the park entrance and a short section of frontage near the state line. Because it is relatively new (opened in summer 2011), the park has not yet been officially added to TRPA's list of public recreation areas. Consequently, specific scenic resources associated with the park have not been inventoried.

A Linear Park, consisting of a landscaped greenway and paved bike trail, exists along the lake side of US 50 and extends from Ski Run Boulevard to Lodge Road near the intersection of US 50 and Pioneer Trail. The eastern end of the park is within the study area. The park and bike trail are not included in TRPA's list of public recreation areas and bike trails. Hence, there are no TRPA-listed scenic resources associated with the park and bike trail.

Community Design

The TRPA Community Design Threshold is a policy statement that applies to the built environment and is intended to ensure that design elements of buildings are compatible with the natural, scenic, and recreational values of the region. The community design threshold is implemented in two ways. First, the community and area plan process has been used to develop design standards and guidelines that are tailored to the needs and desires of individual communities. These standards and guidelines are considered "substitute" standards because they replace all or portions of TRPA Code that would otherwise regulate the same subject. Secondly, the site planning and design principles contained in the TRPA Code are implemented as part of individual development projects, and are reviewed and approved by TRPA and local governments.

Scenic Quality Improvement Plan/Environmental Improvement Program

The SQIP was adopted to provide a program for implementing physical improvements to the built environment in the Tahoe Basin. The SQIP is intended to contribute to the attainment of the scenic resources thresholds in the Goals and Policies document of the Regional Plan (see above) and serves as an implementation guide for the Regional Plan. The Environmental Improvement Program, adopted in 1998 and updated in 2001, incorporates elements of the SQIP. The Environmental Improvement Program includes a list of specific projects throughout the Basin that are needed to attain and maintain the thresholds (TRPA 2001). One of the program elements addresses improving the scenic quality of roadways.

The focus of the roadway element of the program is to reduce the visual dominance of buildings and structures along roadways by using techniques such as moving overhead utility lines underground, implementing architectural design guidelines, and installing appropriate landscaping that reflects the natural attributes of the surrounding environment. Two scenic-related projects located within the project boundaries or immediately adjacent are listed in the EIP Project List (January 1, 2012 through December 31, 2016). These projects include the Scenic Roadway Unit #32 Casino Area Improvements and Scenic Roadway Unit #33 The Strip Improvement.

Tourist Core Area Plan

The Tourist Core Area Plan (TCAP), adopted by TRPA and the City of South Lake Tahoe in 2013, supplements the City's General Plan by designating zoning districts and providing specific guidance for the area that includes the US 50/South Shore Community Revitalization Project (City of South Lake Tahoe 2013). This plan supports the goals and policies outlined in the 2030 South Lake Tahoe General Plan and TRPA 2012 Regional Plan. Policies and regulations in the TRPA Code apply to all development within the Tahoe Region. However, in some cases, regulations, such as design and lighting standards adopted in an Area Plan (i.e.,

substitute standards), supersede the regulations in the TRPA Code. Appendix C of the TCAP contains Development and Design Standards that all projects within the plan's jurisdiction are required to meet.

The TCAP defines a vision for the future of the area of the City that had previously been guided by the Stateline/Ski Run Community Plan. This Area Plan provides more detailed direction than the City of South Lake Tahoe's General Plan and TRPA's 2012 Regional Plan. It addresses land use regulations, development and design standards, transportation, recreation, public services and environmental improvements for the area. It encourages general improvement and enhancement for the built environment consistent with the City's General Plan and environmental threshold goals of the 2012 Regional Plan. Policies pertaining to scenic resources include the following.

- ▲ **Policy NCR-1.1:** Improve the visual quality of the built environment consistent with the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP) to attain threshold attainment for Scenic Roadway Units #32, 33 and 45.
- ▲ **Policy NCR-1.2:** Maintain Stream Environment Zone (SEZ) restoration sites and stormwater drainage basins as view corridors and scenic resources to relieve the strip commercial character along US 50 within the tourist core.
- ▲ **Policy NCR-1.3:** Adopt siting and building design standards and guidelines to protect, improve, and enhance the scenic quality of the natural and built environment and take full advantage of scenic resources through site orientation, building setbacks, preservation of viewsheds, and height limits.

Measures to improve scenic conditions call for enhancing the architectural style of existing and new buildings, using natural appearing building material, consolidating driveway access, locating parking lots in the rear or side yards, incorporating landscaping treatment, sign compliance, and the undergrounding of utility lines whenever possible. Within Units #32 and #33, recent threshold evaluations noted that, among other actions, streetscape and landscaping projects and removal of decrepit structures have improved the sense of place and the functionality the area and resulted in scenic threshold improvements. Future redevelopment efforts in the casino core are expected to further improve the scenic and visual quality of the area.

South Shore Area Plan and Tahoe Design Standards and Guidelines

The South Shore Area Plan, adopted by TRPA and Douglas County in 2013, in coordination with TRPA, is intended to further the goals and policies in the Regional Plan and meet the provisions of Chapter 13, Area Plans, in the TRPA Code, as well as other TRPA regulations (Douglas County and TRPA 2013). The Nevada portion of the project is under the jurisdiction of this planning document. The Tahoe Design Standards and Guidelines, which apply to the Nevada portion of the study area, have been developed to ensure quality redevelopment that reflects the desired mountain character of Tahoe and brings the South Shore Area into Scenic Threshold attainment. The Tahoe Design Standards and Guidelines include site layout, landscape, signage, lighting, and screening standards.

Plan Area Statements

Some of the project alternatives are either within or abut PASs 090, 092, and 080 as well as the Stateline/Ski Run Community Plan. None of these have unique scenic-related regulations.

STATE

California

California Scenic Highway Program

California's Scenic Highway Program was created by the California Legislature in 1963 and is managed by the California Department of Transportation (Caltrans). The goal of this program is to preserve and protect

scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways. The Program includes a list of highways eligible to become, or already designated as, official state scenic highways and includes a process for the designation of official State or County Scenic Highways (Caltrans 2016a).

US 50 from Placerville, California to the western limit of the City of South Lake Tahoe is an officially designated State Scenic Highway (Caltrans 2016b). The portion of US 50 through South Lake Tahoe to the California-Nevada state line is eligible for designation; however, to date, it has not been designated. The City of South Lake Tahoe has not pursued this designation.

Nevada

Nevada Scenic Highways

In 1983, the Nevada State Legislature established the Scenic Byways program in Nevada. The Nevada Department of Transportation is the lead agency for the program. There are 20 scenic byways in Nevada comprising a total of 420 miles. In Douglas County, 14.6 miles of US 50 from the California/Nevada state line to west of Carson City is designated as a Nevada Scenic Byway. US 50 from Spooner Summit to the California/Nevada state line is also part of the Eastshore Drive National Scenic Byway (NDOT 2015).

LOCAL

City of South Lake Tahoe

In addition to the TCAP and other relevant documents (e.g., Community Plans and PASs) jointly adopted by TRPA and the City that are describe above, the City also has adopted a General Plan.

City of South Lake Tahoe General Plan

The 2030 South Lake Tahoe General Plan is the City's primary policy document guiding land use, transportation, infrastructure, community design, environmental, and other decisions (City of South Lake Tahoe 2011). Various goals and policies of the plan relate to or address visual quality. The City's scenic quality policies for the study area are defined by the TCAP, described previously.

Douglas County

Douglas County Master Plan

Douglas County adopted a 20-year Master Plan in 1996. The Master Plan, or Comprehensive Plan, is required by Nevada Revised Statutes (Chapter 278.150) for the purpose of providing long-term guidance on the development of cities, counties, and regions in Nevada. A Master Plan presents information on existing conditions, highlights current and future issues, and recommends Goals, Policies, and Actions to address identified issues. A Master Plan is made up of several functional elements, including Land Use, Transportation, and Housing. The 2011 Douglas County Master Plan contains 11 different Elements (Douglas County 2012).

The Tahoe Regional Plan, a component of the Master Plan, is located on the western edge of Douglas County and includes the Nevada portion of the project. The Douglas County Tahoe Regional Plan reflects the adopted Community Plans and Plan Area Statements adopted by TRPA.

3.7.2 Affected Environment

REGIONAL LANDSCAPE CHARACTER

The study area is in the southeast portion of the Lake Tahoe Basin within the Sierra Nevada mountain range. Snow commonly covers the landscape for much of the winter to early spring (November–April). The basin in which Lake Tahoe is situated characterizes the general landform of the Region. Steep-sided mountains rise above the Lake. The landform immediately adjacent to Lake Tahoe consists of narrow beaches or steep slopes meeting the lake’s edge. Lake Tahoe is located west of the project site.

The predominant vegetation type in the study area is mixed conifer forest with Jeffrey Pine, white fir, and incense cedar. Riparian vegetation occurs in stream zones and consists primarily of mountain alder and willow with an understory of mountain rose, alpine knotweed, sedges, and grasses. Views of Lake Tahoe from the project site are obscured by distance, intervening development, and vegetation.

The scenic environment of the study area includes both an urban setting and a more natural appearing forest/meadow landscape. The urban elements consist of US 50 and Pioneer Trail, commercial bridges, hotels and casinos, residential buildings, overhead power lines, and nearby recreation facilities and trails. Commercial development is concentrated along US 50. In the northeast portions of the study area, the landscape becomes less urban in appearance, with the aesthetic character defined primarily by an existing pine forest and expanse of open meadow. The forest is mostly located on public land, including Van Sickle Bi-State Park.

PROJECT SITE LANDSCAPE CHARACTER

The project site is approximately 1.2 miles in length and extends from southwest of the intersection US 50 and Pioneer Trail in South Lake Tahoe, California, northeast through the California/Nevada border to near SR 207 (Kingsbury Grade) in Douglas County, Nevada. Within the project limits, various landscape settings occur that include urbanized areas consisting of residential, commercial, and casino/hotel uses as well as more natural appearing landscapes that include meadows, mountains, and coniferous forests.

LANDSCAPE UNITS

To provide a framework for understanding the visual effects of the project alternatives, the regional landscape can be broken out into units. A landscape unit may be thought of as an outdoor room, perceived as a complete visual environment with certain visual characteristics that distinguish it from other landscape units.

The project site consists of three landscape units:

- ▲ Casino and tourist core along US 50,
- ▲ Lake Parkway corridor, and
- ▲ The residential neighborhood east of Pioneer Trail.

Casino and Tourist Core

The visual character along US 50 between Pioneer Trail and Stateline Avenue is primarily commercial and is largely visitor oriented. It includes some older, small-scale commercial development and motels near the intersection with Pioneer Trail as well as the newer developments of Heavenly Village, the Chateau at Heavenly Village, and Raley’s Village Center. The newer developments consist of larger buildings that exhibit handsome alpine architecture. The buildings are set back a generous distance of anywhere from about 30 to 75 feet from US 50. This part of the corridor is well landscaped and provides wide sidewalks and various pedestrian amenities. From the California/Nevada state line to Lake Parkway, US 50 passes through the “Casino Core” where high-rise casino/hotel uses built between 30 and 40 years ago line the roadway. Some of these buildings are set back as little as 10 feet from the highway. A sidewalk exists on each side of the highway

within the narrow space between the road and the tall buildings. Due to their height and proximity to the roadway, they are visually dominant structures within the highway corridor. Casinos include Harrah's Lake Tahoe, Harvey's Resort & Casino, Hard Rock Hotel & Casino, and Montbleu Resort Casino & Spa (Exhibits 3.7-1a and 3.7-1b). East of the Casino complex between Lake Parkway and Kingsbury Grade, US 50 crosses through a less developed area. The Edgewood Tahoe Golf Course occupies the area to the west between the highway and the lake, and an area of open meadow and trees lies to the east (Exhibits 3.7-2a and 3.7-2b).

Lake Parkway Corridor

The study area includes Lake Parkway located outside the casino core and east of Heavenly Village and the casino complex, and Montreal Road between Heavenly Village Way and Fern Road. Both are two-lane, local roads. Undeveloped lands consisting mostly of coniferous trees, private property, and Van Sickle Bi-State Park rise in elevation east of Lake Parkway. The casino complex can be seen from Lake Parkway to the west, but the buildings are several hundred feet away and are not dominant in views like they are from US 50 within the casino core. The Heavenly Gondola passes above and over Lake Parkway. A cable support pole is about 13 feet beyond the east side of the road. Tourist lodging (Forest Suites Resort) between Bellamy Court and Lake Parkway is partially in view from Lake Parkway. The back of Raley's and paved parking lots are seen from Montreal Road. Overhead utility lines are present along the mountain side of Montreal Road to Heavenly Village Way. The utility lines are at the edge of the road and in full view of motorists. The character of the landscape surrounding Lake Parkway is notably less urban than in other parts of the study area, in part because a broad expanse of forest abuts Lake Parkway on the east. In particular, the northern segment of Lake Parkway has a semi-rural appearance. The southern segment features some development, but it is not dense (Exhibits 3.7-2a and 3.7-2b).

Residential Neighborhood

The study area includes an older residential neighborhood situated east of Pioneer Trail (Rocky Point neighborhood). The residential streets include Primrose Road, Moss Road, Echo Road, and Fern Road between Pioneer Trail and Montreal Road. The neighborhood consists of a mix of larger, multi-unit apartment buildings and duplexes, and small single-family structures. The buildings vary in age. Some of the single-family homes are more than 60 to 70 years old while some of the apartment buildings are fairly new. Many of the lots in the neighborhood are small. Most lots have one or more outbuildings in addition to the primary structure. The entire neighborhood is set among native pine trees that tower above the buildings with very little understory vegetation or landscaping. Streets are approximately 26 feet wide and are arranged in a grid pattern. There are no sidewalks. Residents park vehicles on driveways or unpaved yards in front of and between the buildings, not on the street. Overhead utility lines are present along the sides of and across streets throughout the neighborhood (Exhibits 3.7-3a and 3.7-3b).

TRPA SCENIC THRESHOLDS

There are three TRPA roadway travel units within the limits of the project. They include a portion of Roadway Travel Unit #32, Casino Core, a portion of Roadway Travel Unit #33, The Strip, and a small portion of Roadway Travel Unit #45, Pioneer Trail (North). Presently all three units are not in attainment of the numerical threshold standard of 15 and are targeted for improvement in the TRPA SQIP and other adopted agency plans that apply to the area (Tables 3.7-1 through 3.7-3). Roadway Scenic Quality Ratings for individual scenic resources listed by the TRPA within the study area (Roadway Scenic Resources 32.1, 32.2, 32.3, 32.4, 33.2, 45.1, and 45.2) all currently meet or exceed the applicable Scenic Threshold standard (Table 3.7-4).

KEY VIEWPOINTS

Exhibit 3.7-4 provides locations for 16 viewpoints used in evaluating scenic quality and visual character under the project alternatives. Table 3.7-5 describes each of these viewpoints and indicates their existing visual quality rating.



Exhibit 3.7-1a

Existing Tourist Core Looking West in California



Exhibit 3.7-1b

Existing Tourist Core near the Resort-Casinos Looking West in Nevada



Exhibit 3.7-2a Lake Parkway Corridor near Montbleu Parking Lot Looking South in Nevada



Exhibit 3.7-2b Lake Parkway Corridor near Harrah's Parking Lot Entrance Looking Southwest in Nevada

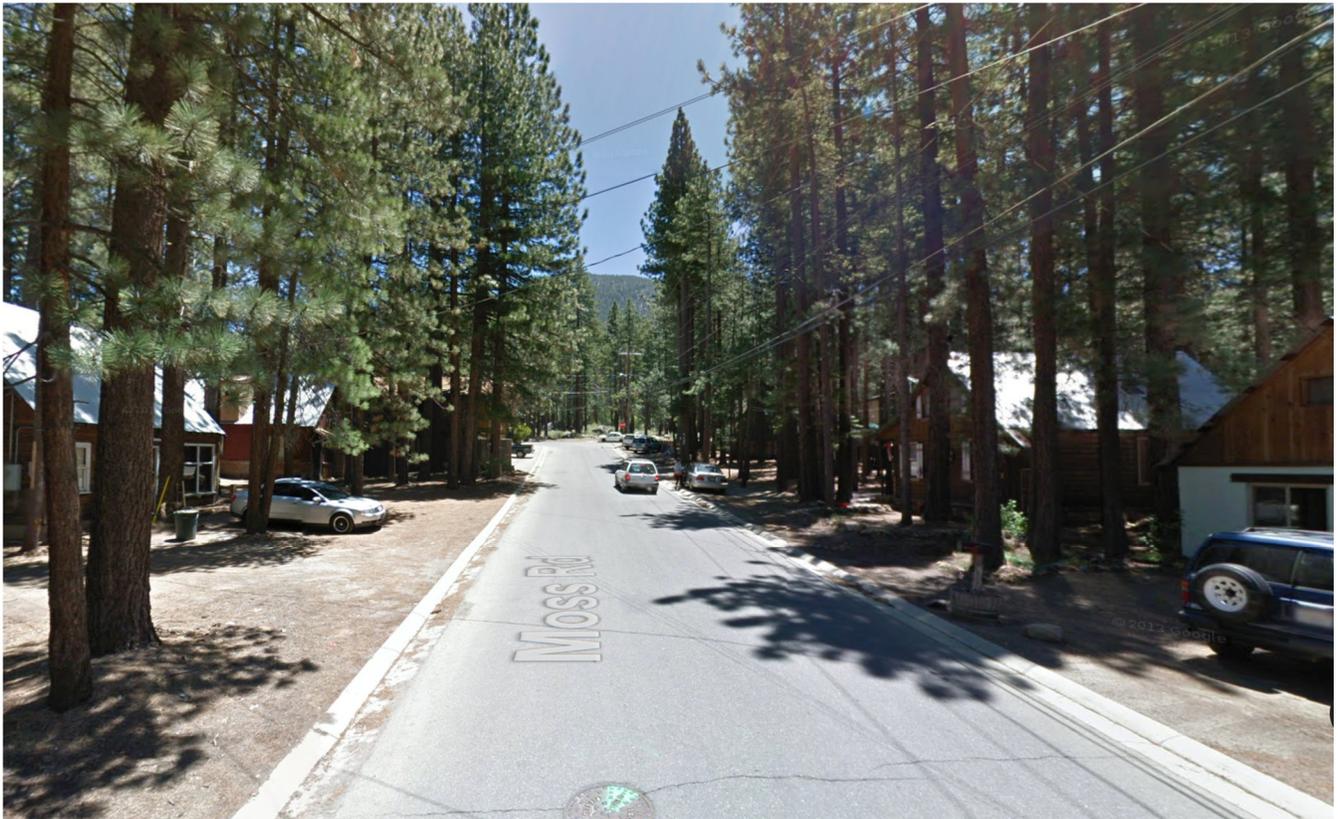


Exhibit 3.7-3a Rocky Point Residential Neighborhood – Looking Southeast on Moss Road



Exhibit 3.7-3b Rocky Point Residential Neighborhood – Looking Southeast on Echo Road

Table 3.7-1 Roadway Travel Unit #32 Scenic Threshold Ratings, 1982 - 2015

| Unit 32. Casino Area (Douglas County) | | | | | | | |
|---------------------------------------|---------------------|-------------------|----------------------|----------------|------------|-----------------|---------|
| | Threshold Composite | Man-Made Features | Roadway Distractions | Road Structure | Lake Views | Landscape Views | Variety |
| 1982 | 13 | 3 | 1 | 2 | 2 | 1 | 4 |
| 1991 | 11 | 2 | 1 | 2 | 2 | 1 | 3 |
| 1996 | 11 | 2 | 1 | 2 | 2 | 1 | 3 |
| 2001 | 11.5 | 2.5 | 1 | 2 | 2 | 1 | 3 |
| 2006 | 13.5 | 3.5 | 2 | 2 | 2 | 1 | 3 |
| 2011 | 13.5 | 3.5 | 2 | 2 | 2 | 1 | 3 |
| 2015 | 14.5 | 4.5 | 2 | 2 | 2 | 1 | 2 |

1996 Comments: No comments.

2001 Comments: Man-made feature improvements result from better landscape screening and rehabilitation at the Douglas County government site, and painting and landscape improvements in the casino core. The casino core improvements include the dark green color for Harrah’s tower and the Horizon parking garage, and landscaping along the street and at casino entries. The man-made features score would be improved to a 3 as a result of these features, except the new view of the gondola cut drops the score here by 0.5. As the Van Sickle cut is revegetated, it is expected that the score will improve by 0.5. Construction at the Prim site near the US 50/SR 207 intersection creates a temporary visual problem. This unit is not in threshold attainment.

2006 Comments: Improvement to man-made and roadway distraction scores result from the removal of an existing cyclone fencing at the Edgewood Golf Course, completion of the sidewalk along Lakeside drive, repainting of the Horizon building and implementation of a landscaping along Highway 50 within the casino core.

2011 Comments: Efforts to reestablish vegetation within the highly obtrusive gondola cut have been unsuccessful to date. The vacant construction site on Highway 50 at Stalene is blocked off by concrete traffic barriers, and is unsightly. Development has been stalled by bankruptcy, and may not occur for a number of years. Interim measures to screen the site and improve its appearance, such as a vegetation buffer, should be undertaken.

2015 Comments: Hard Rock Hotel and Casino redevelopment with new sign, repainting to darker color, new entryway with increased articulation, landscapes, and pedestrian activity adds to aesthetic quality. The new Chateau project redevelopment is a significant impact with consistent architecture, landscaping, and pedestrian areas. Second phase of project near Friday Avenue is under construction. Outdoor seating near the corner of Heavenly Village Way and US Highway 50 adds vibrancy but has the potential to become visual clutter. The Tahoe Toms gas station is a relic of “Old Tahoe” which has interest, but has a worn and dated appearance that does not contribute to the aesthetics of the area. New redevelopment of old motel and T-shirt shop near the Pioneer/Highway 50 intersection is an aesthetic improvement. An exterior remodel and repainting of the Mont Bleu Casino is underway and should be assessed in the next evaluation.

Source: TRPA 2016

Table 3.7-2 Roadway Travel Unit #33 Scenic Threshold Ratings, 1982 - 2015

| Unit 33. The Strip (City of South Lake Tahoe) | | | | | | | |
|---|---------------------|-------------------|----------------------|----------------|------------|-----------------|---------|
| | Threshold Composite | Man-Made Features | Roadway Distractions | Road Structure | Lake Views | Landscape Views | Variety |
| 1982 | 6 | 1 | 1 | 1 | 1 | 1 | 1 |
| 1991 | 7 | 1 | 1 | 1 | 1 | 2 | 1 |
| 1996 | 7.5 | 1 | 1.5 | 1 | 1 | 2 | 1 |
| 2001 | 11.5 | 3 | 3 | 1 | 1.5 | 2 | 1 |
| 2006 | 14 | 4 | 4 | 1 | 1.5 | 2.5 | 1 |
| 2011 | 14 | 4 | 4 | 1 | 1.5 | 2.5 | 1 |
| 2015 | 14.5 | 4 | 4 | 1.5 | 1.5 | 2.5 | 1 |

1991 Comments: Increase in landscape views subcomponent due to demolition of unsightly foreground structures permitting visual access to mountain backdrop.

1996 Comments: The site design and architectural quality of several remodeled and redeveloped uses (e.g. McDonald’s, Fantasy Inn), combined with the removal of several older structures and related cur cuts and signs, have slightly improved the roadway distractions subcomponent.

2001 Comments: Major improvements in this unit have occurred in the last five years. Improvements that increase both the man-made features and roadway distractions scores include: beginning implementation of the Park Ave. Project, completion of the Embassy Suites Vacation Resort and marina buildings, several hotel remodels along the strip, and completion of the linear park and the drainage features with their park-like appearance. The lake view near the marina is improved with better view access due to improved site design. This unit is not in threshold attainment.

2006 Comments: This unit continues to improve with completion of the Park Avenue project and Raley’s Shopping Center. Landscape views continue to improve as the native vegetation installed along wildwood has matured.

2011 Comments: The redevelopment of a few parcels within this unit including the Sierra Center at Highway 50 and Ski Run, Sierra Shores Townhomes, and Fox Gas station at Takela Drive provide further improvement in the visual quality of the built environment.

2015 Comments: Redevelopment of Lake Tahoe Vacation Resort slightly increased mass but made significant improvements to exterior colors such that the increased mass does not have a scenic impact. US 50 curbs and sidewalks with landscaping are also an improvement.

Source: TRPA 2016

Table 3.7-3 Roadway Travel Unit #45 Scenic Threshold Ratings, 1982 - 2015

| Unit 42. Outlet (Placer County) | | | | | | | |
|---------------------------------|---------------------|-------------------|----------------------|----------------|------------|-----------------|---------|
| | Threshold Composite | Man-Made Features | Roadway Distractions | Road Structure | Lake Views | Landscape Views | Variety |
| 1982 | 10 | 1 | 2 | 3 | 1 | 1 | 2 |
| 1991 | 12 | 1 | 2 | 3 | 1 | 2 | 3 |
| 1996 | 12 | 1 | 2 | 3 | 1 | 2 | 3 |
| 2001 | 12.5 | 1.5 | 2 | 3 | 1 | 2 | 3 |
| 2006 | 12.5 | 1.5 | 2 | 3 | 1 | 2 | 3 |
| 2011 | 13 | 2.5 | 2 | 3 | 1 | 2 | 3 |
| 2015 | 13 | 2.5 | 2 | 3 | 1 | 2 | 3 |

1991 Comments: Correction to 1986 ratings in landscape views and variety subcomponents.

1996 Comments: No comments.

2001 Comments: Painting the structures at the Caltrans maintenance facility and completion of the drainage pond/SEZ restoration project have slightly improved the man-made features element in this unit. An increase in river related recreation congestion could threaten roadway distractions. This unit is not in threshold attainment and is at risk.

2006 Comments: No comments.

2011 Comments: A new office building on Highway 89 just west of the intersection with Highway 28 has an attractive, contemporary design. It features landscape screening along the west façade, and dark colors that recede in the overall landscape. The parking area in front and to the sides of the building is now unscreened from the roadway and merges visually with the large parking area to the west to form an unattractive expanse of paving. A new Caltrans building to the north of Highway 89 is set back from the roadway behind a forest screen. The building has dark colored siding and a dark roof, all of which help minimize its visual impact.

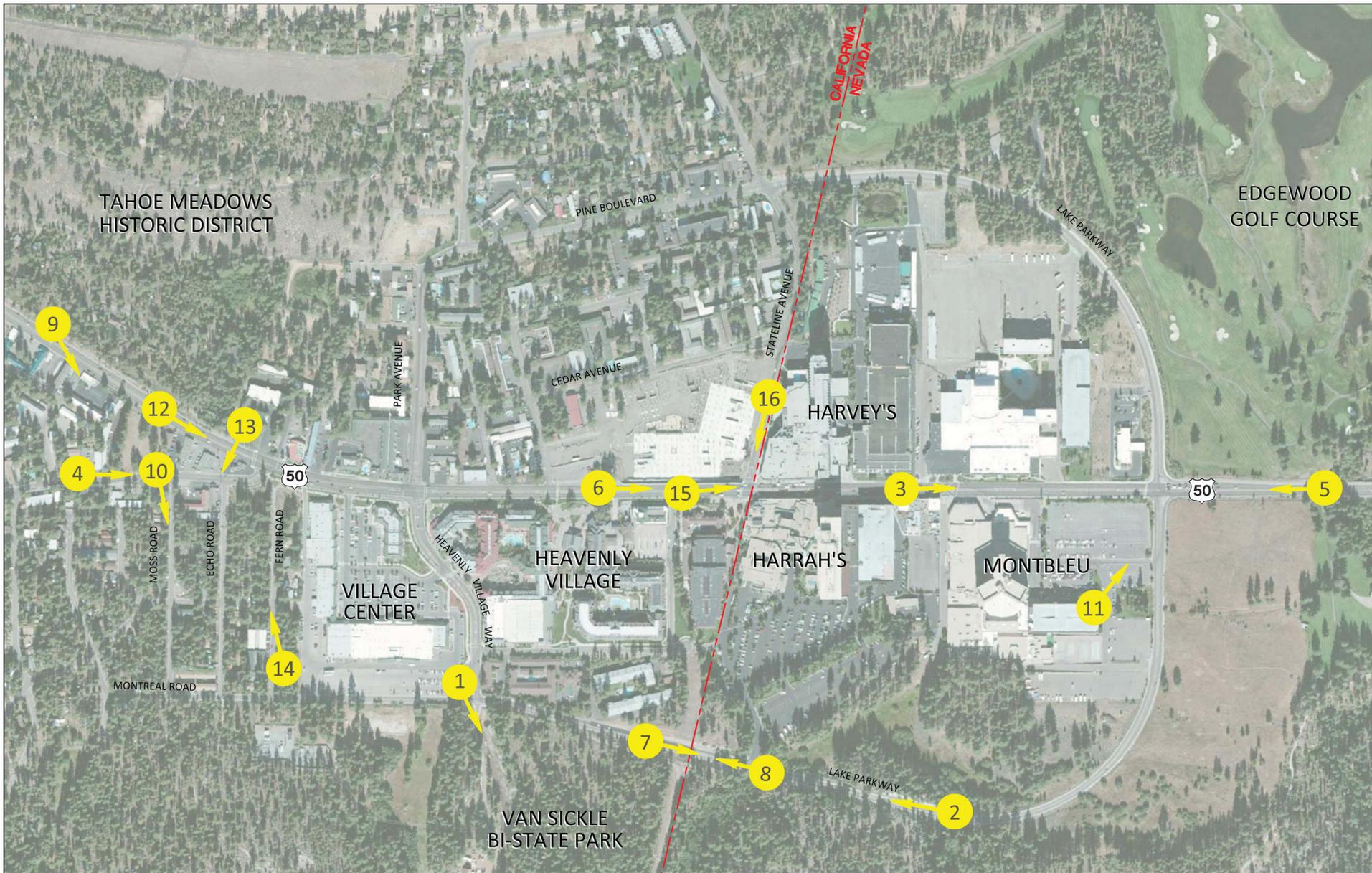
2015 Comments: No comments.

Source: TRPA 2016

Table 3.7-4 Roadway Travel Units Scenic Resources, 2015 Scenic Quality Ratings

| Unit 42. Outlet (Placer County) | | | | | | | | |
|---------------------------------|---------------------|------------------------|-------|-----------|---------|------------|----------------------------|------------------|
| Roadway Unit Name | Roadway Unit Number | Scenic Resource Number | Unity | Vividness | Variety | Intactness | Composite Threshold Rating | Threshold Status |
| Casino Area | 32 | 32.1 | 1 | 1 | 1 | 1 | 4 | Attainment |
| | | 32.2 | 2 | 1 | 1 | 1 | 5 | Attainment |
| | | 32.3 | 2 | 2 | 3 | 2 | 9 | Attainment |
| | | 32.4 | 3 | 3 | 3 | 2 | 11 | Attainment |
| The Strip | 33 | 33.2 | 2 | 2 | 3 | 2 | 9 | Attainment |
| Pioneer Trail, North | 45 | 45.1 | 2 | 2 | 2 | 0 | 6 | Attainment |
| | | 45.2 | 1 | 2 | 1 | 1 | 5 | Attainment |

Source: TRPA 2016



Source: TTD et al. 2015



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Exhibit 3.7-4

Map of Illustration Viewpoints

Table 3.7-5 Existing Visual Quality of Key Viewpoints in the Study Area

| Key Observation Points | Existing Visual Quality Rating | Applicable to Alternative B, C, D or E |
|--|--------------------------------|--|
| Viewpoint 1- Parking lot looking toward the intersection of Heavenly Village Way and Montreal Road/Lake Parkway (View of Road) | 3.06 | Alternatives B, C, D |
| Viewpoint 2 – On Lake Parkway East looking southwest | 4.61 | Alternatives B, C, D |
| Viewpoint 3 – U.S. 50 adjacent to Montbleu looking northeast | 2.67 | Alternatives B, C, D |
| Viewpoint 4 – Intersection of Pioneer Trail and U.S. 50 looking northeast | 2.06 | Alternatives B, C |
| Viewpoint 5 – U.S. 50 between Kingsbury Grade and Lake Parkway looking southwest | 2.5 | Alternatives B, C, D |
| Viewpoint 6 – U.S. 50 Casino Core looking northeast | 3 | Alternatives B, D |
| Viewpoint 7 – Along Lake Parkway at the California/Nevada State Line looking northeast | 4.33 | Alternatives B, D |
| Viewpoint 8 – Along Lake Parkway at Harrah's entrance looking southwest | 4.06 | Alternatives B, D |
| Viewpoint 9 – Along U.S. 50 south of Midway Road looking east | 3 | Alternatives B, C |
| Viewpoint 10 – Pioneer Trail, south of the Moss Road/Pioneer Trail Intersection looking northeast | 2.11 | Alternatives B, C |
| Viewpoint 11 - On the Montbleu Hotel Parking Structure looking northwest (View of Road) | 5 | Alternatives B, D |
| Viewpoint 12 – U.S. 50 between Pioneer Trail and Midway Road looking northeast | 3.22 | Alternative D |
| Viewpoint 13 – Looking east toward U.S. 50 west of Pioneer Trail Intersection (View of Road) | 3.56 | Alternative D |
| Viewpoint 14 – On Fern Road looking west | 3.44 | Alternative D |
| Viewpoint 15 – U.S. 50 at Transit Way in Casino Corridor looking northeast | 2.17 | Alternative E |
| Viewpoint 16 – Stateline Avenue looking east | 2.72 | Alternative E |

Source: TTD et al. 2015:43 - 44

3.7.3 Environmental Consequences

METHODS AND ASSUMPTIONS

Methods outlined in the FHWA guidelines for the visual assessment of highway projects, and that comprise the TRPA scenic threshold monitoring system, were used to study the project's potential impacts on visual resources (Appendix G). The FHWA methods are based on visual characteristics of the landscape. The process involves examining the existing visual setting and determining how the project would change the appearance of the area. Visual quality was evaluated by assessing three visual characteristics; vividness, intactness, and unity. Vividness is defined as the visual power or memorability of landscape components as they combine in distinctive visual patterns. Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. Unity is the visual coherence and compositional harmony of the landscape considered as a whole. The *Visual Impact Assessment – US 50/South Shore Community Revitalization Project* included in Appendix G contains a detailed discussion of the methodology employed in this assessment.

The TRPA scenic threshold monitoring system is also based on characteristics of the visual landscape (TRPA 2010). The condition of these characteristics, when considered as a group and expressed as a numerical rating, represents the relative level of excellence in scenic quality that the visual landscape exhibits. Assessing the condition of the characteristics under pre- and post-project scenarios provides an understanding of the status of scenic quality.

As a study tool for this EIR/EIS/EIS, illustrations have been prepared to demonstrate the appearance of the project in 15 different views. They illustrate the planned realignment of the highway and other structural features that would be required. Exhibit 3.7-4 shows a map of the viewpoint location and direction of view for each of the illustrations. The existing views and corresponding illustrations are presented in Exhibits 3.7-5 through 3.7-20. Because specific features of the project have not progressed to final design at this stage, the aesthetic character of the project as shown in the illustrations is conceptual, but provides a reasonable representation of its potential appearance. Details regarding form, materials, colors, and textures would be determined during final design.

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. Context means that the significance of the action must be considered in terms of the region as whole, affected interests, and the specific locality. Intensity refers to the severity of an effect. Under NEPA, the significance of an effect is used solely to determine whether an EIS must be prepared. For scenic resources, a locally preferred action's effect on the quality of the visual environment is considered. A decrease in numerical ratings listed in scenic inventory maintained by TRPA would indicate an adverse impact.

TRPA Criteria

The Scenic Resources/Community Design, and Light and Glare criteria from the TRPA Initial Environmental Checklist were used to develop significance criteria to evaluate the visual resources/aesthetic impacts of the alternatives. Impacts would be significant if the project would:

- ▲ decrease the Travel Route rating of roadway travel units;
- ▲ be inconsistent with the TRPA SQIP, TRPA Design Review Guidelines, or applicable height and design standards;
- ▲ decrease the Scenic Quality rating of TRPA-listed scenic resources visible from roadway travel units or bicycle trails and recreation areas;
- ▲ block or cause substantial degradation of a scenic vista listed in TRPA's scenic resources inventory; or
- ▲ create new sources of light or glare that are more substantial than other light or glare in the area, or cause exterior light to be cast off-site.

CEQA Criteria

To determine whether environmental impacts to visual resources/aesthetics are significant environmental effects, Appendix G of the State CEQA Guidelines asks whether a project would do any of the following:

- ▲ substantially degrade the existing visual character or quality of the project site and its surroundings;
- ▲ substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings;
- ▲ have a substantial adverse effect on a scenic vista; or
- ▲ create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

Because the project site does not afford direct views of Lake Tahoe, effects of the US 50/South Shore Community Revitalization Project on such views are not discussed further in this section. Similarly, the project site is not in view from any TRPA Shoreline Travel Routes. Therefore, effects on Shoreline Travel Route ratings are not discussed further.

Impact 3.7-1: Degradation of scenic quality and visual character

Build Alternatives B through E would involve physical changes within the project site that would be visually evident to the public. Depending on the nature and intensity of project-related changes, they could potentially degrade the existing visual quality or character of the site and its surroundings, including a potential decrease in the TRPA Travel Route rating of roadway travel units or inconsistency with the TRPA SQIP, TRPA Design Review Guidelines, or applicable height and design standards. Under Alternatives B, C, and D, the existing four-lane US 50 through the tourist core would be reconfigured as a two-lane roadway. Lake Parkway and Montreal Road would be developed as the realigned US 50, either as a four-lane or two-lane roadway, depending on the alternative. A new section of roadway would be built from Montreal Road at Fern Road connecting to existing US 50 near what is now the intersection of US 50 and Pioneer Trail through an existing neighborhood. Under Alternative E, no changes to existing roadways would occur, except the removal of the signalized at-grade pedestrian scramble between Montbleu Resort Casino and Spa and the Hard Rock Hotel and Casino. Instead, an elevated pedestrian skywalk structure would be constructed over US 50 through the Casino Core from Stateline Avenue to the north end of the Montbleu Resort Casino.

Most effects on scenic quality from implementation of Alternatives B, C, and D would result in a mix of impacts either because no changes in visual conditions would occur, changes that would occur would be visually beneficial, or changes would be compatible with existing conditions. Proposals for the mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting, so it is unlikely that there would be a significant difference between the build alternatives with the transportation improvements alone or with the mixed-use development. Development of Alternative E would result in scenic quality impacts, because it would cause a decrease in the travel route rating for Roadway Travel Unit #32 due to a decline in scenic quality from the covering of the road with a pedestrian structure. Effects on visual character associated with Alternatives B, C, and D within the residential neighborhood between Montreal Road and Pioneer Trail and from Alternative E within the tourist core would result in the greatest impacts, because they would substantially degrade visual character in the immediate area.

| | |
|----------------------------------|--|
| NEPA Environmental Consequences: | Adverse Effect for Alternatives B, C, D, and E after implementation of Mitigation Measures 3.7-1a and 3.7-1b have been incorporated into Alternative B, C, D, and E to further reduce to the extent feasible the environmental consequences related to the degradation of scenic quality and visual character; No Impact for Alternative A |
| CEQA/TRPA Impact Determinations: | Significant and Unavoidable for Alternatives B, C, D, and E after implementation of Mitigation Measures 3.7-1a and 3.7-1b; No Impact for Alternative A |

Table 3.7-6 summarizes the effect on Threshold Composite ratings for Roadway Travel Units 32, 33, and 45 for each project alternative. Table 3.7-7 summarizes the effect on ratings of Scenic Resources for each project alternative.

Table 3.7-6 Threshold Ratings of Roadway Travel Units 32, 33, and 45 with Implementation of Alternatives

| | Roadway Travel Unit 32 | | Roadway Travel Unit 33 | | Roadway Travel Unit 45 | |
|---|------------------------|-------------------------------|--------------------------------------|-------------------------------|------------------------|-------------------------------|
| | Existing Rating | Effect of Alternatives | Existing Rating | Effect of Alternatives | Existing Rating | Effect of Alternatives |
| Alternative A | | | | | | |
| Threshold Composite | 14.5 | No change | 14.5 | No change | 11.5 | No change |
| Status | Non-attainment | Non-attainment | Non-attainment | Non-attainment | Non-attainment | Non-attainment |
| Alternatives B, C, and D | | | | | | |
| Threshold Composite | 14.5 | Increased rating | 14.5 | Increased rating | 11.5 | Increased rating |
| Status | Non-attainment | To be determined ¹ | Non-attainment | To be determined ¹ | Non-attainment | To be determined ¹ |
| Alternative E | | | | | | |
| Threshold Composite | 14.5 | Decreased rating | Roadway Units 33 and 45 not affected | | | |
| Status | Non-attainment | Non-attainment | | | | |
| ¹ Determination of threshold rating would be made during the subsequent TRPA Threshold Monitoring process. | | | | | | |
| Source: TRPA 2016; TTD et al. 2015:148, 150, 154 | | | | | | |

Table 3.7-7 Scenic Quality Rating of Scenic Resources in Roadway Travel Units 32 and 33 with Implementation of Alternatives

| | Score | Status |
|---|-----------------------------------|------------|
| Roadway Travel Unit 32 (Scenic Resource Number 32.2) | | |
| Existing Conditions | 4 | Attainment |
| Alternative B | Increased rating | Attainment |
| Alternative C | Increased rating | Attainment |
| Alternative D | Increased rating | Attainment |
| Alternative E | Increased rating | Attainment |
| Roadway Travel Unit 33 (Scenic Resource Number 33.2) | | |
| Existing Conditions | 9 | Attainment |
| Alternative B | Increased rating | Attainment |
| Alternative C | Increased rating | Attainment |
| Alternative D | Increased rating | Attainment |
| Alternative E | Scenic Resource 33.2 not affected | |
| Source: TRPA 2016; TTD et al. 2015:149, 153, 156 | | |

Alternative A: No Build (No Project)

Under Alternative A, no changes to existing roadways, pedestrian facilities, or the bicycle network would occur. Existing visual conditions would be retained throughout the study area. There would be no changes to scenic quality or visual character. Therefore, there would be **no impact** for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Photos of existing conditions paired with corresponding conceptual illustrations of Alternative B features are shown in Exhibits 3.7-5 through 3.7-12.

Existing View at Viewpoint 3



Visual Simulation at Viewpoint 3 for Alternative B (also applicable to Alternatives C and D)



Source: TTD et al. 2015

X11010010 02 055

Exhibit 3.7-5

**Viewpoint 3 – Existing and Proposed US 50
Looking Northeast – Alternative B**



Source: Design Workshop 2016

X11010010 02 080

Exhibit 3.7-6

**Viewpoint 6 – Proposed US 50 (with Cycle Track)
Looking North – Alternative B**

Existing View at Viewpoint 2



Visual Simulation at Viewpoint 2 for Alternative B (also applicable to Alternatives C and D)



Source: Design Workshop and TTD 2015

X11010010 02.006

Exhibit 3.7-7

**Viewpoint 2 – Existing and Proposed
Lake Parkway Looking Northeast – Alternatives B and D**

Existing View at Viewpoint 1



Visual Simulation at Viewpoint 1 for Alternative B (also applicable to Alternatives C and D)



Source: Design Workshop and TTD 2015

411010010 02 007

Exhibit 3.7-8

**Viewpoint 1 – Existing and Proposed
Entry to Van Sickle Bi-State Park – Alternatives B and D**

Existing View at Viewpoint 8



Visual Simulation at Viewpoint 8 for Alternative B (also applicable to Alternative D)



Source: Design Workshop and TTD 2015

X11010010 02 008

Exhibit 3.7-9

**Viewpoint 8 – Existing and Proposed
Lake Parkway Looking Southwest – Alternatives B and D**

Existing View at Viewpoint 4



Visual Simulation at Viewpoint 4 for Alternative B



Source: TTD et al. 2015

X11010010 02 060

Exhibit 3.7-10

**Viewpoint 4 – Existing and Proposed Pioneer Trail and US 50
Looking Northeast – Alternative B**

Existing View at Viewpoint 9



Visual Simulation at Viewpoint 9 for Alternative B



Source: TTD et al. 2015

X1.1010010 02 056

Exhibit 3.7-11

Viewpoint 9 – Existing and Proposed US 50 Looking East – Alternative B

Existing View at Viewpoint 5



Visual Simulation at Viewpoint 5 for Alternative B (also applicable to Alternative D)



Source: TTD et al. 2016

X11010010 02 057

Exhibit 3.7-12 Viewpoint 5 – Existing and Proposed US 50 Looking Southwest – Alternatives B and D

Alternative B would involve realignment of US 50 around the tourist core. Existing US 50 would become a two-lane local roadway (one travel lane in each direction with turn pockets and expanded pedestrian and bicycle facilities) maintained by the City of South Lake Tahoe in California and Douglas County in Nevada. This locally maintained road would follow the existing US 50 alignment through the tourist core and resort-casinos (Exhibit 3.7-5). The width of the travel lanes would be reduced, bicycle lanes or a two-way cycle track would be added, and pedestrian and streetscape improvements would be implemented (Exhibit 3.7-6). Intersections with Stateline Avenue and Friday Avenue would be reconfigured for reduced through lanes. Lake Parkway West, which currently has one travel lane in each direction and a center turn lane, could as an option be restriped to provide two travel lanes in each direction with a center turn lane. Stateline Avenue would be restriped to provide additional lanes between US 50 and Cedar Avenue.

The new, rerouted US 50 would diverge at a point southwest of the existing intersection with Pioneer Trail through a vacant City-owned parcel and would pass behind a triangle of buildings that include 7-Eleven and other businesses. It would cross Pioneer Trail west of Moss Road and continue through the Rocky Point residential neighborhood crossing Primrose Road, Moss Road, and Echo Road before aligning with Montreal Road where it intersects with Fern Road (as shown in Exhibit 2-2 in Chapter 2, "Proposed Project and Project Alternatives"). Sound barriers with a height of 6 to 8 feet (such as walls, berms, or a combination) have been identified as a potential mitigation option for reducing significant noise impacts in this area, ranging in length from approximately 800 feet to 1,200 feet (See Section 3.15, "Noise and Vibration").

Realigned US 50 would generally use the existing alignment of Montreal Road and Lake Parkway East around the east side of the resort-casinos to the point where Lake Parkway now intersects with existing US 50. This intersection would be either redeveloped as a two-lane roundabout or expanded as a signalized intersection. No changes are proposed for the meadow located east of the US 50/Lake Parkway intersection (see Exhibit 3.7-12). The intersections with Heavenly Village Way and Harrah's Drive would be signalized. The entire length of the realigned portion of US 50 would be a four-lane highway (two travel lanes in each direction with turn pockets). The existing gondola support pole on the east side of Lake Parkway would be retained in its present location and would occupy the center median of the new four-lane highway (Exhibit 3.7-7). Widening the road to four lanes along the current Lake Parkway alignment would require acquisition of additional right-of-way and construction of retaining walls along the east side of realigned US 50. The retaining walls would be constructed in the area from the entrance road to Van Sickle Bi-State Park to about 900 feet east of Harrah's Driveway. The walls would range in maximum height from 6 feet to 18 feet. The width of the paved surface of Lake Parkway currently varies from about 35 feet to 45 feet. The expanded four-lane roadway would range in width from 59 feet to 112 feet.

Sidewalks would be developed along both sides of realigned US 50 between Pioneer Trail and Heavenly Village Way at the entrance to Van Sickle Bi-State Park (Exhibit 3.7-8). A sidewalk would be built along the casino side of realigned US 50 between Heavenly Village Way and the US 50/Lake Parkway intersection. A new pedestrian pathway and bridge over realigned US 50 would be constructed between Bellamy Court and Van Sickle Bi-State Park near the California/Nevada state line (on the California side) to connect the tourist core with the bi-state park. Users would be directed to the park's main entrance at Heavenly Village Way via a walkway at the top of the retaining wall on the east side of realigned US 50.

Transportation Improvements

Pioneer Trail to Lake Parkway: In the area from Pioneer Trail to Lake Parkway, changes in visual conditions would occur with the conversion of US 50 from a four-lane highway to a two-lane local street. Motorists, cyclists, and pedestrians within the tourist core, as well as employees and patrons of businesses located there, would see the changes. This stretch of roadway would become more pedestrian- and cyclist-oriented and would have less traffic and fewer vehicles (Exhibits 3.7-9, 3.7-10, and 3.7-11). Intersection modifications would either maintain or improve visual quality. Streetscape improvements and the reduced width of the roadway would improve visual quality while the urban visual character of the corridor would be maintained. The area would become a more attractive and inviting place. Compared to the existing roadway environment, the level of visual unity would increase.

As shown in Table 3.7-6, the TRPA Roadway Travel Unit composite score for Unit #32 and the scenic quality rating of scenic resources would increase. The score for Unit #33, of which only a portion is within the project site, would be unchanged; however, the scenic quality rating of scenic resource 32.2 would increase. Implementing Alternative B would be an improvement on scenic quality and visual character in this part of the study area.

Lake Parkway and Montreal Road: Along Lake Parkway and Montreal Road, expansion of the existing roadway from two lanes to a four-lane highway and development of related facilities, including turn pockets, signalized intersections, retaining walls, a pedestrian overcrossing, and sidewalks, would change the existing visual conditions of the road corridor. Motorists, cyclists, and pedestrians on the realigned highway would see these changes. Occupants of lodging accommodations at the Forest Suites Resort on the east side of Bellamy Court may also see portions of the expanded road. Recreationists at Van Sickle Bi-State Park would have little or no view of the project site once inside the park because of screening by topography and existing tree cover. A master plan for further development of use areas within the park was completed in 2006 but was never adopted. Whether future use areas would provide views of realigned US 50 is uncertain.

Compared to existing Lake Parkway, realigned US 50 would appear two to three times wider and much more heavily traveled. Retaining walls would be constructed to contain new cut slopes in places along the east side of the road. The walls would be in full view from the road. The new pedestrian overcrossing near the California/Nevada state line would be seen spanning the roadway (Exhibit 3.7-9). The proposed new features of Alternative B along Lake Parkway and Montreal Road would reduce the level of intactness of the landscape and its freedom from encroaching elements, but not enough to substantially degrade the visual quality of the setting. The existing visual character of the area would be maintained through implementation of various design elements. The realigned highway would be designed in accordance with all applicable design standards and guidelines. The project would include improvements to the entrance to Van Sickle Bi-State Park (as depicted in Exhibit 3.7-8). The retaining walls and pedestrian overcrossing would be given context-sensitive aesthetic treatments. The overcrossing would serve as a gateway between California and Nevada. Lake Parkway is not a TRPA roadway travel unit and therefore has no roadway travel unit rating; however, with relocation of US 50, TRPA may decide to designate a new travel route or redesignate the locations of existing travel routes during the next threshold assessment process. Implementing Alternative B would have minor effects on scenic quality and visual character in this part of the project site.

Pioneer Trail to Montreal Road: Realigning US 50 through the existing Rocky Point residential neighborhood between Pioneer Trail and Montreal Road would cause substantial changes in visual conditions. The re-alignment of US 50 through the Rocky Point neighborhood would modify the visual character of the area, in part because of required displacement of existing, primarily residential buildings and uses that create its neighborhood character. The alignment would require the acquisition of 99 parcels of land, displacement of 76 housing units along with four motels and four other business establishments, and associated removal of trees.

Implementation of the project through this neighborhood would open long-distance, landscape views from some neighborhood viewpoints, because of building and tree removal, and block other existing views as a result of the construction of the highway and its noise barriers. The Rocky Point neighborhood appearance, as seen from residences, includes mature Jeffrey pine trees interspersed with residences (see Exhibit 3.7-3). Views between residences across open yards lend an internal openness to the visual character of parts of the neighborhood. However, there are also some properties in which the area in front of the residence is used for parking by multiple vehicles. The residences have limited, existing, long-distance views of the mountains to the east and southeast, which are obstructed by the trees and buildings within the neighborhood. The Heavenly gondola is the most prominent built feature visible within the adjacent forested and mountain landscape. Along with removal of residences, the project would also remove trees to construct the realigned highway. The highway would include a noise barrier, consisting of a landscaped berm and wall combination, of between 6 and 8 feet in height, adjacent to the highway for its full length through the neighborhood. These changes would result in more open views of the forested land east of Montreal Road and the mountains to the east and southeast for some viewpoints and view directions. From other vantage

points looking toward the highway, the proposed berm/wall structure would be apparent as a new built feature through the neighborhood with a visible, continuous wall mass. While the barrier design is intended to minimize the wall component by construction of an earthen berm with landscape plantings, a substantial amount of structural mass would be visible adjacent to the highway from neighborhood vantage points near the project.

The existing character of the Rocky Point neighborhood is a residential area consisting of single-family homes and a few multi-family residences traversed by a grid of narrow, local roads. The quality of the visual character in the neighborhood is varied as a result of a mix of residences that are well maintained with other residences that have not been well cared for and appear rundown. During peak visitation periods throughout the year, the roads in this neighborhood are heavily used as a cut-through option to avoid traveling through the tourist core. These roads and this neighborhood were not designed to accommodate heavy traffic, which further degrades the existing visual quality and character of the neighborhood.

The realigned US 50 through the neighborhood would remove residences and trees, as well as replace local roads with a highway that, combined with the sidewalk, sound wall, and landscaped berms, introduces a new visible barrier that would create the appearance of a built edge or boundary, limiting views from the remaining residences along the highway (see Exhibit 3.7-21). The sidewalks would be an amenity for the residents and the sound wall and landscaped berms would be designed for compatibility with surrounding forest and neighborhood setting by using natural materials and native plants and trees. Nonetheless, residents' existing views from within the neighborhood of homes, open yards, and local streets would be replaced with a new continuous, structural border or edge of the neighborhood with views of the berm and noise wall mass, which would enclose and diminish the existing neighborhood visual character from vantage points near the highway.

The neighborhood setting and visual character of the area, which some residents have expressed as desirable, would be substantially changed by the project. The view of the proposed alignment would be that of a four-lane roadway with pedestrian and bicycle facilities surrounded on either side by a greenbelt containing landscaped, earthen berms and integrated with walls treated with a stone pattern. The landscaped berms and wall provide visual interest and texture, as well as perform a sound attenuating function. The realigned US 50 would be designed in accordance with all applicable standards and guidelines and, thus, would exhibit a high level of design quality; however, the design quality would not avoid the introduction of a substantial new, visible structural edge formed by the noise barrier that would block some views and alter the open-yard, residential visual character of the neighborhood. Additionally, visual changes associated with the change in roadway size from a two-lane to a four-lane road would be substantial. The effect of implementing Alternative B on visual character in this segment of the alignment would be greater than described for the other road segments. These changes would result in benefits related to long-distant mountain and forest views from some viewpoints and substantial adverse changes from other vantage points within the Rocky Point neighborhood that look toward the realigned highway.

Considering the substantial adverse changes, the visual impacts on the neighborhood from implementing the Alternative B transportation improvements would be **significant** 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 visual impacts on the neighborhood.

Mixed-Use Development including Replacement Housing

Mixed-use development that includes replacement housing for housing units displaced by construction of the realigned segment of US 50 could potentially occur as part of the project with Alternative B. In addition to the houses and businesses displaced for the Alternative B transportation improvements, an additional 12 housing units, two motels, and 10 other businesses would be displaced. Three sites have been identified where the mixed-use development, including replacement housing, could be located (see Exhibits 2-9 and 2-10). With Alternative B, Site 1 would be located between existing US 50 and Pioneer Trail, immediately east of where realigned US 50 diverges from existing US 50. Development would front on realigned US 50 and

Pioneer Trail. Site 2 would be across Pioneer Trail from Site 1, in the northeast quadrant of the realigned US 50/Pioneer Trail intersection. Development would front on Pioneer Trail and realigned US 50. Site 3 would be located behind Raley's, along Montreal Road.

Sites 1, 2, and 3 are all near Heavenly Village Center. Other development is nearby. New mixed-use development at these sites would likely not, by itself, alter the visual character of the area in a substantial way. New development would need to comply with all applicable design standards and guidelines, including height standards, and would need to be oriented and designed in ways that avoid impacts to TRPA scenic threshold ratings for travel routes and scenic resources. The mixed-use development projects would have to undergo project-level environmental review once they are defined and submitted for permitting. Under these conditions, it is assumed that new mixed-use development on Sites 1, 2, and 3 would have few additional impacts beyond those described for the transportation improvements on scenic quality and visual character. For these reasons, development of the mixed-use development sites with Alternative B would result in a **less-than-significant** impact on scenic quality and visual character.

For the purposes of NEPA, the design features of the mixed-use development sites included in Alternative B would avoid or minimize scenic quality and visual character effects 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 would result in a similar potential for impacts to scenic quality and visual character 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 scenic quality and visual character 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 the visual character of the neighborhood between Pioneer Trail and Montreal Road.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements and mixed-use housing to further reduce to the extent feasible the visual impacts on the neighborhood.

Alternative C: Triangle One-Way

Photos of existing conditions paired with corresponding conceptual illustrations of Alternative C features are shown in Exhibits 3.7-5, 3.7-7, and 3.7-8 (same as Alternative B) and Exhibits 3.7-13 through 3.7-15.

Alternative C would be similar to Alternative B but would use different roadway configurations and vehicle travel patterns. US 50 would become two separate roadways each with travel in one direction. Through the tourist core it would be reduced to a two-lane roadway with one-way travel in the eastbound direction only. Lake Parkway would be improved to serve as a one-way, two-lane roadway restricted to westbound traffic only. The west end of new westbound US 50 would be routed from Montreal Road at Fern Road through an existing Rocky Point neighborhood to Pioneer Trail and on to existing US 50. A single bicycle lane would be developed along each of the two US 50 roadway segments, allowing one-way bicycle movement in the same direction as vehicles. See Exhibits 3.7-13 through 3.7-15.

The westbound US 50 component of Alternative C would utilize the same alignment as Alternative B but would have reduced right-of-way requirements, because it would be primarily a two-lane road instead of four lanes.

Existing View at Viewpoint 4



Visual Simulation at Viewpoint 4 for Alternative C



Source: TTD et al, 2015

X11010010 02 063

Exhibit 3.7-13

**Viewpoint 4 – Existing and Proposed Pioneer Trail and US 50
Looking Northeast – Alternative C**

Existing View at Viewpoint 9



Visual Simulation at Viewpoint 9 for Alternative C



Source: TTD et al. 2015

X1.1010010 02 065

Exhibit 3.7-14

Viewpoint 9 – Existing and Proposed US 50 Looking East – Alternative C

Existing View at Viewpoint 5



Visual Simulation at Viewpoint 5 for Alternative C



Source: TTD et al. 2015

X1.1010010 02 064

Exhibit 3.7-15

Viewpoint 5 – Existing and Proposed US 50 Looking Southwest – Alternative C

Transportation Improvements

The impacts on scenic quality and visual character of the Alternative C transportation improvements would be essentially the same as those of Alternative B discussed above. It would require the acquisition of 97 parcels of land and displacement of 71 housing units along with four motels. As shown in Table 3.7-6, the TRPA Roadway Travel Unit composite score for Unit #32 would increase, and the scenic quality rating of scenic resources within Unit #32 affected by the project (Scenic Resource #32.2) would also increase. The score for Unit #33, of which only a portion is within the project limits, would be unchanged; however, the scenic quality rating of scenic resources within Unit #33 (Scenic Resource #33.2) would increase. Impacts from Pioneer Trail to Lake Parkway through the tourist core would be a visual improvement; impacts along Lake Parkway and Montreal would have some minor effect; and from Pioneer Trail to Montreal Road would be much greater.

Therefore, overall, impacts of implementing the Alternative C transportation improvements would be **significant** 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 visual impacts on the neighborhood.

Mixed-Use Development including Replacement Housing

The impacts on scenic quality and visual character of the Alternative C mixed-use development sites that include replacement housing would be the same as those of Alternative B. As with Alternative B, an additional 12 housing units, two motels, and 10 businesses would be displaced. Proposals for mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting. It is assumed that new mixed-use development on Sites 1, 2, and 3 would have few additional impacts beyond those described for the transportation improvements on scenic quality and visual character. For these reasons, development of the mixed-use development sites with Alternative C would result in a **less-than-significant** impact on scenic quality and visual character.

For the purposes of NEPA, the design features of the mixed-use development sites included in Alternative C would avoid or minimize scenic quality and visual character effects 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 would result in a similar potential for impacts to scenic quality and visual character as described above 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 scenic quality and visual character 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 the visual character of the neighborhood between Pioneer Trail and Montreal Road.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements and mixed-use housing to further reduce to the extent feasible the visual impacts on the neighborhood.

Alternative D: Project Study Report Alternative 2

Photos of existing conditions paired with corresponding conceptual illustrations of Alternative D features are shown in Exhibits 3.7-5 through 3.7-8, 3.7-11, and 3.7-12 (same as Alternative B) and Exhibits 3.7-16 through 3.7-18.

Existing View at Viewpoint 12



Visual Simulation at Viewpoint 12 for Alternative D



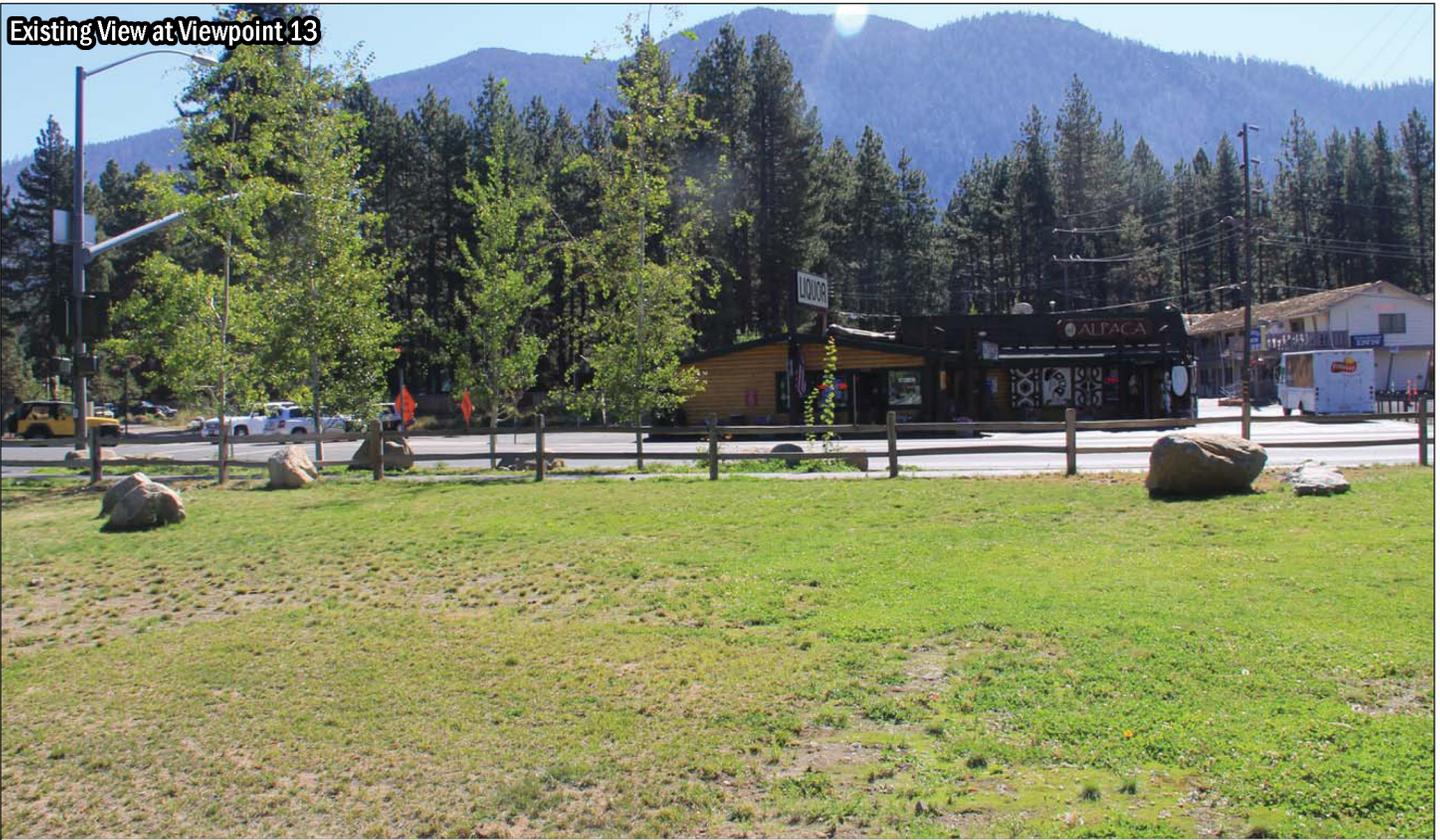
Source: TTD et al. 2015

X11010010-02-067

Exhibit 3.7-16

Viewpoint 12 - Existing and Proposed US 50 Looking Northeast - Alternative D

Existing View at Viewpoint 13



Visual Simulation at Viewpoint 13 for Alternative D



Source: TTD et al. 2015

X11010010 02.068

Existing View at Viewpoint 14



Visual Simulation at Viewpoint 14 for Alternative D



Source: TTD et al. 2015

X11010010 02 069

Exhibit 3.7-18

**Viewpoint 14 – Existing Fern Road and Realigned US 50
Looking West – Alternative D**

Alternative D is the same as Alternative B except that realigned US 50 would diverge from existing US 50 at a point approximately 500 feet farther east than Alternative B. It would begin at a new Pioneer Trail intersection centered between Echo Road and Fern Road. Other aspects of the Alternative D transportation improvements would be the same as Alternative B. Alternative D would pass through the same residential neighborhood as Alternative B but on a different alignment. See Exhibits 3.7-16 through 3.7-18.

Transportation Improvements

The impacts on scenic quality and visual character of the Alternative D transportation improvements would be similar to the other build alternatives, although slightly less severe than Alternatives B and C, because the alignment of realigned US 50 would be shifted north closer to the Heavenly Village Center in the Rocky Point neighborhood. It would require the acquisition of 78 parcels of land and displacement of 68 housing units along with two motel and five other business establishments. As shown in Table 3.7-6, the TRPA Roadway Travel Unit composite score for Unit #32 would increase, and the scenic quality rating of scenic resources would also increase. The score for Unit #33, of which only a portion is within the project limits, would be unchanged; however, the scenic quality rating of scenic resources would increase. Impacts from Pioneer Trail to Lake Parkway would be a visual improvement; impacts along Lake Parkway and Montreal would have some minor effect; and from Pioneer Trail to Montreal Road would be much greater.

Therefore, overall, impacts of implementing the Alternative D transportation improvements would be **significant** 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 visual impacts on the neighborhood.

Mixed-Use Development including Replacement Housing

The impacts on scenic quality and visual character of the Alternative D mixed-use development sites would be similar to those of Alternative B. An additional 10 housing units and three businesses would be displaced. With Alternative D, Site 1A for the mixed-use development would be on the west side of realigned US 50 between existing US 50 and Pioneer Trail, while Site 1B would also be on the west side of realigned US 50 but immediately east of Pioneer Trail. Site 2 would be immediately east of realigned US 50 and along the east side of existing US 50. Site 3 would be in the same location as described above for Alternative B. New mixed-use development on Sites 1, 2, and 3 would have few additional impacts beyond those described for the transportation improvements on scenic quality and visual character. For these reasons, development of the mixed-use development sites with Alternative D would result in a **less-than-significant** impact on scenic quality and visual character.

For the purposes of NEPA, the design features of the mixed-use development sites included in Alternative D would avoid or minimize scenic quality and visual character effects 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 would result in a similar potential for impacts to scenic quality and visual character as described above for the replacement housing for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on scenic quality and visual character 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 the visual character of the neighborhood between Pioneer Trail and Montreal Road.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements and mixed-use housing to further reduce to the extent feasible the visual impacts on the neighborhood.

Alternative E: Skywalk

Photos of existing conditions paired with corresponding conceptual illustrations of Alternative E features are shown in Exhibits 3.7-19 and 3.7-20.

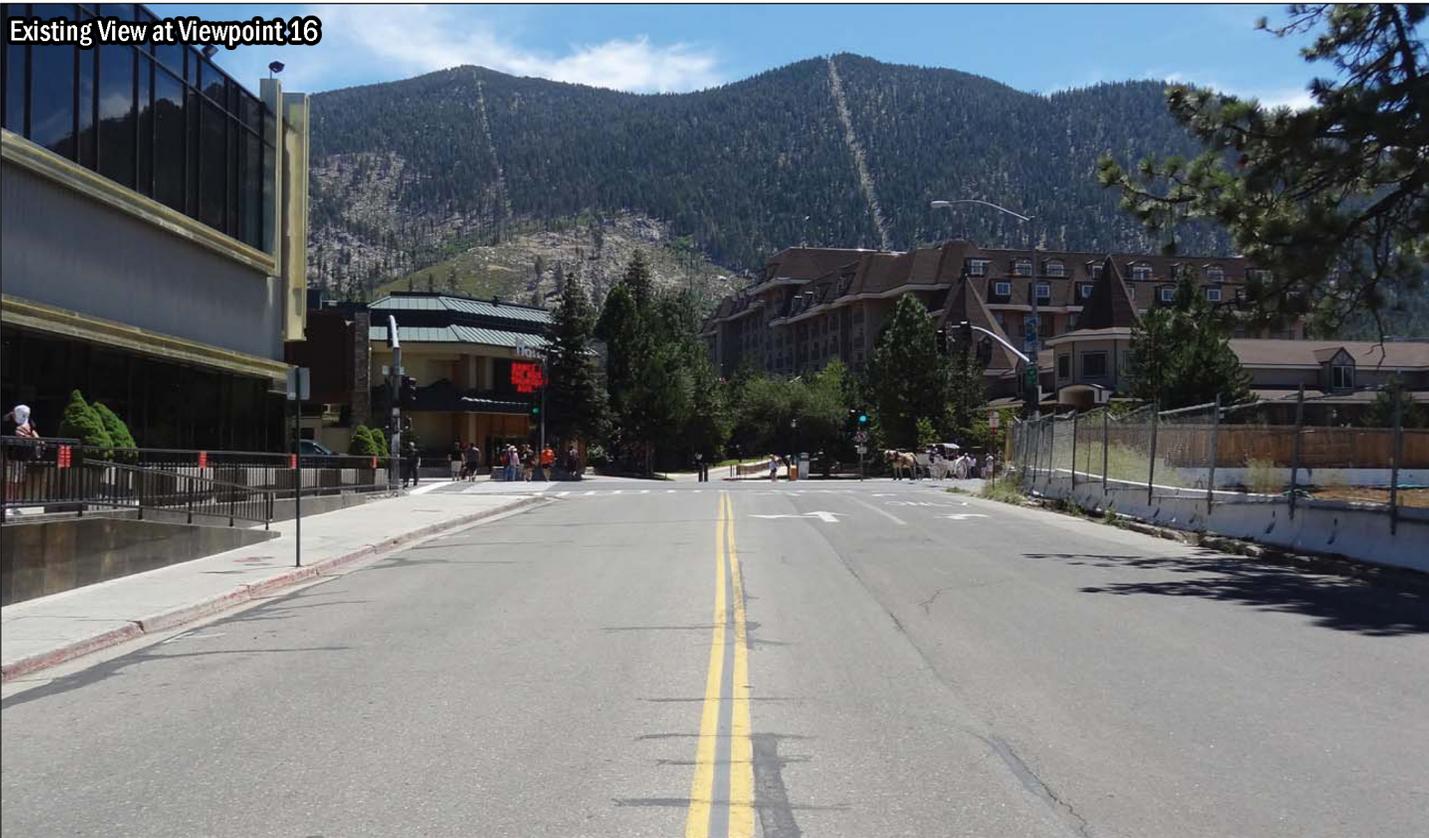
Under Alternative E, no changes to US 50, Lake Parkway, or any other roadways or bicycle facilities would occur. Instead, an elevated pedestrian skywalk structure would be constructed above the highway from Stateline Avenue to the north end of the Montbleu Resort Casino, a distance of about 1,200 feet. The existing crosswalk scramble between the Hard Rock Hotel and Casino and the Montbleu Resort Casino would be removed. The deck of the pedestrian skywalk would provide a plaza-like space above the highway. Traffic on US 50 would pass below the skywalk. See Exhibits 3.7-19 and 3.7-20.

The elevated skywalk would enclose the highway. It would be a continuous overhead structure directly above the roadway from the eastbound shoulder to the westbound shoulder and from Stateline Avenue to the far end of the Montbleu Resort Casino. The sidewalks on either side of US 50 would be retained but crossing the road at ground level at locations other than Stateline Avenue and Lake Parkway would be prohibited. Pedestrians would be required to use the elevated skywalk to cross the highway or the existing pedestrian tunnel between Harrah's and Harvey's.

The elevated skywalk would be a massive, new, human-made feature within Roadway Travel Unit #32 and would be seen by motorists on US 50 traveling in either direction as they approach the skywalk and they travel beneath it. As indicated in Table 3.7-6, the Scenic Quality Rating under Alternative E would increase because of an increase in vividness and the variety of modern materials that would be used to develop the Skywalk over US 50 within Roadway Travel Unit 32. However, the visual dominance of the skywalk would cause a decrease in the travel route rating for Roadway Travel Unit #32, indicating an adverse effect on scenic quality. In views from the road, the skywalk would decrease the intactness and unity of the setting causing scenic quality to decline. Furthermore, the visual presence of the skywalk structure and its enclosure of the highway would substantially degrade the character of the roadway corridor as experienced by motorists. This would be a **significant** impact for purposes of CEQA, and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative E to further reduce to the extent feasible adverse effects on scenic quality and visual character.

Existing View at Viewpoint 16



Visual Simulation at Viewpoint 16 for Alternative E



Source: TTD et al. 2015

X11010010 02 071

Exhibit 3.7-19

**Viewpoint 16 – Existing and Proposed Stateline Avenue
Looking Southeast – Alternative E**

Existing View at Viewpoint 15



Visual Simulation at Viewpoint 15 for Alternative E



Source: TTD et al. 2015

X11010010 02 070

Exhibit 3.7-20

Viewpoint 15 – Existing and Proposed US 50 Looking North – Alternative E

Impact 3.7-2: Interference with or disruption of scenic vistas or scenic resources

Vertical components of the project, such as supports for traffic signals and light standards, have insufficient mass to substantially disrupt scenic views. However, large objects, depending on their location and the location from which they are viewed, could interfere with scenic views. Alternatives B, C, and D include construction of a pedestrian bridge over realigned US 50 (on Lake Parkway) near the California/Nevada state line. Also, in the neighborhood east of Pioneer Trail, sound walls may be needed along the new section of US 50 to reduce traffic noise on residential properties. Alternative E would involve constructing an elevated pedestrian skywalk over US 50. Large, elevated structures have the potential to block or disrupt scenic vistas or views of individual scenic resources.

Implementation of Alternatives B, C, and D would result in minimal impacts on scenic vistas and views of identified scenic resources because no such views would be affected by project features. Any new mixed-use development that might occur with Alternatives B, C, and D would be required by the TRPA Code of Ordinances to avoid impacts to scenic vistas and scenic resources through building design and orientation. The skywalk structure that would be built with Alternative E would interfere with views of two TRPA-listed scenic resources. Alternative A would result in no changes.

NEPA Environmental Consequences: The design features of Alternatives B, C, and D would avoid or minimize the impacts on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.7-2 has been incorporated into Alternative E to further reduce to the extent feasible impacts on scenic vistas and scenic resources; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less-Than-Significant for Alternatives B, C, and D; Significant and Unavoidable for Alternative E after implementation of Mitigation Measure 3.7-2; No Impact for Alternative A

Alternative A: No Build (No Project)

Alternative A would not change existing visual conditions. It would have **no impact** on scenic vistas or scenic resources for purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Scenic resources identified in the 1982 Scenic Resources Inventory include views from travel routes within and near the tourist core. These resources are listed as natural views of the landscape from roadways (32.1 and 32.3) and views of visual features (32.2) (Table 3.7-2). Modifications to US 50 associated with the Alternative B transportation improvements would not include elements with sufficient mass to adversely affect these views. Along Lake Parkway where realigned US 50 would be developed, the proposed pedestrian bridge and sound walls (Exhibit 3.7-9) would have sufficient mass to block or interfere with scenic vistas or obstruct views of scenic resources. To date, no scenic vistas or scenic resources have been designated by TRPA in the vicinity of Lake Parkway or within the residential neighborhood between Pioneer Trail and Montreal Road. As a result of the project, TRPA may designate a new travel route and new scenic resources or redesignate the locations of existing travel routes and resources during the next threshold assessment. A new TRPA roadway travel unit designation would be assigned to the realigned US 50 during the next TRPA Threshold Evaluation Update that occurs after the project construction is complete. A view of distant mountains exists from Lake Parkway for persons traveling in the westbound direction; eastbound travelers have no such views. The new pedestrian bridge would interfere with views of the mountains experienced by westbound motorists, cyclists, and pedestrians while in the area between Harrah's Drive and the bridge (within about 400 feet of the bridge). This interference would be caused by the height of the bridge structure above the road, the distance of the viewer from the bridge, and the elevation profile of the roadway. For motorists, the effect would last for a few moments, less than 10 seconds, until they pass under

the bridge. From locations east of Harrah's Drive, the bridge would appear lower in the view and below the distant mountains. The interruption of the westbound view of distant mountains would be brief.

On Pioneer Trail, two scenic resources are listed in the TRPA inventory. One of these, scenic resource 45.1, is seen when looking northeast from the north end of Pioneer Trail where it meets US 50 (Exhibit 3.7-10). It is described as a middle-ground view of high-rise casino buildings. The other is scenic resource 45.2, viewed when looking east from Pioneer Trail at Midway Road (Exhibit 3.7-11). It is described as a foreground view of commercial and residential development. In both cases, physical changes resulting from the realignment of US 50 would be seen. Project features would not block or interrupt these views, but would have potential to improve visual quality by removing older, unattractive development. No other project features associated with the Alternative B transportation improvements would have the potential to adversely affect scenic vistas or scenic resources. The visual impact of the Alternative B transportation improvements on scenic vistas or scenic resources 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 effects on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

The mixed-use development sites to include replacement housing would be required, under the TRPA Code, to avoid impacts on scenic vistas and scenic resources through building design and orientation. The mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting. Under these conditions, it is assumed that mixed-use development, including replacement housing, on Sites 1, 2, and 3 under Alternative B would have a **less-than-significant** impact on scenic vistas and scenic resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development sites included in Alternative B would avoid or minimize effects on scenic vistas and scenic resources 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 would result in a similar potential for impacts on scenic vistas and scenic resources as described above for the replacement housing for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on scenic vistas and scenic resources 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 on scenic vistas and scenic resources.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development sites included in Alternative B would avoid or minimize effects on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

The visual impact of the Alternative C transportation improvements on scenic vistas or scenic resources would be the same as for Alternative B. No scenic vistas or scenic resources have been identified by TRPA near Lake Parkway or in the residential neighborhood between Pioneer Trail and Montreal Road. The new pedestrian bridge would briefly interfere with views of the mountains for viewers between Harrah's Drive and the bridge (Exhibit 3.7-9). Project features would not block or interrupt views associated with scenic resources 45.1

(Exhibit 3.7-12) or 45.2 (Exhibit 3.7-13), but would have potential to improve visual quality by removing older, unattractive development. The visual impact of the Alternative C transportation improvements on scenic vistas or scenic resources 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 effects on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

The visual impact of the Alternative C mixed-use development sites on scenic vistas or scenic resources would be the same as for Alternative B. Proposals for the mixed-use development sites would be required, under the TRPA Code, to avoid impacts on scenic vistas and scenic resources through building design and orientation. Mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting. Under these conditions, it is assumed that mixed-use development on Sites 1, 2, and 3 under Alternative C would have a **less-than-significant** impact on scenic vistas and scenic resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development sites included in Alternative C would avoid or minimize effects on scenic vistas and scenic resources 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 would result in a similar potential for impacts on scenic vistas and scenic resources as described above for the replacement housing for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on scenic vistas and scenic resources 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 on scenic vistas and scenic resources.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development sites included in Alternative C would avoid or minimize effects on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

The visual impact of the Alternative D transportation improvements on scenic vistas or scenic resources would be the same as Alternative B. No scenic vistas or scenic resources have been identified by TRPA near Lake Parkway or in the residential neighborhood between Pioneer Trail and Montreal Road. The new pedestrian bridge would briefly interfere with views of the mountains for viewers between Harrah's Drive and the bridge (Exhibit 3.7-9). Project features would not block or interrupt views associated with scenic resources 45.1 (Exhibit 3.7-10) or 45.2 (Exhibit 3.7-11), but would have potential to improve visual quality by removing older, unattractive development. The visual impact of the Alternative D transportation improvements on scenic vistas or scenic resources 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 effects on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement.

Mixed-Use Development including Replacement Housing

The visual impact of the Alternative D mixed-use development sites on scenic vistas or scenic resources would be the same as Alternative B albeit Sites 1 and 2 would be configured differently because of the location of the relocated US 50/Pioneer Trail intersection. Proposals for the mixed-use development sites would be required, under the TRPA Code, to avoid impacts on scenic vistas and scenic resources through building design and orientation. Mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting. Under these conditions, it is assumed that mixed-use development, including replacement housing, on Sites 1, 2, and 3 under Alternative D would have a **less-than-significant** impact on scenic vistas and scenic resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development sites included in Alternative D would avoid or minimize effects on scenic vistas and scenic resources 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 would result in a similar potential for impacts on scenic vistas and scenic resources as described above for the replacement housing for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on scenic vistas and scenic resources 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 on scenic vistas and scenic resources.

For the purposes of NEPA, the design features of the transportation improvements and mixed-use development sites included in Alternative D would avoid or minimize effects on scenic vistas and scenic resources such that no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

The proposed skywalk structure that would be constructed as part of Alternative E would have the potential to affect views of scenic vistas and scenic resources. Scenic resources identified in the 1982 TRPA Scenic Resources Inventory include views within and near the casino core. They are listed as natural views of the landscape from roadways (32.1 and 32.3) and views of visual features (32.2). The viewpoint of scenic resource 32.2 occurs at the corner of Stateline Avenue and US 50 looking toward the east (Exhibit 3.7-19). The elevated pedestrian skywalk above US 50 through the tourist core would block the view of scenic resource 32.2. The viewpoint of scenic resource 32.1 occurs at the corner of Friday Avenue and US 50 looking east (Exhibit 3.7-15). The view of scenic resource 32.3 occurs from US 50 at Lake Parkway looking west (Exhibit 3.7-20). The skywalk structure would interfere with views of scenic resources 32.1 and 32.3. There, the Alternative E skywalk would cause a decrease in the Scenic Quality rating of these TRPA-listed scenic resources. This would be a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative E to further reduce to the extent feasible the effects on scenic vistas and scenic resources.

Impact 3.7-3: Increased light and glare

New sources of light can result from exterior lighting or from the headlights of vehicles, while glare results from high-shine surfaces such as building windows (glass) and high-gloss painted surfaces. Alternatives B, C, and D would include new safety lighting (street lights) at intersections of local streets with realigned US 50. The introduction of a new source of light during nighttime hours in these urban settings would not substantially alter the amount of illumination, recognizing the existing night lighting of roadways, parking lots, and commercial areas. Alternatives B, C, and D would also route the western segment of realigned US 50 through an existing residential neighborhood east of Pioneer Trail. The headlights of traffic on the realigned highway could potentially affect residents whose homes border on the realigned US 50. Mixed-use development that could be part of Alternatives B, C, and D would consist of new buildings and new exterior lighting. Standard design practices and regulations in local ordinances and planning documents pertaining to fixed sources of lighting would limit spillover illumination. Alternative A would have no new impacts.

NEPA Environmental Consequences: Mitigation Measure 3.7-3 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the light and glare impacts; The design features of Alternative E would avoid or minimize light and glare impacts such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, and D after implementation of Mitigation Measure 3.7-3; Less Than Significant for Alternative E; No Impact for Alternative A

Alternative A: No Build (No Project)

Alternative A would not create new sources of light or glare. Therefore, there would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Construction at the intersections of realigned US 50 with local streets (Harrah's Drive, Heavenly Village Way, Montreal Road, Fern Road, and Echo Road) would involve installation of safety lighting. It would be similar to existing lighting at intersections along existing US 50 from Pioneer Trail to Lake Parkway. Realigned US 50 would pass through the residential neighborhood between Montreal Road and Pioneer Trail. Currently, traffic passes through the neighborhood using the existing road network. Motorists are required to use headlights from dusk to dawn. Headlights from traffic on realigned US 50 would not be a new source of light because local traffic already passes through the area; however, the orientation of headlights on realigned US 50 relative to residential properties and the number of vehicles would differ from existing conditions. New sources of light from new streetlights would not result in substantial night lighting and glare because standard design practices would limit spillover illumination. In this case, impacts related to light and glare from fixed sources for the Alternative B transportation improvements would be **less than significant** for the purposes of CEQA and TRPA. Headlights of vehicles on realigned US 50 would have a **potentially significant** impact on residents of the Rocky Point neighborhood living directly along the realigned highway 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 light and glare impacts.

Mixed-Use Development including Replacement Housing

TRPA Code and design standards pertaining to lighting associated with new developments would limit spillover illumination resulting from the mixed-use development sites, including replacement housing, under Alternative B. Design standards would also control exterior materials of new buildings and minimize

reflectivity. Therefore, impacts related to light and glare for the Alternative B mixed-use development sites would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-used development sites included in Alternative B would avoid or minimize light and glare impacts 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 would result in a similar potential for light and glare impacts as described above for the replacement housing for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential light and glare 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 **potentially significant** impact related to light and glare.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative B transportation improvements and mixed-use development sites to further reduce to the extent feasible light and glare impacts.

Alternative C: Triangle One-Way

Transportation Improvements

The visual impact of the Alternative C transportation improvements from light or glare would be the same as with Alternative B. Impacts related to fixed sources of light and glare for the Alternative C transportation improvements would be **less than significant** for purposes of CEQA and TRPA. Impacts from headlights of vehicles on realigned US 50 shining onto residential properties in the Rocky Point neighborhood would be **potentially significant** 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 light and glare impacts.

Mixed-Use Development including Replacement Housing

The visual impact of the Alternative C mixed-use development sites from light or glare would be the same as Alternative B. TRPA Code and design standards pertaining to lighting associated with new developments would limit spillover illumination resulting from the mixed-use development sites under Alternative C. Design standards would also control exterior materials of new buildings and minimize reflectivity. Therefore, impacts related to fixed sources of light and glare for the Alternative C mixed-use development sites would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-used development sites included in Alternative C would avoid or minimize light and glare impacts 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 would result in a similar potential for light and glare impacts as described above for the replacement housing for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential light and glare 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 **potentially significant** impact related to light and glare.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development sites to further reduce to the extent feasible light and glare impacts.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

The visual impact of the Alternative D transportation improvements from light or glare would be the same as Alternative B. Impacts related to fixed sources of light and glare for the Alternative D transportation improvements would be **less than significant** for purposes of CEQA and TRPA. Impacts from headlights of vehicles on realigned US 50 shining onto residential properties in the Rocky Point neighborhood would be **potentially significant** 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 light and glare impacts.

Mixed-Use Development including Replacement Housing

The visual impact of the Alternative D mixed-use development sites from light or glare would be the same as Alternative B. TRPA Code and design standards pertaining to lighting associated with new developments would limit spillover illumination resulting from the mixed-use development sites under Alternative D. Design standards would also control exterior materials of new buildings and minimize reflectivity. Therefore, impacts related to fixed sources of light and glare for the Alternative D mixed-use development sites would be **less than significant** for purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-used development sites included in Alternative D would avoid or minimize light and glare impacts 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 would result in a similar potential for light and glare impacts as described above for the replacement housing for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential light and glare 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 **potentially significant** impact related to light and glare.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative D transportation improvements and mixed-use development sites to further reduce to the extent feasible light and glare impacts.

Alternative E: Skywalk

Under Alternative E, new lights would likely be installed on the upper deck of the skywalk for the safety of pedestrians and beneath the skywalk structure to facilitate roadway visibility for motorists passing under the structure. In both cases, the light would be confined to the immediate area, which currently has lighting. In that sense, light associated with the skywalk would not be new or more intense. Furthermore, design standards would limit illumination and control exterior materials of the new structure to minimize reflectivity.

Therefore, potential impacts from light and glare for Alternative E would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would minimize light and glare impacts such that no additional mitigation measures are needed or feasible to implement.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Mitigation Measure 3.7-1a: Mitigate for Changes in Visual Character from Pioneer Trail to Montreal Road

This mitigation measure would apply to the transportation improvements included in Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA.

Realigning US 50 through the existing Rocky Point residential neighborhood between Pioneer Trail and Montreal Road would cause substantial changes in visual conditions. 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; however, it would result in significant change in visual character on the neighborhood. The addition of noise barriers could also contribute to the adverse change in visual character.

Mitigation Measure 3.7-1b: Mitigate for Changes in Visual Character on Roadway Travel Unit #32

This mitigation measure would apply to Alternative E for the purposes of NEPA, CEQA, and TRPA.

The elevated skywalk would be a massive, new, human-made feature within Roadway Travel Unit #32 and would be seen by motorists on US 50 traveling in either direction as they approach the skywalk and they travel beneath it. The visual dominance of the skywalk would cause a decrease in the travel route rating from 13.5 to 10 for Roadway Travel Unit #32, indicating an adverse effect on scenic quality. In views from the road, the skywalk would decrease the intactness and unity of views from the road, and the visual presence of the skywalk structure and its enclosure of the highway would substantially degrade the character of the roadway corridor as experienced by motorists.

To mitigate for this impact, TTD, TRPA, and FHWA could modify the design the elevated skywalk feature to reduce its visual mass by converting it to more narrow overhead pedestrian walkway crossings only. This design modification would avoid impacts on the intactness and unity of views from the road, and would reduce or eliminate degradation of the character of the roadway corridor as experienced by motorists.

Significance after Mitigation

Although all feasible design treatments (e.g., landscaped berm to reduce visible wall mass and landscape screening) have been included to minimize visual effects on the Rocky Point neighborhood, because of the nature of the change, i.e., rerouting a highway through a previously residential neighborhood, the introduction of the highway project into the neighborhood's visual setting would be unavoidable and it would not be feasible to further reduce this impact to a less-than-significant level. The visual impact of Alternatives B, C, and D on visual character in this part of the study area would remain **significant and unavoidable** for purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to scenic quality and visual character.

Reducing the scale of the structure associated with Alternative E, by constructing a pedestrian walkway over the highway rather than a deck structure that fully encloses the highway, would reduce the visual impact of the structure, potentially to a less-than-significant level, depending on the design. However, this mitigation would substantially alter the nature of Alternative E and is likely to not feasibly meet the project objectives. Therefore, recognizing the uncertain effectiveness and feasibility, it is important to disclose the potential for Alternative E to result in a **significant and unavoidable** visual impact for purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative E to further reduce to the extent feasible the environmental consequences related to scenic quality and visual character.

Mitigation Measure 3.7-2: Mitigate for Decrease in Visual Quality Rating for Scenic Resources 32.1 and 32.3

This mitigation measure would apply to Alternative E for purposes of NEPA, CEQA, and TRPA.

The proposed skywalk structure that would be constructed as part of Alternative E would have the potential to affect views of scenic vistas and scenic resources, by interfering with views of scenic resources 32.1 and 32.3. The skywalk would cause a decrease in the Scenic Quality rating of these TRPA-listed scenic resources.

To mitigate for this impact, TTD, TRPA, and FHWA could modify the design of the elevated skywalk feature to reduce its visual mass, as described in Mitigation Measure 3.7-1b. This design modification would reduce the walkway's interference with views 32.1 and 32.3 and avoid decreasing the Scenic Quality rating of these scenic resources.

Significance after Mitigation

Reducing the scale of the structure, by constructing a pedestrian walkway over the highway rather than a deck structure that fully encloses the highway, would reduce the visual impact of the structure, potentially to a less-than-significant level, depending on the design. However, this mitigation would substantially alter the nature of Alternative E and is likely to not feasibly meet the project objectives. Therefore, recognizing the uncertain effectiveness and feasibility, it is important to disclose the potential for Alternative E to result in a **significant and unavoidable** visual impact for purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative E to further reduce to the extent feasible the environmental consequences related to scenic vistas and scenic resources.

Mitigation Measure 3.7-3: Mitigate for Headlights Shining onto Residential Properties

This mitigation measure would apply to the Alternatives B, C, and D transportation improvements for the purposes of NEPA, CEQA, and TRPA.

Sound barriers (walls or other noise abatement measures) would be necessary to control traffic noise within the Rocky Point residential neighborhood that realigned US 50 would pass through (see Mitigation Measures 3.15-3a, 3.15-3b, and 3.15-3c in Section 3.15, "Noise and Vibration"). A secondary effect of the noise abatement measures would be to block vehicle headlights from intruding onto residential properties. The barriers should be placed along realigned US 50 where private residences border the realigned highway. Such barriers should be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). All barriers will be designed to blend into the restored landscape along the highway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. The location and design of sound barriers shall adhere to any space requirements for snow removal on the adjacent roadway.

Significance after Mitigation

Barriers would need to be built on both the north and south sides of the realigned US 50. The height needed for noise attenuation would be between 6 to 8 feet, which would be sufficient to completely block the headlights of traffic. Incorporation of natural materials (e.g., berms and boulders) that reduce the visible mass of a wall and varying the setback of the face of the wall along its length should be considered during design. Barriers will be designed to complement the landscape along the highway and may involve the use of strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. See Exhibit 3.7-21, which is an illustration of a conceptual design for barriers that would be constructed along realigned US 50 within the Rocky Point residential neighborhood. Under these circumstances the barriers would not

cause negative visual impacts. Instead they would enhance the visual quality of the highway, would hide highway traffic from residential properties, and would block vehicle headlights from shining onto yards and the homes of residents. The impact of vehicle headlights on private residences after mitigation would be eliminated or reduced to a **less-than-significant** level for Alternatives B, C, and D for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to light and glare.



Source: Design Workshop 2016

X11010010 02 079

Exhibit 3.7-21

Illustration of Conceptual Design for Noise and Headlight Barriers

3.8 CULTURAL RESOURCES

This section analyzes and evaluates the potential impacts of the project on known and unknown cultural resources (also known as heritage resources). Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include pre-historic resources, historic-era resources, and “tribal cultural resources” (the latter as defined by AB 52, Statutes of 2014, in Public Resources Code [PRC] Section 21074).

Archaeological resources are locations where human activity has altered the earth or left deposits of prehistoric or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or architectural) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges).

Tribal cultural resources were added as a resource subject to review under CEQA, effective January 1, 2015 under AB 52. This is a new category of resources under CEQA for which tribes are experts. While NEPA and Section 106 have historically required consultation with Federally-recognized tribes, this statute is the first time CEQA has required consultation with California Native American tribes, upon written request from the tribe. Because the NOP for the US 50/South Shore Community Revitalization Project was issued in 2011, before the effective date of the consultation provisions of AB 52, the procedural prescriptions of the statute do not apply to this project. Nonetheless, communication with the Washoe Tribe of California and Nevada has been undertaken as part of the environmental analysis (see below).

The term “cultural resources” as used in this document refers to all “built environment” resources (e.g., structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), and culturally important places, regardless of significance.

No comment letters were received on the Notice of Preparation (NOP)/Notice of Intent (NOI) that pertain to cultural resources.

Technical reports prepared for the US 50/South Shore Community Revitalization Project that were used to prepare this section include the *Archaeological Survey Report for the California Portion of the US 50/South Shore Community Revitalization Project* (California Department of Transportation [Caltrans] 2015a), *Historical Resources Evaluation Report for the California Portion of the US 50/South Shore Community Revitalization Project* (Caltrans 2015b), *Archaeological Survey Report for the Nevada Portion of the US 50/South Shore Community Revitalization Project* (Nevada Department of Transportation [NDOT] 2015a), and *Architectural Inventory Report for the Nevada Portion of the US 50/South Shore Community Revitalization Project* (NDOT 2015b).

Unique ethnic values or existing religious or sacred uses can be affected by projects, generally through changes to sites, structures, and areas that have religious or sacred significance. These can be permanent changes that alter or remove important features, or temporary changes that involve restriction of access to sacred sites during construction. During consultation, Darrel Cruz of the Washoe Tribe of Nevada and California responded to requests for information or concerns regarding cultural resources in the study area. Mr. Cruz stated that the project site has been disturbed by urban improvements and that he does not know of any cultural resources in the project area, including unique ethnic values or religious or sacred uses. Because no areas that have religious or sacred significance or other cultural significance to the Washoe people have been identified during conversations with tribal representatives and the area has been highly disturbed by urbanization, there would be no impact and this topic is not discussed further in the EIR/EIS/EIS.

Paleontological resources are addressed in Section 4.1, “Effects Found Not to be Significant,” of this EIR/EIS/EIS and are not discussed further in this section.

3.8.1 Regulatory Setting

FEDERAL

Section 106 of the National Historic Preservation Act

Federal protection of cultural resources is governed by the National Historic Preservation Act (NHPA) of 1966 and the Archaeological Resources Protection Act of 1979, as administered by the Advisory Council on Historic Preservation (ACHP). These laws and organizations maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Federal and federally-sponsored programs and projects are reviewed pursuant to Section 106 of the NHPA. Section 106 of the NHPA requires federal agencies to consider the effects of proposed federal undertakings on historic properties. While NEPA calls for the federal government to invite the participation of any affected Native American tribes in the environmental review process, NHPA enhanced tribal roles in historic preservation and created the Tribal Historic Preservation Officer (THPO) program. Federal agencies are obligated to consult with Federally-listed Native American tribal governments under Section 106 of NHPA. NHPA requires federal agencies to initiate consultation with the State Historic Preservation Officer (SHPO) as part of the Section 106 review process. FHWA has initiated informal consultation with SHPO for the project. The Final EIR/EIS/EIS will disclose the results of the consultation. The results of the SHPO consultation may warrant additional analysis, avoidance, and mitigation.

Section 106 of the NHPA and accompanying regulations (36 Code of Federal Regulations [CFR] Part 800) constitutes the main federal regulatory framework guiding cultural resources investigations and requires consideration of effects on properties that are listed in, or may be eligible for listing in, the NRHP. The NRHP is the nation's master inventory of known historic resources. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, and cultural resources that are considered significant at the national, state, or local level.

National Register Criteria

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (although properties under 50 years of age that are of exceptional importance or are contributors to a district can also be listed);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:
 - a. Association with events that have made a significant contribution to the broad patterns of history (events);
 - b. Association with the lives of persons significant in the past (persons);
 - c. Distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture); or
 - d. Has yielded, or may be likely to yield, information important to prehistory or history (information potential).

National Register Criteria Considerations

Ordinarily, cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved

significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within any of the following categories:

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;
- d. A cemetery which derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g. A property achieving significance within the past 50 years if it is of exceptional importance.

Advisory Council on Historic Preservation

Under federal law, the Criteria of Adverse Effect are set forth by the ACHP in its implementing regulations, 36 CFR Part 800. As codified in 36 CFR Part 800.4(d)(2), if historic properties may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect.

The Criteria of Adverse Effect (36 CFR 800.5 [a][1]) read:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the [NRHP] in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the [NRHP]. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

36 CFR 800.5 (a)(2) reads:

Adverse effects on historic properties include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the [Secretary of the Interior's] Standards for the Treatment of Historic Properties (the Standards) (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

TAHOE REGIONAL PLANNING AGENCY

Article V(c)(3) of the Tahoe Regional Planning Compact (Public Law 96-551) required the development of a conservation plan for the preservation, development, utilization and management of scenic and other natural resources within the Tahoe Basin, including historic resources. TRPA accomplishes historic resource protection through implementation of its Goals and Policies and Code provisions as described below.

Environmental Threshold Carrying Capacities

TRPA has not established any environmental threshold carrying capacities related to cultural resources.

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 guidance documents. Please see Section 3.2, "Land Use," for an analysis of the project's consistency with Regional Plan policies.

Goals and Policies

The Goals and Policies document establishes guiding policies for each resource element. The Conservation Element (Chapter 4) of the Goals and Policies document includes a Cultural Subelement, with a goal to "[i]dentify and preserve sites of historical, cultural, and architectural significance within the Region" (Goal C-1). This goal is to be accomplished by identifying and protecting historical or culturally significant landmarks from damage or alteration (Policy C-1.1) and by establishing incentives for designating sites and structures as historically, culturally, or archaeologically significant (Policy C-1.2). 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."

Code of Ordinances

The Code is a compilation of the rules, regulations, and standards to implement the Regional Plan Goals and Policies. TRPA recognizes sites, objects, structures, districts or other resources, eligible for designation as resources of historical, cultural, archaeological paleontological, or architectural significance locally, regionally, state-wide, or nationally. Those resources must meet at least one of the criteria summarized below. Chapter 67 also provides for consultation with state historical agencies as well as the Washoe Tribe. Additionally, Standard 33.3.7 in Chapter 33 (Grading and Construction, Section 33.3, Grading Standards) addresses discovery of historical resources.

- ▲ **Resources Associated with Historically Significant Events and Sites.** Such resources shall meet one or more of the following: a) Association with an important community function in the past; b) Association with a memorable happening in the past; or c) Contain outstanding qualities reminiscent of an early state of development in the region.
- ▲ **Resources Associated with Significant Persons.** Such resources include: a) buildings or structures associated with a locally, regionally, or nationally known person; b) notable example or best surviving works or a pioneer architect, designer or master builder; or c) Structures associated with the life or work of significant persons.

- ▲ **Resources Embodying Distinctive Characteristics.** Resources that embody the distinctive characteristics of a type, period, or method of construction that possess high artistic values or that represent a significant and distinguishable entity but whose components may lack individual distinction. Works of a master builder, designer, or architect also are eligible. Resources may be classified as significant if they are a prototype of, or a representative example of, a period style, architectural movement, or method of construction unique in the region, the states, or the nation.
- ▲ **State and Federal Guidelines.** Archeological or paleontological resources protected or eligible for protection under state or federal guidelines.
- ▲ **Prehistoric Sites.** Sites where prehistoric archaeological or paleontological resources that may contribute to the basic understanding of early cultural or biological development in the region.

Area Plans

There are no Area Plans that contain cultural resources policies that apply to the US 50/South Shore Community Revitalization Project.

Plan Area Statements

There are no Plan Area Statements that contain cultural resources policies that apply to the US 50/South Shore Community Revitalization Project.

STATE

California

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is a listing of California resources that are significant within the context of California's history. The CRHR is a statewide program of similar scope and with similar criteria for inclusion as those used for the NRHP. All properties listed in or formally determined eligible for listing in the NRHP are eligible for the CRHR. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historic resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations (CCR) Title 15, Chapter 11.5, Section 4850. The CRHR criteria are similar to the NRHP criteria and are tied to CEQA because any resource that meets the criteria below is considered a historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

1. Is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. Is associated with the lives of persons important to local, California, or national history.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a resource must meet one of the above criteria and retain integrity. The CRHR uses the same seven aspects of integrity as the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on “historical resources,” “unique archaeological resources,” and “tribal cultural resources.” Pursuant to PRC Section 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources. Sections 21083.3.1 and 21083.3.2 require evaluation of potential significant effects on “tribal cultural resources.”

Historical Resources

“Historical resource” is a term with a defined statutory meaning (PRC Section 21084.1; determining significant impacts on historical and archaeological resources is described in the State CEQA Guidelines, Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (PRC Section 5024.1).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1), including the following:
 - a. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 - b. Is associated with the lives of persons important in our past;
 - c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - d. Has yielded, or may be likely to yield, information important in prehistory or history.
4. The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2, subdivision (g), states that unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Tribal Cultural Resources

Assembly Bill (AB) 52, signed by the California Governor in September of 2014, establishes a new class of resources under CEQA: “tribal cultural resources.” It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration.

AB 52 also requires consideration of the potential significant effects on tribal cultural resources as of January 1, 2015. To assist in this consideration, the law also required revision to CEQA Appendix G, the environmental checklist. This revision would create a new category in the checklist for “tribal cultural resources.”

The procedural element of AB 52 for consultation with California Native American tribes applies to those projects for which a lead agency has issued a NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration on or after July 1, 2015. Because the NOP for the project was issued on November 2, 2011, the procedural consultation requirements of AB 52 do not apply. Nonetheless, tribal cultural resources are addressed as a category of cultural resources in this environmental document.

Tribal cultural resources are defined in PRC Section 21074. They consist of sites, features, places, cultural landscapes, sacred places, and objects with cultural values to a California Native American tribe that are either included in the California Register of Historic Places, eligible for the register, or included on a local register. PRC Section 21083.3 requires lead agencies to determine if a significant impact on tribal cultural resources may occur, and if so, that feasible mitigation measures and alternatives must be discussed.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both State and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and the county coroner be notified. If the remains are of a Native American, the coroner must notify the Native American Heritage Commission (NAHC). The NAHC then notifies those persons most likely to be descended from the Native American’s remains. The Act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

California Health and Safety Code

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Caltrans District 3 District Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Nevada

Nevada Office of Historic Preservation

The Nevada State Historic Preservation Office (Nevada SHPO) is a state agency created by the NHPA. The agency’s responsibility is restricted to providing recommendations and comments on a federal agency’s determinations. As a service to state and local agencies, Nevada SHPO reviews projects for potential impacts on historic properties.

The Nevada SHPO keeps an inventory of the state's cultural resources to assist federal, state, and local agencies in planning projects so as to avoid impacts to important cultural resources. The Nevada Cultural Resource Information System (NVCRIS) is a collection of online GIS database services that contain recorded archaeological and architectural resources and inventories for the state.

Additionally, the Nevada SHPO acts as a clearinghouse for nominations of sites and features to the NRHP. Nominations are first submitted for review by the Nevada SHPO and the History and Museum Board of Directors. With their approval, the nomination is forwarded to the Keeper of the National Register in Washington, D.C.

The Nevada SHPO plays an advisory role to TRPA during project review of structures 50 years old or older. TRPA staff request comment in such circumstances and often coordinate with the Nevada SHPO on required studies and mitigation measures. Additionally, TRPA consults with the Nevada SHPO during the scoping process for all EISs and submits these documents for comment during the public comment period.

LOCAL

City of South Lake Tahoe

The Natural and Cultural Resources Element of the City of South Lake Tahoe General Plan (adopted May 17, 2011) includes a goal to preserve and maintain sites and structures that serve as significant, visible connections to South Lake Tahoe's social, cultural, and architectural history (Goal NCR-4). Policies to implement this goal include preservation of sites of historical, cultural, and architectural significance (Policy NCR-4.1); designating historic landmarks (Policy NCR-4.2); requiring archeological investigations for all applicable discretionary projects (Policy NCR-4.3); and specifying appropriate actions if human remains are discovered (Policy NCR-4.5). 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."

Douglas County

The Historic Preservation Element (Chapter 10) of the 2011 Douglas County Master Plan (adopted March 1, 2012) includes a goal to preserve Douglas County's historic, cultural, and archaeological resources as physical reminders of the county's past and as unique focal points to shape the county's identity, now and in the future (Goal 1). Policies include preservation of the county's cultural heritage (Policy 1.1) and encouraging the development of historical preservation efforts (Policy 1.2). 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."

3.8.2 Affected Environment

AREA OF POTENTIAL EFFECT

Consistent with general cultural resource practices, the archaeological area of potential effect (APE) follows the project footprint and all potential staging areas. It includes the total right-of-way (existing and required) throughout the project site. The APE for the built environment encompasses areas that might be either directly or indirectly affected by construction—that is, those areas within which the build alternatives could cause a change in character or use of historic properties (Exhibit 3.8-1). Exhibit 3.8-1 also shows the significant built-environment resources in the APE; these are discussed below under, "Significant Resources on the Project Site."



Exhibit 3.8-1

Area of Potential Effect

ENVIRONMENT

The project site is near the southeastern shore of Lake Tahoe at approximately 6,300 feet above sea level in the Sierra Nevada. Several perennial watercourses and a spring are in the vicinity of the project site. The project site is situated in the Yellow Pine belt, which consists of pines, firs, and cedars. Geologically, the project site is situated on Holocene (10,000 years before present [B.P.] to present) alluvial and lacustrine sediments near perennial streams and ponds following the recession of glaciers approximately 10,000 years ago.

PREHISTORY

Archaeological research in the Sierra Nevada over the last 50 years has resulted in the accumulation of a substantial body of knowledge. Investigations that began in the 1950s revolved around examining sites throughout the Lake Tahoe vicinity, including the Lake shore line, and the high Sierra crest east of the Lake. These investigations led to the identification of the Martis and Kings Beach complexes. More recent investigations have led to important modifications of earlier archaeological sequences. For the purposes of this project, the following cultural sequence is used:

| | |
|-------------------------|----------------------------|
| Late Kings Beach—Washoe | 700 B.P. to historic times |
| Early Kings Beach | 1,300 - 700 B.P. |
| Martis | 7,000 - 1,300 B.P. |
| Early Holocene | 10,500 - 7,000 B.P. |
| Paleo-Indian | > 10,500 B.P. |

Paleo-Indian Period (>10,500 B.P.)

The Paleo-Indian period marks the earliest occupation of the north-central Sierra Nevada and is represented by Clovis-like projectile points and basally-thinned concave base variants. Clovis-like fluted and basally-thinned concave base points have been found in a variety of contexts in northeastern California and the western Great Basin, but not specifically in the Lake Tahoe Basin. Their occurrence, however, in surrounding areas, including upland zones of the north-central Sierra Nevada, suggest it is only a matter of time before such evidence of Paleo-Indian occupation is documented in the Lake Tahoe Region.

Early Holocene Period (10,500 - 7,000 B.P.)

Assemblages for the Early Holocene period are characterized by various large lanceolate and Great Basin stemmed projectile points, which typically occur in conjunction with a variety of heavy core tools, bifaces, patterned and unpatterned flake tools, and chipped-stone crescents around the former shores of pluvial lakes and other ancient landforms. Recent research indicates that early Holocene period occupation of the Tahoe area may have been more intensive than was previously thought. It also now appears that early Holocene assemblages are not an early manifestation of the “Martis” phenomenon, but represent a separate cultural group.

Martis Phase (7,000 - 1,300 B.P.)

The time between 7,000 to 1,300 B.P. is the Martis phase, a term that refers to the Early and Middle Archaic periods in the Tahoe Region. While this relatively long span of time has been previously broken into a variety of phases and sub-periods (e.g., Spooner; Early, Middle, and Late Martis), primarily on the basis of putative temporal differences between projectile point types, such distinctions have not been adequately established for the Lake Tahoe Region. Based on current evidence, the array of projectile points that represent this phase—corner-notched, side-notched, and contracting-stem darts, as well as certain concave base variants—all appear to have been manufactured throughout this period.

“Martis” times were probably not static. Middle Holocene climatic warming, commencing sometime after 8,000 B.P. and continuing to about 5,000 B.P., no doubt had a tremendous effect on Lake Tahoe Basin hydrology, resource productivity, and human subsistence and settlement. During the latter part of the Martis period (5,000-1,300 B.P.), climates became moister and population densities increased. It is at this time that we see the emergence of settlement hierarchies that include larger base camps and smaller logistical

hunting, gathering, and fishing camps. During this time, basalt from Alder Hill, Watson Creek, and other upland quarries was being moved down the drainages that dissect the western slope of the Sierra Nevada into the foothills and Central Valley. It is possible that the movement of this basalt corresponded to the seasonal movements of people, and that there were connections and relationships between Martis and similarly dated foothill and Central Valley culture complexes.

Kings Beach Phase (1,300 B.P. to historic period)

The final period of prehistoric occupation in the Tahoe/Truckee region is referred to as the Kings Beach phase, and has generally been equated to the Washoe who inhabited this area at the time of historical contact. Assemblage characteristics associated with Kings Beach include a preference for siliceous toolstones (e.g., chert) and obsidian over basalt; small, light-weight corner- and side-notched arrow points; bedrock mortars; hullers (two-handed flat stones used for cracking nuts); and an emphasis on fishing and seed use. The earlier part of the phase is marked by Rose Spring-series points, the latter half by Desert Side-notched forms. The almost-exclusive use of cherts and obsidian beginning with Kings Beach tool kits coincides with the end of quarry production at Alder Hill and other Sierran basalt source locations. Kings Beach settlement systems appear to have been more circumscribed, confined to the Lake Tahoe Region and surrounding uplands and the lower-lying, eastern flanks of the Sierra Nevada in Carson Valley, Washoe Valley, Truckee Meadows, and Long Valley.

ETHNOGRAPHY

Prior to historic contact in the early to mid-1800s, the shores of Lake Tahoe were part of the vast territory held by the Washoe people. Washoe territory extended north to Honey Lake and south to the headwaters of the Tuolumne River. To the east, the valleys at the base of the Sierra were also Washoe territory. The boundary to the west was more fluid, involving shared use of the upper and lower western slopes with the Nisenan and Miwok.

The primary sociopolitical group among the Washoe was the small extended family over which presided a family headman. Permanent villages were inhabited year-round, but most able-bodied adults and older children shifted their residence throughout the warmer seasons. A winter settlement would be home to several of these families, who shared a group identity but acted independently in most matters. While areas of settlement were rich in resources, they were relatively small oases within less-usable lands. This “patchiness” of the Washoe environment was best utilized by changing residence often to exploit resources in different zones as they became available, and by keeping populations sufficiently low to assure ample food for all members of the group.

The Washoe regularly convened throughout the year to participate in rabbit drives and large-scale fowling and fishing activities, as well as to maintain family contacts. The American River and Lake Tahoe were major year-round fisheries with good locations for villages and camps, and the Martis Valley was an important gathering place to obtain edible and medicinal roots, seeds, and marsh plants.

Washoe lifeways were not directly affected by the earliest historic-period activities in California and Nevada. However, by the 1850s and 1860s Washoe culture was affected by thousands of outsiders who had moved through their territory. Ranchers and other settlers restricted Washoe use of lands and resources. Although traditional settlement and subsistence practices were profoundly disrupted, many traditional customs persist among the Washoe people today.

HISTORY

Early History—Lake Tahoe

In 1844, John C. Frémont and his companion Charles Preuss recorded the first sighting of Lake Tahoe by Euro-Americans. Later that same year, members of the westward-bound Stevens-Murphy-Townsend party were likely the first Euro-Americans to venture onto the shore of the Lake. The California Gold Rush, centered mainly in the Sierra Nevada foothills, and the subsequent Comstock Lode silver rush that occurred

a decade later in Nevada, drew thousands of miners and entrepreneurs through the Tahoe Sierra on their way to the mining locales. During this period, the Lake was known by various names, including Mountain Lake and Lake Bigler. It was officially designated Lake Tahoe by the California State Legislature in 1945.

The proximity of the Tahoe Basin to the Mother Lode in California and the Comstock Lode in Nevada promoted related development in lumbering, grazing, transportation, market hunting and fishing, tourism, and urban development in the region to provide materials to meet the demand of those areas.

Transportation

In 1854, a popular movement to open up California resulted in legislation creating a trans-Sierra highway, named the Placerville-Lake Tahoe Road. This road was graded to a width of 12 feet and was cleared of all brush and rocks. The public pledged \$50,000 to construct it and the road opened in 1858. One year later, the Comstock mining boom exploded in western Nevada and a rush of people and supplies to the mines near Virginia City resulted in a surge of wagon traffic from California into the Tahoe Basin. While the Carson Road over Carson Pass to the south was the most popular route, many traveled on the Placerville-Lake Tahoe Road. Determined unconstitutional by the California Supreme Court, the route was a series of private turnpikes, each maintained by its own toll operator who charged travelers for every person, wagon, and animal who passed over it. In 1863, 30,000 tons of freight and 56,500 people traveled the road. Given the challenging geography and heavy use, the road was expensive to maintain. In the higher elevations, toll companies spent up to \$5,000 per mile for improvement and up to \$3,000 for maintenance. Offsetting the high expense was the very lucrative revenue totaling over \$3 million in 1862. Once in the Tahoe Basin, many freighters, stagecoach drivers, and Pony Express riders preferred a side road south of the Lake closely following modern-day Pioneer Trail. This alternate route was easier on mules, horses, and oxen, as the road was less sandy than the Placerville-Lake Tahoe Road near Bijou along the lakeshore.

Maps from the 1860s through the 1940s depict Lake Tahoe Boulevard/US 50 and Pioneer Trail as major transportation routes. The Placerville-Lake Tahoe Road roughly paralleled modern day US 50. By 1950, the importance of US 50 as a major transportation route was established. With the end of the Comstock rush and subsequent economic depression in the 1870s, traffic on toll roads declined steadily to a point that most toll operators were gone by 1885. Due to general deterioration of the road and the economic necessity of a trans-Sierra route, El Dorado County assumed control of the road and designated the Placerville-Lake Tahoe Road a 65-mile section beginning at Smith's Flat three miles east of Placerville to the Nevada state line. Six years later, overwhelmed by the high costs of keeping the road passable, El Dorado County deeded the road to the state in perpetuity. The state balked at the high costs of maintenance and in 1907 appropriated just \$5,000 to complete the road and place milestones. These funds proved woefully inadequate.

With the advent of the automobile in the 20th century, the need for good roads became imperative. The passage of state road improvement bonds in 1910, 1916, and 1919 along with the Federal-Aid Road Act in 1916, provided the monetary means to finance a series of road improvement projects statewide, including routes into the Tahoe Basin. Previously, due to the inadequacy of the roads in the Tahoe Basin, most travelers to lakeshore resorts and cabins arrived at their destinations via steamer or sailboat departing from the Lake Tahoe Railway and Transportation Company's depot at Tahoe Tavern. Finally, a road ringing Lake Tahoe, the Brockway Highway (State Route 28), was completed in 1931, enabling travelers to reach Nevada's north shore of the lake and providing momentum to the development of that region. During the mid-1930s, a branch route, the Pioneer Route or Sierra Nevada Southern Route of the Lincoln Highway (modern US 50 through the project area), became the major automobile access to the Basin. As year-round recreational demands increased, all the roads connecting Lake Tahoe to Nevada and California had been paved by 1930, and by 1931, a passable auto route had been completed around the Lake.

Industry

Early development at the Lake was precipitated by the discovery of silver in 1859 at the Comstock Lode near Virginia City, Nevada. The rich forest reserves of the Lake Tahoe Basin were stripped to provide timber for the ever-deepening mine shafts around Virginia City and for the construction of homes and commercial

enterprises in the surrounding communities. The rich placer diggings in the California gold country had been played out, and the area was experiencing a depression. Disillusioned gold miners seeking easy riches rushed to the Comstock strike, again passing by Lake Tahoe on their return route.

While the major timber companies were located on the Nevada side of the Lake (the Carson and Tahoe Lumber and Fluming Company [CTLFC] at Glenbrook and the Sierra Nevada Wood and Lumber Company at Crystal Bay), other small operations were developed along the lake during the boom period between 1860 and the 1890s. Each developed an impressive network of mills, railroads, trams, flumes, and ponds designed to convey milled lumber over the Carson Range and down into the nearly treeless areas surrounding the Washoe mines.

Along the South Shore, timber harvesting was marginal until 1880. Between Al Tahoe and Lapham's Lake House (Stateline) only a few shacks owned by commercial fishermen were built. Logging activity in this area picked up dramatically as the timber stands on the northern and eastern shores were thinning out. The CTLFC built a railroad terminus near modern day Bijou and soon stripped lower Lake Valley of its marketable timber. By 1900, the forests had been logged out, the mills were closed, and the rail lines were removed.

Settlement, Recreation, and Tourism

During the Comstock days, rest houses and small hotels sprang up along the Placerville-Lake Tahoe Road. These hostleries and roadside inns such as Lake House (the present-day Al Tahoe community) and Lapham's Hotel supported small farms and ranches in Lake Valley by supplying travelers with products such as fresh milk, eggs, beef, fish, and vegetables. Ranches supplied the hay, oats, and other fodder for horse and mule teams.

After the logging operations diminished, the recreationists began to arrive. Beginning in the early 1860s, resorts had been established at Lake Tahoe as fashionable summer retreats for the well-to-do. Some of the earliest resorts on the California side of the Lake include the Lake House at Al Tahoe, Rubicon Point Lodge, Grand Hotel at Tahoe City, and the Bellevue Hotel at Sugar Pine Point. The first permanent settlements were at the mouth of McKinney Creek, Ward Creek, Glenbrook, and Tahoe City, where the Tahoe House was erected in 1864. When the Central Pacific Railroad reached Truckee, a wagon road was constructed to the Lake and the tourism boom began.

In 1899, Duane L. Bliss built the Lake Tahoe Railway and Transportation Company, a 15-mile narrow gauge railroad connecting the Central Pacific's Truckee depot with the Bliss family's Tahoe Tavern and lake side resort. This access also benefited South Shore resorts and developers as steamers from the Tahoe Tavern crossed the Lake. As a result, tourism further grew and additional resorts were constructed. Several of the other South Shore area resorts, like Bijou Park, Lapham's, Row and Lake House, and Al Tahoe, boasted excellent swimming, clean beaches, horseback riding, hiking, and dancing to potential investors. Development continued at a moderate pace through the 1920s and slowed during the Great Depression. World War II brought residential development to a near standstill as materials, men, and resources were redirected to the war effort.

After the war, the Region was readily accessible to a public clamoring to camp, build vacation cabins, and enjoy various recreation opportunities along the lakeshore. Two studies by the California Department of Public Health noted a 160 percent increase in summer visitors and a 90 percent increase in permanent residents between 1949 and 1959. Accompanying this increase in visitation, speculators, developers, and builders flocked to the Tahoe Basin at an unprecedented rate to meet the feverish demand for residential and associated commercial construction. A rapid growth in motel/hotel development also occurred during this time, reflecting trends elsewhere of these motels/hotels becoming part of the retreat and resort-like atmosphere. These architectural expressions of the automobile age steadily eroded the patronage of many of the earlier, pre-war lodges. Due to geographical constraints, there was a limited amount of space for a traditional stand-alone residential development. Faced with significant population growth as a result of Harvey's and Harrah's expansion and the growing number of service sector employees to staff them, area builders were compelled to construct more multi-unit apartment housing.

The Tahoe Basin has seen increasing use during the winter months, especially since the development for the 1960 Winter Olympic Games and the subsequent boom in ski resort construction. The history of skiing in the basin began mildly in the 1920s when the Tahoe National Forest (TNF) partnered with developers to build small snow-parks and small ski resorts. Later in the 1930s, the TNF and the Sierra Club created trails for cross country skiers. Following World War II, studies were completed to develop recreational amenities for snow sports. Soon more than 50 snow sports facilities, some on lands leased from the Forest Service, were open and serving skiers and other snow recreational activities at new resorts at Donner Summit, Squaw Valley, Alpine Meadows, Sugar Bowl, Mount Rose, and, later, Heavenly Valley. Ski resort development was later curtailed by concerns over water pollution from increased muddy runoff emptying into the lake from logging to clear ski runs, resort-driven urbanization, construction of multi-unit housing for resort workers, and year-round automobile traffic in the basin. Advancements in road clearing technology kept roads open longer and minimized severe weather delays, resulting in more traffic. Small, family-oriented, rustic cabins gave way to year-round subdivisions and timeshares, wholesale remodeling, and demolition, as present-day residents increased the size and changed the use of their properties.

Casinos

Gambling in the Tahoe Basin dates to the early Comstock period as miners wagered their earnings in games of chance. Officially outlawed in California and mildly restricted in Nevada, gambling was nevertheless common on both sides of the border. Hotels and saloons offered games of chance to tourists, miners, and residents with little regard for punishment. This would change in 1958 with the election of San Francisco District Attorney Edmund G. "Pat" Brown to the California Governorship. Governor Brown took a hard line against gambling and began aggressively enforcing anti-gambling statutes. The anti-gambling position was adopted by subsequent governors and only began to soften in 1984 with the passage of the California State Lottery Act, which intended to raise money for schools without raising taxes.

The rise of major casino developments such as Harvey's and Harrah's created a casino core which by 1990 employed one-third of the workers who lived in the City of South Lake Tahoe. Due to high land values and an aversion to high-density development, multi-unit apartments to house low-wage resort workers are limited in the City of South Lake Tahoe and Douglas County. As a result, many workers commute in from Carson City, Minden, and other outlying areas.

RECORDS SEARCH

NCIC Records Search

Two confidential records searches for the California portion of the APE were conducted at the North Central Information Center (NCIC) on May 20, 2009, and September 21, 2011 (NCIC File #ELD-08-38 and #ELD-11-64). The searches included a review of the following documents and sources:

- ▲ *Directory of Properties in the Historic Property Data File* (California Office of Historic Preservation February 5, 2009, and August 15, 2011). The directory includes the listings of the NRHP, National Historic Landmarks, and the CRHR;
- ▲ *California Historical Landmarks* (California Office of Historic Preservation 1996);
- ▲ *California Points of Historical Interest* (California Office of Historic Preservation 1992);
- ▲ *Five Views: An Ethnic Historic Site Survey for California* (California Office of Historic Preservation 1988); and
- ▲ *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976).

Archaeological Records

The records search did not identify any prehistoric archaeological cultural resources in the California APE, but identified the following historic-period archaeological sites:

- ▲ P-09-3866 is the reported site of Lakeside House (or Lapham House), a historic-period hotel that was constructed circa 1859, destroyed by fire in 1876, and rebuilt in 1892.

Built Environment Records

The records search identified the following built-environment cultural resources in and adjacent to the California Architectural APE:

- ▲ Cecil's Market, a building formerly located on the corner of US 50 and Park Avenue.
- ▲ Swiss Village Motel, a building formerly located at the intersection of US 50 and Pioneer Trail.
- ▲ P-09-3257-H, Equestrian Complex in Van Sickle Bi-State Park, approximately 100 feet outside the APE.
- ▲ P-09-3258-H, an unpaved road and sawed-off utility poles in Van Sickle Bi-State Park. The portion of the road within the APE is now a modern, asphalt-paved road with recent landscaping and modern signs.
- ▲ P-09-809, a segment of the Pioneer Trail which does not appear eligible to the NRHP or CRHR due to alterations to its physical characteristics that have compromised its integrity.
- ▲ The portion of US 50 within the APE is coterminous with the Lincoln Highway. US 50 is a modern highway and no longer retains any elements of the historic Lincoln Highway.
- ▲ P-09-5091, NRHP-listed "Tahoe Meadows" planned community, adjacent to the APE.

Nevada Cultural Resources Information System

The background research for the Nevada portion of the APE included a records search of the online Nevada Cultural Resources Information System on December 28, 2011. The records search included the APE and a 500-foot buffer. On August 31, 2015, a supplementary records search was conducted, which included the APE and a 1-mile radius.

Archaeological Records

The following archaeological cultural resources have been recorded in or adjacent to the Nevada portion of the Archaeological APE:

- ▲ 26 Do 36 is a small lithic scatter.
- ▲ 26 Do 4 was a bedrock mortar site but was resurveyed in 1993 and found to be destroyed.
- ▲ USFS #5-19-434 and -435 are two bedrock mortar sites.

Built Environment Records

The following built-environment cultural resources are recorded within the Nevada Architectural APE:

- ▲ Friday's Station is a two-and-one-half story building constructed in 1860 as an inn and Pony Express Station. Friday's Station was listed on the NRHP in 1986.
- ▲ 26 Do 726/KBG-3 is a short segment of unimproved roadway that connected 26Do 451/KBG-4 with SR 207.
- ▲ 26 Do 743 is an unimproved road situated in Van Sickle Bi-State Park.
- ▲ 26 Do 451/KBG-4 is a short segment of the former Lake Tahoe Wagon Road and Lincoln Highway.
- ▲ Pony Express Rider statue and commemorative plaque outside Harrah's Lake Tahoe Casino Hotel appears eligible for the NRHP.

Native American Consultation

The NAHC was contacted to request a search of its sacred lands file, along with contact information for Native American representatives who might have details about cultural resources in the project area. In its response, dated March 12, 2012, the NAHC stated that its search of the sacred lands file had failed to identify any Native American cultural resources in the immediate project area. The NAHC also provided a list of Native American representatives, recommending that these individuals be contacted for information regarding cultural resources.

On March 29, 2012, letters describing the project with a map depicting the APE were sent to each of the Native American individuals and organizations on the contact list provided by the NAHC, requesting any information or concerns they might have regarding cultural resources in the APE. Follow-up telephone calls were placed on April 13, 2012, after no response to the letters had been received. Only one individual, Mr. Darrel Cruz, Tribal Historic Preservation Officer (THPO) of the Washoe Tribe of Nevada and California, was able to be contacted. During an April 16, 2012, telephone conversation, Mr. Cruz stated that the project area has been disturbed by urban improvements, that he does not know of any cultural resources in the project area, and that the areas along creeks to the north of the project area are archaeologically sensitive. Mr. Cruz requested that the tribe be “kept involved” as the project progresses and stated that the tribe is available to monitor if archaeological testing or construction excavation takes place.

Additional Research and Consultation

On February 22, 2012, letters describing the project with a map depicting the APE were sent to the North Lake Tahoe Historical Society in Tahoe City, the Lake Tahoe Historical Society in South Lake Tahoe, the Heritage Association of El Dorado County in Placerville, California, and the Douglas County Historical Society in Gardnerville, Nevada. The letters requested information or concerns regarding historical sites within the APE. No relevant information was obtained from these groups.

The following inventories, publications, and maps were also reviewed to provide background information and to identify cultural resources in the APE:

- ▲ *Handbook of North American Indians: Washoe,*
- ▲ *Handbook of the Indians of California,*
- ▲ *Historic Spots in California,*
- ▲ *California Place Names,*
- ▲ *Tahoe Place Names,*
- ▲ *Nevada Historical Markers,*
- ▲ *Nevada Historical Marker Guidebook,*
- ▲ *A Geographical Dictionary: Nevada Place Names,*
- ▲ *Historic Civil Engineering Landmarks of San Francisco and Northern California,*
- ▲ General Land Office plats, and
- ▲ *Washoe Habitation Sites in the Lake Tahoe Area.*

A map in *Washoe Habitation Sites in the Lake Tahoe Area* depicts a Washoe site (identified as Site #34) in or near the APE. Site #34 is described as a bedrock mortar.

ARCHAEOLOGICAL SURVEYS

Archaeologists conducted pedestrian surveys on August 31, 2011; November 22 and 23, 2013; and March 23, 2014. The undeveloped land east of US 50 and Lake Parkway was inspected using transects spaced 20 meters wide or less. Due to a lack of access, the Edgewood Tahoe Golf Course portion of the APE was surveyed from the fence along US 50 and the western segment of Lake Parkway. Ground visibility throughout the APE was limited to less than 10 percent due to grasses, landscaping, pavement, and, during the November survey, snow. Areas of bare soil were reviewed for indicators of archaeological deposits. Small areas of soil surface were periodically cleared of obstruction by trowel, and rodent holes, road cuts, and banks were examined for archaeological deposits.

No evidence of resources P-09-3866 (the site of the Lakeside/Lapham House) or 26 Do 36 (a small lithic scatter) was identified during field surveys. The pedestrian survey did not identify any previously unrecorded archaeological resources within the APE.

BUILT ENVIRONMENT SURVEYS

Architectural historians surveyed and recorded built-environment cultural resources in the APE on August 19 and 20, 2010; May 28 and 29, 2014; and July 8 and 9, 2015. As a result of the built-environment surveys in California, 87 resources were evaluated for eligibility for the NRHP and the CRHR and for TRPA compliance. As a result of the built environment survey in Nevada, nine resources were evaluated for NRHP eligibility and for TRPA compliance.

An additional resource identified in the APE is California Historical Landmark #728. The 3-foot tall, chrome-plated cylindrical monument is located on the south side of US 50 near the entrance to Harrah's Casino. It bears the message "Friday's Station - Overland Pony Express Route in California" and is situated where the former Pony Express route crossed the state line. Monuments and markers themselves are not eligible for NRHP listing, and the field review strongly suggests that the marker is less than 45 years. Therefore, the marker was not evaluated for NRHP eligibility and is not considered a resource for the purposes of CEQA, NEPA, or TRPA.

SIGNIFICANT RESOURCES ON THE PROJECT SITE

Friday's Station

Friday's Station is a two-and-one-half story building located in the Nevada portion of the Architectural APE. It was constructed in 1860 as an inn and Pony Express Station. Because Friday's Station is listed in the NRHP, it is historically significant for the purposes of NEPA and the TRPA Code for this project.

26 Do 451/KBG-4; Lincoln Highway/Lake Tahoe Wagon Road

This archaeological resource is located in the Nevada portion of the Architectural APE and consists of a short segment of the former Lake Tahoe Wagon Road and Lincoln Highway built in 1863, and later became a segment of the Carson Branch of the Lincoln Highway, the first transcontinental automobile route in the United States. In a 2006 report, the segment appears eligible for inclusion in the National Register under Criterion A for its strong association with the themes of communication and transportation, and Criterion C for its qualities of construction. Therefore, it is historically significant for the purposes of NEPA and the TRPA Code of Ordinances for this project.

Pony Express Rider Statue

In the Nevada portion of the Architectural APE, a bronze statue of a Pony Express Rider and commemorative plaque are located outside Harrah's Lake Tahoe Casino Hotel, dedicated April 4, 1963. The Pony Express Rider statue was evaluated for this study and appears eligible for the NRHP under Criterion C for its aesthetic design qualities and association with sculptor Avard Fairbanks. It also meets the requirements of Criteria Consideration F: Commemorative Properties. Therefore, this resource is historically significant for the purposes of NEPA and the TRPA Code of Ordinances for this project.

3.8.3 Environmental Consequences

METHODS AND ASSUMPTIONS

The impact analysis for cultural resources is based on the findings and recommendations provided in the project reports prepared by Caltrans and NDOT, as identified above. This section includes a joint NEPA/CEQA/TRPA analysis of impacts to cultural resources and evaluates impacts of the project alternatives

using NEPA, CEQA, and TRPA criteria. The analysis included records searches, archival research, and pedestrian surveys, as described above.

Friday's Station, the Pony Express Rider statue, and site 26 Do 451 are Section 4(f) resources but no use of these resources would occur, which is documented in Appendix D, "Resources Evaluated Relative to the Requirements of Section 4(f) and Proposed *De Minimis* Determination."

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 criteria used for this analysis. No specific factors related to cultural resources are contained in NEPA, CEQ Regulations Implementing NEPA, or FHWA NEPA regulations in 23 CFR 771 et seq.

TRPA Criteria

The "Archaeological/Historical" criteria from the TRPA Initial Environmental Checklist were used to evaluate the impacts of the alternatives for TRPA compliance. Impacts from the project would be significant if:

- ▲ the proposal results in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object, or building;
- ▲ the project is located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records;
- ▲ the property is associated with any historically significant events and/or sites or persons; or
- ▲ the proposal has the potential to cause a physical change which would affect unique ethnic cultural values.

CEQA Criteria

To determine whether environmental impacts to cultural resources are significant environmental effects, Appendix G of the State CEQA Guidelines asks whether a project would do any of the following:

- ▲ cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines;
- ▲ cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines;
- ▲ disturb any human remains, including those interred outside of formal cemeteries; or
- ▲ result in a substantial adverse change to tribal cultural resources.

ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

Impact 3.8-1: Change in the significance of historical resources

The build alternatives would not affect the NRHP-listed Friday's Station, NRHP-eligible Pony Express Rider statue, or NRHP-eligible site 26 Do 451/KBG-4. The build alternatives would not physically alter the resources, change the properties' uses or physical features, or otherwise diminish those aspects of integrity that enable the resources to convey their historical significance.

NEPA Environmental Consequences: No Adverse Effect for Alternatives B, C, D, and E; No Effect for Alternative A

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

Alternative A: No Build (No Project)

Under the No Build Alternative, because no improvements would be made to US 50 there would be **no impact** on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, Alternative A would have **no effect** on historical resources.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would involve realignment of US 50 to the south of existing US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada. The new alignment would begin at a new Pioneer Trail intersection located to the west of the existing intersection, and proceed south along existing Moss Road. The new US 50 alignment would have four 11-foot-wide travel lanes and turn pockets at major intersections and driveways. Additionally, Stateline Avenue would be widened to one lane each direction with a two-way left-turn lane and sidewalks between existing US and Pine Boulevard. A pedestrian bridge would be constructed over the new US 50 alignment near the California/Nevada State Line connecting the Van Sickle Bi-State Park to the Stateline area. These elements would involve excavation, construction, grading, and paving.

The cultural resources reports prepared for the US 50/South Shore Community Revitalization Project identified three resources (Friday's Station, Pony Express Rider statue, and site 26 Do 451) as being eligible for or already listed in the NRHP. The project would not cause the physical destruction, alteration, or removal of these resources and would not change the character of the properties or cause their neglect, transfer, lease, or sale. With regard to criterion v of ACHP's Criteria of Adverse Effect 36 CFR 800.5 (a)(2), the US 50/South Shore Community Revitalization Project would introduce new visual elements (the construction of a new pedestrian bridge and transportation improvements); however, these project elements would not substantially degrade the existing visual, atmospheric, or auditory setting and would not diminish those aspects of integrity that enable the resources to convey their significance. In addition, Friday's Station is visually separated from the project by a dense stand of trees and site 26 Do 451 (Lincoln Highway/Lake Tahoe Wagon Road) is visually separated from project improvements by a chain-link fence, boulders, vegetation, and trees. Alternative B transportation improvements would result in a **less-than-significant** impact on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative B transportation improvements would avoid or minimize the environmental consequences related to historical resources such that there would be **no adverse effect** on historical resources.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. As discussed for Alternative B transportation improvements, the mixed-use development, including replacement housing, for Alternative B would not cause the physical destruction, alteration, or removal of the identified resources and would not change the character of the properties or cause their neglect, transfer, lease, or sale. Alternative B mixed-use development, including replacement housing, would result in a **less-than-significant** impact on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative B mixed-use development, including replacement housing, would avoid or minimize the environmental consequences related to historical resources such that there would be **no adverse effect** on historical resources.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential effects on historical resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on historical resources 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 on historical resources.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the environmental consequences related to historical resources such that Alternative B would have **no adverse effect** on historical resources and no additional mitigation measures are needed or feasible to implement.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements includes the project components described above under Alternative B, except that it would split eastbound and westbound directions on US 50 from the Pioneer Trail/US 50 intersection in California to the Lake Parkway/US 50 intersection in Nevada. Eastbound US 50 would remain in place as under Alternative A, while westbound US 50 would be realigned as described for Alternative B. The same resources described for Alternative B are present in the APE for Alternative C, and the effects of project activities would be the same as described above. Alternative C transportation improvements would result in a **less-than-significant** impact on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative C transportation improvements would avoid or minimize the environmental consequences related to historical resources such that there would be **no adverse effect** on historical resources.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same resources described for Alternative B are present in the APE for Alternative C, and the effects of project activities would be the same as described above. Alternative C mixed-use development, including replacement housing, would result in a **less-than-significant** impact on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative C mixed-use development, including replacement housing, would avoid or minimize the environmental consequences related to historical resources such that there would be **no adverse effect** on historical resources.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential effects on historical resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on historical resources 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 on historical resources.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the environmental consequences related to historical resources such that Alternative C would have **no adverse effect** on historical resources and no additional mitigation measures are needed or feasible to implement.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Alternative D transportation improvements includes the project components described above under Alternative B; however, the new US 50 alignment would proceed east on a new roadway between existing Echo Road and Fern Road, instead of the existing Moss Road. The same resources described for Alternative B are present in the APE for Alternative D, and the effects of project activities would be the same as described above. Alternative D transportation improvements would result in a **less-than-significant** impact on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative D transportation improvements would avoid or minimize the environmental consequences related to historical resources such that there would be **no adverse effect** on historical resources.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same resources described for Alternative B are present in the APE for Alternative D, and the effects of project activities would be the same as described above. Alternative D mixed-use development, including replacement housing, would result in a **less-than-significant** impact on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative D mixed-use development, including replacement housing, would avoid or minimize the environmental consequences related to historical resources such that there would be **no adverse effect** on historical resources.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential effects on historical resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on historical resources 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 on historical resources.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the environmental consequences related to historical resources such that Alternative D would have **no adverse effect** on historical resources and no additional mitigation measures are needed or feasible to implement.

Alternative E: Skywalk

Alternative E would involve construction of a concrete bridge over the entire width and length of the existing US 50 ROW between Stateline Avenue and the northern end of the Montbleu Resort that would serve pedestrians as a “skywalk” walkway along the tourist core near the resort-casinos. The skywalk would be accessible by escalators on both ends of the structure and elevators positioned at access points along the structure. Additionally, Stateline Avenue would be widened to include one lane each direction with a two-way left-turn lane and sidewalks between existing US 50 and Pine Boulevard. The same resources described for Alternative B are present in the APE for Alternative E, and the effects of project activities would be the same as described for Alternative B. Alternative E would result in a **less-than-significant** impact on historical resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the environmental consequences related to historical resources such that there would be **no adverse effect** on historical resources.

Impact 3.8-2: Disturb unique archaeological resources

Construction and excavation activities associated with the build alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. There are no known archaeological resources that would be damaged or destroyed by the build alternatives (Alternatives B, C, D, and E).

Because Alternatives B, C, D, and E would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects on unknown archaeological resources.

NEPA Environmental Consequences: Mitigation Measures 3.8-2a, 3.8-2b, and 3.8-2c have been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible the environmental consequences related to unknown archaeological resources such that there would be No Adverse Effect on unknown archaeological resources; The design features of Alternatives B, C, D, and E would avoid or minimize the environmental consequences related to known archaeological resources such that there would be No Effect on known archaeological resources; No Effect for Alternative A

CEQA/TRPA Impact Determinations: Less than Significant for Alternatives B, C, D, and E after implementation of Mitigation Measures 3.8-2a, 3.8-2b, and 3.8-2c; No Impact for Alternative A

Alternative A: No Build (No Project)

Under the No Build Alternative, no improvements would be made to US 50; therefore, there would be **no impact** on unique archaeological resources for the purposes of CEQA and TRPA.

For the purposes of NEPA, Alternative A would have **no effect** on archaeological resources.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would involve realignment of US 50 to the south of existing US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada. The new US 50 alignment would involve excavation, construction, grading, and paving.

The records search prepared for the US 50/South Shore Community Revitalization Project identified four archaeological resources located within the APE, one of which had been recorded as destroyed in 1993. An additional site was identified on a Washoe habitation site map. None of these sites had previously been determined eligible for listing in the NRHP or the CRHR. The pedestrian survey was unable to relocate the sites and did not identify any previously unrecorded archaeological resources within the APE. Ground-disturbing activities that would occur as part of Alternative B transportation improvements would not damage or destroy any known, unique archaeological resources and, thus, would have **no effect** on known unique archaeological resources, for the purposes of NEPA, and **no impact** on known unique archaeological resources for purposes of CEQA and TRPA.

The cultural resources reports prepared for the US 50/South Shore Community Revitalization Project determined that the sensitivity of the APE for buried prehistoric archaeological deposits is low, given the extensive ground disturbance associated with urbanization that has taken place. Project construction activities could encounter previously undiscovered or unrecorded archaeological sites and materials during project-related preconstruction or construction-related ground disturbing activities. These activities could damage or destroy these archaeological resources. Because all of the elements in Alternative B transportation improvements would involve some level of ground-disturbing activities, unknown, unique

archaeological resources could be damaged or destroyed and this impact would be **potentially significant** 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 to unknown archaeological resources such that there would be **no adverse effect**.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. There are no known, unique archaeological resources that would be disturbed by ground-disturbing activities as part of Alternative B mixed-use development, including replacement housing. This alternative would have **no effect** on known unique archaeological resources, for the purposes of NEPA, and **no impact** on known unique archaeological resources for purposes of CEQA and TRPA.

As discussed for Alternative B transportation improvements, the mixed-use development, including replacement housing, construction could encounter previously undiscovered or unrecorded archaeological sites and materials during project-related pre-construction or construction-related ground-disturbing activities. These activities could damage or destroy these archaeological resources. Because all of the elements in Alternative B mixed-use development, including replacement housing, would involve some level of ground-disturbing activities, unknown, unique archaeological resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the Alternative B mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on known and unknown archaeological resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on known and unknown archaeological resources 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 result in a **potentially significant** impact on unknown archaeological resources.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative B transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements includes the project components described above under Alternative B, except that it would split eastbound and westbound directions on US 50 from the Pioneer Trail/US 50 intersection in California to the Lake Parkway/US 50 intersection in Nevada. Eastbound US 50 would remain in place as under Alternative A, while westbound US 50 would be realigned as described for Alternative B. Construction activities would occur at the same locations as under Alternative B; therefore, the same types and magnitude of physical activities and ground disturbance would occur. For the same reasons described above for Alternative B, this alternative would have **no effect** on known unique archaeological resources, for the purposes of NEPA, and **no impact** on known unique archaeological resources for purposes of CEQA and TRPA.

Because all of the elements in Alternative C transportation improvements would involve some level of ground-disturbing activities, unknown, unique archaeological resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the Alternative C transportation improvements to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same type and magnitude of project elements would be constructed as described under Alternative B. For the same reasons described above for Alternative B, this alternative would have **no effect** on known unique archaeological resources, for the purposes of NEPA, and **no impact** on known unique archaeological resources for purposes of CEQA and TRPA.

Because all of the elements in Alternative C mixed-use development, including replacement housing, would involve some level of ground-disturbing activities, unknown, unique archaeological resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the Alternative C mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on known and unknown archaeological resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on known and unknown archaeological resources 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 result in a **potentially significant** impact on unknown archaeological resources.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative C transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Alternative D transportation improvements includes the project components described above for Alternative B; however, the new US 50 alignment would proceed east on a new roadway between existing Echo Road and Fern Road, instead of the existing Moss Road. Construction activities would occur at the same locations as under Alternative B but on different local roads in the neighborhood west of the Heavenly Village shopping center; therefore, the same types and magnitude of physical activities and ground disturbance would occur. For the same reasons described above for Alternative B, this alternative would have **no effect** on known unique archaeological resources, for the purposes of NEPA, and **no impact** on known unique archaeological resources for the purposes of CEQA and TRPA.

Because all of the elements in Alternative D transportation improvements would involve some level of ground-disturbing activities, unknown, unique archaeological resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the Alternative D transportation improvements to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same type and magnitude of project elements would be constructed as described under Alternative B. For the same reasons described above for Alternative B, this alternative would have **no effect** on known unique archaeological resources, for the purposes of NEPA, and **no impact** on known unique archaeological resources for the purposes of CEQA and TRPA.

Because all of the elements in Alternative D with mixed-use development would involve some level of ground-disturbing activities, unknown, unique archaeological resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the Alternative D mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on known and unknown archaeological resources as described for the

mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on known and unknown archaeological resources 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 result in a **potentially significant** impact on unknown archaeological resources.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative D transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

Alternative E: Skywalk

Alternative E would involve construction of a concrete bridge over the entire width and length of existing US 50 between Stateline Avenue and the northern end of the Montbleu Resort that would serve pedestrians as a “skywalk” walkway along the tourist core. Construction activities would be limited to these areas in the same locations as under Alternative B; therefore, the same types of physical activities and ground disturbance would occur. For the same reasons described above for Alternative B, this alternative would have **no effect** on known unique archaeological resources, for the purposes of NEPA, and **no impact** on known unique archaeological resources for purposes of CEQA and TRPA.

With implementation of Alternative E, unknown unique archaeological resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the Alternative E transportation improvements to further reduce to the extent feasible the environmental consequences to unknown archaeological resources such that there would be **no adverse effect**.

Impact 3.8-3: Accidental discovery of human remains

Construction and excavation activities associated with development activities may result in sediment disturbance and removal, which can unearth human remains if they are present. Because the project would allow excavation and other ground-disturbing activities, adverse physical effects on undiscovered or unrecorded human remains could occur.

NEPA Environmental Consequences: Mitigation Measure 3.8-3 has been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible the environmental consequences related to disturbance of undiscovered or unrecorded human remains; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less than Significant for Alternatives B, C, D, and E after implementation of Mitigation Measure 3.8-3; No Impact for Alternative A

Alternative A: No Build (No Project)

Because no improvements would occur under the No Build Alternative, there would be no construction-related ground disturbance and, therefore, **no impact** on undiscovered or unrecorded human remains for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would result in realignment of US 50 to the south of existing US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada. The new US 50 alignment would involve large amounts of excavation, construction, grading, and paving.

Based on documentary research, no evidence suggests that any prehistoric or historic-era marked or unmarked human interments are present within or in the immediate vicinity of the APE. However, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the APE and could be uncovered by project-related construction activities. The location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites. As with archaeological resources, disturbance of human remains is more likely to occur in previously undisturbed and undeveloped areas where excavation and ground-disturbing activities have not already resulted in discovery. However, human remains may be discovered in developed and disturbed areas, as well, and may also be of recent origin. Because all of the elements in Alternative B transportation improvements would involve some level of ground disturbing activities, human remains could be damaged or destroyed. This impact would be **potentially significant** 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 disturbance of undiscovered or unrecorded human remains.

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. This alternative includes the option for three mixed-use redevelopment sites, including replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. As discussed under Alternative B transportation improvements, construction activities for Alternative B mixed-use development, including replacement housing, could encounter previously undiscovered or unrecorded human remains during project-related pre-construction or construction-related ground-disturbing activities. These activities could damage or destroy these remains. Because all of the elements in Alternative B mixed-use development, including replacement housing, would involve some level of ground disturbing activities, human remains could be damaged or destroyed. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, for Alternative B to further reduce to the extent feasible the environmental consequences related to disturbance of undiscovered or unrecorded human remains.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects related to disturbance of undiscovered or unrecorded human remains as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on undiscovered or unrecorded human remains 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 result in a **potentially significant** impact related to disturbance of undiscovered or unrecorded human remains.

For the purposes of NEPA, 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 disturbance of undiscovered or unrecorded human remains.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements includes the project components described for Alternative B, except that it would split eastbound and westbound directions on US 50 from the Pioneer Trail/US 50 intersection in California to the Lake Parkway/US 50 intersection in Nevada. Eastbound US 50 would remain in place as under Alternative A, while westbound US 50 would be realigned onto a new alignment. Construction activities would occur at the same locations as under Alternative B; therefore, the same types and magnitude of physical activities and ground disturbance would occur. Because all of the elements in Alternative C transportation improvements would involve some level of ground disturbing activities, human remains could be damaged or destroyed. This impact would be **potentially significant** 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 disturbance of undiscovered or unrecorded human remains.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same type and magnitude of project elements would be constructed as described under Alternative B. Because all of the elements in Alternative C mixed-use development, including replacement housing, would involve some level of ground disturbing activities, human remains could be damaged or destroyed. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, for Alternative C to further reduce to the extent feasible the environmental consequences related to disturbance of undiscovered or unrecorded human remains.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects related to disturbance of undiscovered or unrecorded human remains as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on undiscovered or unrecorded human remains 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 result in a **potentially significant** impact related to disturbance of undiscovered or unrecorded human remains.

For the purposes of NEPA, 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 disturbance of undiscovered or unrecorded human remains.

Alternative D: Project Study Report Alternative 2**Transportation Improvements**

Alternative D transportation improvements includes the project components described above under Alternative B; however, the new US 50 alignment would proceed east on a new roadway between existing Echo Road and Fern Road, instead of the existing Moss Road. Construction activities would occur at similar locations as under Alternative B; therefore, the same types and magnitude of physical activities and ground disturbance would occur. Because all of the elements in Alternative D transportation improvements would involve some level of ground disturbing activities, human remains could be damaged or destroyed. This impact would be **potentially significant** 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 disturbance of undiscovered or unrecorded human remains.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same type and magnitude of project elements would be constructed as described under Alternative B. Because all of the elements in Alternative D mixed-use development, including replacement housing, would involve some level of ground disturbing activities, human remains could be damaged or destroyed. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, for Alternative D to further reduce to the extent feasible the environmental consequences related to disturbance of undiscovered or unrecorded human remains.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects related to disturbance of undiscovered or unrecorded human remains as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on undiscovered or unrecorded human remains 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 result in a **potentially significant** impact related to disturbance of undiscovered or unrecorded human remains.

For the purposes of NEPA, 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 disturbance of undiscovered or unrecorded human remains.

Alternative E: Skywalk

Alternative E would involve construction of a concrete bridge over the entire width and length of the existing US 50 ROW between Stateline Avenue and the northern end of the Montbleu Resort that would serve pedestrians as a “skywalk” walkway along the tourist core near the resort-casinos. Construction activities would be limited to these areas and in the same locations as under Alternative B; therefore, the same types of physical activities and ground disturbance would occur. Because all of the elements in Alternative E would involve some level of ground disturbing activities, human remains could be damaged or destroyed. This impact would be **potentially significant** 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 E to further reduce to the extent feasible the environmental consequences related to disturbance of undiscovered or unrecorded human remains.

Impact 3.8-4: Disturb tribal cultural resources

Construction and excavation activities associated with the build alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources, including tribal cultural resources. There are no known tribal cultural resources that would be damaged or destroyed by Alternatives B, C, D, and E.

Because Alternatives B, C, D, and E would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects on unknown tribal cultural resources.

NEPA Environmental Consequences: Mitigation Measures 3.8-4a and 3.8-4b have been incorporated into Alternatives B, C, D, and E to further reduce to the extent feasible environmental consequences related to unknown tribal cultural resources; The design features of Alternatives B, C, D, and E would avoid or minimize environmental consequences related to known tribal cultural resources; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less than Significant for Alternatives B, C, D, and E after implementation of Mitigation Measures 3.8-4a and 3.8-4b; No Impact for Alternative A

Alternative A: No Build (No Project)

Under the No Build Alternative, no improvements would be made to US 50; therefore, there would be **no impact** on tribal cultural resources for the purposes of NEPA, CEQA, and TRPA.

Alternative B: Triangle (Locally Preferred Action)

Transportation Improvements

Alternative B transportation improvements would involve realignment of US 50 to the south of existing US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada. The new US 50 alignment would involve excavation, construction, grading, and paving.

Tribal cultural resources can include objects with cultural values to a California Native American tribe that are either included in the California Register of Historic Places, eligible for the register, or included on a local register. The records search prepared for the US 50/South Shore Community Revitalization Project identified four archaeological resources located within the APE, one of which had been recorded as destroyed in 1993. An additional site was identified on a Washoe habitation site map. None of these sites had previously been determined eligible for listing in the NRHP or the CRHR. The pedestrian survey was unable to relocate the sites and did not identify any previously unrecorded archaeological resources within the APE. Tribal cultural resources can also include sites, features, places, cultural landscapes, and sacred places with cultural values to a California Native American tribe. As discussed above, in consultation with the Washoe Tribe of Nevada and California, no cultural resources, including unique ethnic values or religious or sacred uses, are located in the project site. Furthermore, the project site has been highly disturbed by urbanization. For these reasons, ground-disturbing activities that would occur as part of Alternative B transportation improvements would not damage or destroy any known tribal cultural resources and, thus, would have **no impact** on known tribal cultural resources for purposes of NEPA, CEQA, and TRPA.

The cultural resources reports prepared for the US 50/South Shore Community Revitalization Project determined that the sensitivity of the APE for buried prehistoric archaeological deposits is low, given the extensive ground disturbance associated with urbanization that has taken place. Because tribal cultural resources can include archaeological resources, the results of the cultural resources reports also indicate a low likelihood for the presence of tribal cultural resources. Project construction activities could encounter previously undiscovered or unrecorded tribal cultural resources during project-related preconstruction or construction-related ground disturbing activities. These activities could damage or destroy these tribal cultural resources. Because all of the elements in Alternative B transportation improvements would involve some level of ground-disturbing activities, unknown tribal cultural resources could be damaged or destroyed and this impact would be **potentially significant** 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 disturbance of unknown tribal cultural resources.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. There are no known tribal cultural resources that would be disturbed by ground-disturbing activities as part of Alternative B mixed-use development, including replacement housing. This alternative would have **no impact** on known tribal cultural resources for purposes of NEPA, CEQA, and TRPA.

As discussed for Alternative B transportation improvements, the mixed-use development, including replacement housing, construction could encounter previously undiscovered or unrecorded tribal cultural sites and materials during project-related pre-construction or construction-related ground-disturbing activities. These activities could damage or destroy these tribal cultural resources. Because all of the elements in Alternative B mixed-use development, including replacement housing, would involve some level of ground-disturbing activities, unknown tribal cultural resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, for Alternative B to further reduce to the extent feasible the environmental consequences related to disturbance of unknown tribal cultural resources.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects related to disturbance of unknown tribal cultural resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on known and unknown tribal cultural resources 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 result in a **potentially significant** impact related to disturbance of unknown tribal cultural resources.

For the purposes of NEPA, 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 disturbance of unknown tribal cultural resources.

Alternative C: Triangle One-Way

Transportation Improvements

Alternative C transportation improvements includes the project components described above under Alternative B, except that it would split eastbound and westbound directions on US 50 from the Pioneer Trail/US 50 intersection in California to the Lake Parkway/US 50 intersection in Nevada. Eastbound US 50 would remain in place as under Alternative A, while westbound US 50 would be realigned as described for Alternative B. Construction activities would occur at the same locations as under Alternative B; therefore, the same types and magnitude of physical activities and ground disturbance would occur. For the same reasons described above for Alternative B, this alternative would have **no impact** on known tribal cultural resources for purposes of NEPA, CEQA, and TRPA.

Because all of the elements in Alternative C transportation improvements would involve some level of ground-disturbing activities, unknown tribal cultural archaeological resources could be damaged or destroyed and this impact would be **potentially significant** 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 disturbance of unknown tribal cultural resources.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same type and magnitude of project elements would be constructed as described under Alternative B. For the same reasons described above for Alternative B, this alternative would have **no impact** on known tribal cultural resources for purposes of NEPA, CEQA, and TRPA.

Because all of the elements in Alternative C with mixed-use development would involve some level of ground-disturbing activities, unknown tribal cultural resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, for Alternative C to further reduce to the extent feasible the environmental consequences related to disturbance of unknown tribal cultural resources.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects related to disturbance of unknown tribal cultural resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on known and unknown tribal cultural resources 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 result in a **potentially significant** impact related to disturbance of unknown tribal cultural resources.

For the purposes of NEPA, 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 disturbance of unknown tribal cultural resources.

Alternative D: Project Study Report Alternative 2

Transportation Improvements

Alternative D transportation improvements includes the project components described above for Alternative B; however, the new US 50 alignment would proceed east on a new roadway between existing Echo Road and Fern Road, instead of the existing Moss Road. Construction activities would occur at the same locations as under Alternative B but on different local roads in the neighborhood west of the Heavenly Village shopping center; therefore, the same types and magnitude of physical activities and ground disturbance would occur. For the same reasons described above for Alternative B, this alternative would have **no impact** on known tribal cultural resources for purposes of NEPA, CEQA, and TRPA.

Because all of the elements in Alternative D transportation improvements would involve some level of ground-disturbing activities, unknown tribal cultural resources could be damaged or destroyed and this impact would be **potentially significant** 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 disturbance of unknown tribal cultural resources.

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. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The same type and magnitude of project elements would be constructed as described under Alternative B. For the same reasons described above for Alternative B, this alternative would have **no impact** on known tribal cultural resources for purposes of NEPA, CEQA, and TRPA.

Because all of the elements in Alternative D with mixed-use development would involve some level of ground-disturbing activities, unknown tribal cultural resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, for Alternative D to further reduce to the extent feasible the environmental consequences related to disturbance of unknown tribal cultural resources.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects related to disturbance of unknown tribal cultural resources as described for the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on known and unknown tribal cultural resources 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 result in a **potentially significant** impact related to disturbance of unknown tribal cultural resources.

For the purposes of NEPA, 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 disturbance of unknown tribal cultural resources.

Alternative E: Skywalk

Alternative E would involve construction of a concrete bridge over the entire width and length of existing US 50 between Stateline Avenue and the northern end of the Montbleu Resort that would serve pedestrians as a “skywalk” walkway along the tourist core near the resort-casinos. Construction activities would be limited to these areas in the same locations as under Alternative B; therefore, the same types of physical activities and ground disturbance would occur. For the same reasons described above for Alternative B, this alternative would have **no impact** on known tribal cultural resources for purposes of NEPA, CEQA, and TRPA.

With implementation of Alternative E, unknown tribal cultural resources could be damaged or destroyed and this impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into Alternative E to further reduce to the extent feasible the environmental consequences related to disturbance of unknown tribal cultural resources.

3.8.4 Avoidance, Minimization, and/or Mitigation Measures

Mitigation Measure 3.8-2a: Install an Environmentally Sensitive Area fence

The following mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.

An Environmentally Sensitive Area (ESA) fence shall be installed to protect the unevaluated portion of the Johnson’s Cut-Off/Pony Express Trail/Lincoln Highway alignment north of the project area. The fence shall be installed from the entrance to Friday’s Station on US 50 to a point 400 feet east of the Johnson’s Cut-Off/Pony Express Trail/Lincoln Highway segment. A sign shall be installed at the east end of the fence to exclude construction personnel access from the area behind the fence. The fence shall be installed in coordination with

a qualified archaeologist prior to ground-disturbing activities and shall remain in place until after the project has been completed. The condition of the fence shall be monitored periodically during the course of construction by the archaeologist who supervised its installation.

Mitigation Measure 3.8-2b: Conduct archaeological monitoring

The following mitigation was included in the RTP/SCS EIR/EIS, which included the US 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.

In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be sensitive (locations where previous disturbance has not occurred) for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) shall require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring shall be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to project initiation. Where necessary, the project proponent shall seek Native American input and consultation.

Mitigation Measure 3.8-2c: Stop work in the event of an archaeological discovery

The following mitigation was included in the RTP/SCS EIR/EIS, which included the US 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.

If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent shall require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852) for California projects. Consultation with the Nevada State Historic Preservation Officer shall be undertaken for Nevada projects.

If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency shall be notified and a data recovery plan shall be prepared.

Significance after Mitigation

Implementation of Mitigation Measures 3.8-2a, 3.8-2b, and 3.8-2c would reduce potentially significant impacts on archaeological resources because mitigation would be developed and implemented in coordination with the appropriate federal, state, and/or local agency(ies) to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of archaeological resources, Impact 3.8-2 would be reduced to a **less-than-significant** level for all build alternatives for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing the build alternatives with Mitigation Measures 3.8-2a, 3.8-2b, and 3.8-2c **would not be adverse**.

Mitigation Measure 3.8-3: Stop work if human remains are discovered

The following mitigation was included in the RTP/SCS EIR/EIS, which included the U.S. 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.

In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- b) If the remains are of Native American origin,
 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.
 3. The site shall be flagged and avoided during construction.
- c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground-disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.

Significance after Mitigation

Implementation of Mitigation Measure 3.8-3 would reduce potentially significant impacts on human remains because mitigation would be developed in coordination with the appropriate federal, state, and/or local agency(ies) to avoid, excavate, or otherwise treat the remains appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of human remains, Impact 3.8-3 would be reduced to a **less-than-significant** level for all build alternatives for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing the build alternatives with Mitigation Measure 3.8-3 **would not be adverse**.

Mitigation Measure 3.8-4a: Conduct tribal cultural resources monitoring

This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.

In accordance with existing regulations, for ground-disturbing activities that have the potential to impact tribal cultural resources, such as archaeological remains, and that will occur in an area that has been determined by a qualified archaeologist to be sensitive (locations where previous disturbance has not occurred) for the presence of buried tribal cultural resource remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) shall require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring shall be conducted in areas where there is likelihood that tribal cultural resources, such as archaeological remains, may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate tribal cultural resources prior to project initiation. Where necessary, the project proponent shall seek Native American input and consultation.

Mitigation Measure 3.8-4b: Stop work in the event of a tribal cultural resource discovery

This mitigation would apply to transportation improvements and mixed-use development, including replacement housing, for Alternatives B, C, and D, and Alternative E for the purposes of NEPA, CEQA, and TRPA.

If potentially significant tribal cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent shall require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852). Consultation with the Nevada State Historic Preservation Officer and the Washoe Tribe of Nevada and California shall be undertaken for the portions of the project within Nevada. Consultation with the California Native American Heritage Commission and the Washoe Tribe of Nevada and California shall be undertaken for the portions of the project in California.

If the archaeologist, in consultation with the Nevada State Historic Preservation Officer, California Native American Heritage Commission, and Washoe Tribe of Nevada and California, determines that the find does not meet the PRC Section 21074 definition for tribal cultural resources, then construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency shall be notified and a data recovery plan shall be prepared.

Significance after Mitigation

Implementation of Mitigation Measures 3.8-4a and 3.8-4b would reduce potentially significant impacts on tribal cultural resources because mitigation would be developed and implemented in coordination with the appropriate federal, state, and/or local agency(ies) to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of tribal cultural resources, Impact 3.8-4 would be reduced to a **less-than-significant** level for all build alternatives for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing the build alternatives with Mitigation Measures 3.8-4a and 3.8-4b **would not be adverse**.