

## 2 PROPOSED PROJECT AND PROJECT ALTERNATIVES

Chapter 2, “Proposed Project and Project Alternatives,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the project alternatives evaluated in the Draft EIR/EIS/EIS.

The following change has been made to Chapter 2, “Proposed Project and Project Alternatives,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

The first paragraph on page 2-1 of the Draft EIR/EIS/EIS is revised as follows:

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.” The rationale for selecting the alternatives for detailed consideration is described below.

A summary of the contents of the sections in Chapter 2 are provided below as well as any changes that have been made to these sections of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

### **Rationale for Selecting Alternatives Considered in Detail**

Realigning US 50 and implementation of a “Loop Road System” concept has been contemplated for decades. As described in Section 1.2 and Table 1-1, the original concept envisioned a larger-scaled version of the current proposal, where both sides of Lake Parkway would operate with high volume traffic and where the realignment would extend much deeper into what is now Van Sickle Bi-State Park. Because traffic volumes are substantially lower along US 50 than historical levels (Table 3.6-1 on page 3.6-10 of the Draft EIR/EIS/EIS), a reduced scale version of the original Loop Road System concept is all that is required today.

In selecting the alternatives for detailed evaluation in the US 50/South Shore Community Revitalization Project EIR/EIS, project planners and engineers considered over 15 alternatives for implementation, weighing each alternative’s ability to meet the purpose and need and the basic project objectives and ability to implement the vision for the tourist core contemplated in relevant planning documents applicable to this area – including the Regional Plan, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Environmental Improvement Program, the Tourist Core Area Plan, and the South Shore Area Plan. All of these plans contemplate realignment of US 50 and implementing improvements to the built environment that provide opportunities for redevelopment with a focus on achieving on the ground environmental improvements and creating a sustainable, pedestrian oriented, vibrant tourist center.

After considering realignment options along both sides of Lake Parkway, it was determined that the mountain loop was preferable for numerous reasons, including:

- ▲ The mountain side loop maximizes the opportunity to both retain and enhance connectivity in the tourist core. The mountain side alternatives preserve existing pedestrian access to Lake Tahoe from the tourist core, without creating the need for a highway crossing. They provide an opportunity to

construct a new pedestrian bridge connection to Van Sickle Bi-State Park, which along with the existing gondola improve access to recreation opportunities by non-automobile modes.

- ▲ They provide an opportunity to address cut-through traffic and safety concerns in the Rocky Point neighborhood. TTD is currently working with the Family Resource Center to develop a plan for neighborhood improvements that would enhance safety in this area. Some concepts that are under consideration for implementation include additional lighting, sidewalks, a community park, and/or open space and gathering areas. Replacement housing would be more efficient and would implement concepts contemplated in the SCS.

In selecting the mountain side loop, it was acknowledged that these realignment alternatives would displace residents; however, the alternatives include replacement housing and new neighborhood enhancing features (e.g., community park, sidewalks, and street lighting) that would help to offset those impacts. After implementation of the project, healthy food options, transit, health care, education, and other services would continue to be available to the residents that would remain in the Rocky Point neighborhood and those residents that would be relocated within the project area watershed, with the preferred location within the proposed mixed-use development sites. Additionally, the mountain side loop would add sidewalks, bicycle lanes, and landscaping along the realigned highway in a neighborhood that currently does not have them, which would improve safety for pedestrians and bicyclists. The realignment of US 50 on the mountain side also addresses safety issues related to high volumes of vehicle traffic driving through the narrow, local roads in the Rocky Point neighborhood as they seek to avoid congestion in the tourist core during peak periods. Because of the displacement of residents in the Rocky Point neighborhood, selecting the mountain side loop alternatives for consideration was concerning. However, lake side realignment alternatives would result in similar impacts as the mountain side realignment alternatives, including displacement of low-income and minority residents without the benefit of improving the safety of residents that are affected by existing cut-through traffic.

Realignment alternatives along the lake side of Lake Parkway were dismissed from further consideration, because of constructability and cost reasons that outweighed benefits; they would operate poorly due to the number of required driveways for businesses and residences that would require construction of a frontage road; affect walkability to the lake; could increase emergency response times due to the indirect emergency access route through the resort-casinos; and would not reduce “cut-through” traffic in the Rocky Point neighborhood. These alternatives would not avoid displacing housing and businesses. These alternatives would also disrupt walkable access to Lake Tahoe.

## 2.1 NEPA, TRPA, AND CEQA REQUIREMENTS FOR ALTERNATIVES

Section 2.1, “NEPA, TRPA, and CEQA Requirements for Alternatives,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS lists the alternatives evaluated in the EIR/EIS/EIS as:

- ▲ 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 section of the Draft EIR/EIS/EIS also identifies Alternative B as the “locally preferred action” (i.e., proposed project for the purposes of CEQA), as designated by TTD.

The following change has been made to Chapter 2, “Proposed Project and Project Alternatives,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

The second paragraph on page 2-1 of the Draft EIR/EIS/EIS is revised as follows:

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 ~~it~~ Alternative B would best meets 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:

## **2.1.1 National Environmental Policy Act Requirements**

Section 2.1.1, “National Environmental Policy Act Requirements” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS lists the Council on Environmental Quality Regulations for Implementing NEPA requirements for an EIS, which includes require that an EIS explore and objectively evaluate all reasonable alternatives and considering each alternative in a level of detail that allows for comparative evaluation.

No changes have been made to Section 2.1.1, “National Environmental Policy Act Requirements,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## **2.1.2 Tahoe Regional Planning Agency**

Section 2.1.2, “Tahoe Regional Planning Agency,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes requirements for preparing an EIS as identified in Article VII of the TRPA Compact. These requirements state that 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.

No changes have been made to Section 2.1.2, “Tahoe Regional Planning Agency,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## **2.1.3 California Environmental Quality Act**

Section 2.1.3, “California Environmental Quality Act,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the State CEQA Guidelines requirements for analysis of alternatives, which includes describing a range of reasonable alternatives for the project that could attain most of the basic objectives of the project and would lessen or avoid significant effects of the project. This section notes that the document provides comparable detail in the analysis of the alternatives and includes a discussion of potential off-site alternatives that were considered but rejected from detailed evaluation and the reasons for their rejection (see Section 2.5, “Alternatives Considered but Eliminated from Further Discussion”).

No changes have been made to Section 2.1.3, “California Environmental Quality Act,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## **2.2 REGIONAL AND LOCAL SETTING**

Section 2.2, “Regional and Local Setting,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the location of the project in Douglas County, Nevada and in the City of South Lake Tahoe in El Dorado County, California. This section also defines the “project site” as generally extending from the intersection of US 50 and SR 207 to approximately 0.25 mile west of the intersection of US 50 and Pioneer Trail and describes it as the infrastructure footprint and the abutting land to contain the potential construction disturbance areas of any of the alternatives. The project site 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. This section also provides a summary of surrounding land uses and existing conditions that are within the “study area” of the project, which 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. Existing traffic patterns within the study area are also briefly summarized in this section.

No changes have been made to Section 2.2, “Regional and Local Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## **2.3 COMMON FEATURES OF ALTERNATIVES B THROUGH D**

Section 2.3, “Common Features of Alternatives B through D,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides an overview of common features of the realignment alternatives, Alternatives B, C, and D. This section includes exhibits for these alternatives showing the proposed transportation. Common features of these alternatives include a new pedestrian bridge over the new US 50 alignment that connects the tourist core with Van Sickle Bi-State Park, enhanced bicycle and pedestrian facilities and connectivity, enhanced transit features, environmental improvements, replacement housing, and the potential for new mixed-use development.

No changes have been made to Section 2.3, “Common Features of Alternatives B through D,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

### **2.3.1 Replacement Housing**

Section 2.3.1, “Replacement Housing,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides an overview of TTD’s commitment to provide replacement housing for displaced residents. This section describes that the acquisition process of properties displaced by the project, 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”). This section also explains that the replacement housing (i.e., 76 dwelling units) would be constructed prior to groundbreaking activities for transportation improvements in California.

The following change has been made to Chapter 2, “Proposed Project and Project Alternatives,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

The fifth and sixth paragraphs on page 2-5 of the Draft EIR/EIS/EIS are revised as follows to reflect TTD's updated commitment to construct additional low-income replacement housing units:

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. TTD has committed to constructing 102 low-income and seven moderate-income replacement housing units regardless of whether or not the residential allocations were acquired with the property within the project right-of-way. If the number of residential allocations acquired by TTD is less than the number of replacement housing units, then tourist accommodation units (TAUs) acquired as part of the project would be converted to residential units on a ratio of one unit for one unit in accordance with TRPA Code Section 50.10. The replacement housing would include deed-restricted low-income and moderate-income housing, which could use TRPA bonus units without the need for residential allocations, and moderate-income housing to replace those displaced by the project. Additional units beyond the minimum 109 replacement units at the mixed-use development sites would include additional low-income, moderate-income, or market-rate housing. A TRPA bonus unit is an additional residential unit that is counted separately from each jurisdiction's residential allocation limits and is intended to incentivize construction of affordable housing units and achievement of the goals and policies of the Regional Plan (see Chapters 50 and 52 of the TRPA Code). 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. The replacement dwelling units would be constructed within the project site walkshed, with the preferred location at one or more of the proposed mixed-use development sites.

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~~ could be used for replacement housing, if needed, or 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.

## 2.3.2 Pedestrian Bridge over Realigned US 50

Section 2.3.2, "Pedestrian Bridge over Realigned US 50," of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the proposed pedestrian bridge that was included in the project 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. This section explains that 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.

No changes have been made to Section 2.3.2, "Pedestrian Bridge over Realigned US 50," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

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

Section 2.3.3, “Corridor Improvements and Enhanced Bicycle, Transit, and Pedestrian Facilities,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies pedestrian features and bicycle facilities to be implemented by the project, including as a result of narrowing the road through the tourist core. Pedestrian and bicycle facilities would include improved and expanded sidewalks and Class II bicycle lanes. This section also describes that changes to the Linear Park resulting from implementation of Alternatives B, C, and D would include realignment closer to the Tahoe Meadows fence, relocating some street lights, reconstructing irrigation and landscaping, and providing 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. 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.

No changes have been made to Section 2.3.3, “Corridor Improvements and Enhanced Bicycle, Transit, and Pedestrian Facilities,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

### **2.3.4 Signage Plan**

Section 2.3.4, “Signage Plan,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS explains that a signage plan would be developed to be implemented with the project throughout the project site that would include signage for transit, parking, visitor information centers, recreation opportunities, and other informational and interpretive/educational/way finding signs. The signage plan would be prepared as part of the final design for the project.

No changes have been made to Section 2.3.4, “Signage Plan,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

### **2.3.5 Lighting Plan**

Section 2.3.5, “Lighting Plan,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS explains that 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.

No changes have been made to Section 2.3.5, “Lighting Plan,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

### **2.3.6 Landscaping**

Section 2.3.6, “Landscaping,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes landscaping improvements, such as the addition of street trees, decorative vegetation, and landscaped medians, that would be included throughout the project site as part of the project.

No changes have been made to Section 2.3.6, “Landscaping,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## 2.3.7 Lake Tahoe Environmental Improvement Program Project Implementation

Section 2.3.7, “Lake Tahoe Environmental Improvement Program Project Implementation,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the Lake Tahoe Environmental Improvement Program (EIP) and identifies the US 50/South Shore Community Revitalization Project as an EIP project (EIP Project No. 03.01.02.0024). This section also describes how the project would implement other EIP projects, including EIP Project No. 01.01.01.0011: Stateline Water Quality Improvement and EIP Project No. 03.01.02.0039: Class One/Two Bicycle Trail: Linear Park Trail to Stateline.

No changes have been made to Section 2.3.7, “Lake Tahoe Environmental Improvement Program Project Implementation,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## 2.3.8 Water Quality Enhancements

Section 2.3.8, “Water Quality Enhancements,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes enhancements that the project would make to stormwater management system in the project site, including improvements that would treat roadway runoff that discharges directly to Edgewood Creek and stormwater improvements along Stateline Avenue and Azure Avenue.

No changes have been made to Section 2.3.8, “Water Quality Enhancements,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## 2.4 DIFFERENTIATING FEATURES OF ALTERNATIVES

Section 2.4, “Differentiating Features of Alternatives,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the alternatives analyzed in detail in the Draft EIR/EIS/EIS and notes that Alternatives B through D meet the purpose and need for the project and the basic project objectives. This section notes that 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.

Any changes that have been made to the following sections of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review are provided below.

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

Section 2.4.1, “Alternative A: No Build (No Project or No Action),” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS states that Alternative A would retain the current road alignment and lane configuration in the study area. This section also notes that the roadway system within the project site boundaries would continue to be inadequate to meet the existing or projected traffic volumes and cut-through traffic on local roadways would continue as it does today.

No changes have been made to Section 2.4.1, “Alternative A: No Build (No Project or No Action),” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

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

Section 2.4.2, “Alternative B: Triangle (Locally Preferred Action),” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the road network changes and intersection improvements that would result from realigning US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada, on the mountain side of the tourist core. This section summarizes the total number of affected parcels and the types of uses and number of units affected, within each state. 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. This section also summarizes the potential future redevelopment of three sites within the project site that could include a mix of residential and commercial uses and could serve as one or more locations for constructing replacement housing.

The following change has been made to Chapter 2, “Proposed Project and Project Alternatives,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

The eighth paragraph on page 2-23 of the Draft EIR/EIS/EIS is revised as follows:

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~~ 35 mph. Posted speed limits for the existing US 50 through the tourist core could be up to 25 mph.

### SELECTION OF PREFERRED ALTERNATIVE

The Draft EIR/EIS/EIS evaluated in equivalent detail five project alternatives, 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. One build alternative (Alternative E) would construct a raised pedestrian walkway over the existing US 50 alignment within the portion of the tourist core between the resort-casinos and a point just beyond Stateline Avenue in California, rather than realign the highway.

For each resource topic in Chapter 3, “Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures,” of the Draft EIR/EIS/EIS, environmental analyses and conclusions were presented for all five alternatives, so that the public, affected agencies, and decision-makers would be fully informed about potential effects on the environment resulting from any of the considered alternatives. The comparative merits of these alternatives are discussed in Section 4.4, “Environmentally Superior Alternative,” of the Draft EIR/EIS/EIS, which also contains a discussion of the ability of each alternative to meet the project objectives. Comments on the Draft EIR/EIS/EIS are included in Appendix O of this Final EIR/EIS/EIS and have been evaluated and considered by the lead agencies.

Alternative B was determined to be the locally preferred action, i.e., the proposed project for purposes of CEQA compliance, by TTD in the Draft EIR/EIS/EIS. TTD, TRPA, and FHWA staff have confirmed that Alternative B, with the minor refinements explained below, is the preferred alternative after public review of the Draft EIR/EIS/EIS. The identification of Alternative B as the preferred alternative is based on review of the environmental document and public comments, and discussions among the lead agency staff. Alternative B includes options for a roundabout or a signal at the US 50/Lake Parkway intersection and options for bicycle lanes or a cycle track through the tourist core. There are no substantial differences in environmental impacts between these options because their footprint is within the project site analyzed in the Draft EIR/EIS/EIS.

### BASIS FOR SELECTION OF THE PREFERRED ALTERNATIVE

The identification of Alternative B as the preferred alternative is based on review of the environmental document, review of public comments, and discussions among lead agency staff. Alternative B emerged



as the most supported alternative following public scoping and would best meet the purpose and need for the project, as well as all of the project objectives. Comments received during scoping offered support for use of roundabouts, fixing traffic problems, enhancing South Lake Tahoe to improve it as an attractive destination for visitors, and implementing the bypass and narrowing the “Main Street” to provide environmental and economic health benefits to the South Shore (see Appendix A in the Draft EIR/EIS/EIS). Also included in the public scoping comments was concern about existing cut-through traffic safety issues in the Rocky Point neighborhood.

As described in Section 4.4, “Environmentally Superior Alternative,” the environmentally superior alternative would be either Alternative B or D transportation improvements, including replacement housing and the mixed-use development option. Each of these alternatives would result in 11 beneficial impacts from the transportation improvements and six beneficial impacts from the mixed-use development, including replacement housing, chiefly related to traffic conditions along road segments and at intersections that would result from project implementation. Also, these alternatives would result in three significant and unavoidable impacts, one related to community character and cohesion (Impact 3.4-1: Physically divide an established community causing changes to community character and cohesion), one related to aesthetics (Impact 3.7-1: Degradation of scenic quality and visual character), and one related to noise (Impact 3.15-3: Traffic noise exposure at existing receptors). The environmental impact differences between Alternatives B and D are not substantial enough that one is clearly superior over the other.

Key factors favoring Alternative B over Alternative D and leading to the selection of the preferred alternative include the following:

- ▲ The Alternative B alignment would use the vacant City of South Lake Tahoe redevelopment parcel located southwest of the commercial properties at the US 50/Pioneer Trail intersection, which would avoid displacement of existing businesses at the corner of US 50 and Pioneer Trail that would occur with Alternative D.
- ▲ The realignment of US 50 for Alternative B allows for better utilization of the mixed-use development sites, which are also the preferred location for replacement housing, within the Tourist Core Area Plan (see Exhibit 2-9 in the Draft EIR/EIS/EIS). This allows potential mixed-use development, and the replacement housing, to utilize density bonuses included in the TCAP while also contributing to meeting the redevelopment goals of the TCAP. The location of the mixed-use development sites on both sides of Lake Tahoe Boulevard also offers an opportunity for creating a distinctive gateway to the tourist core. The location of the mixed-use development sites within the TCAP and providing opportunities for redevelopment and gateway development also offer a better location to attract private developers to contribute to a public-private development agreement to maximize the redevelopment potential in this area. A smaller proportion of the mixed-use development sites for Alternative D are within the TCAP compared to Alternative B; thus, Alternative D would not be able to realize the redevelopment potential that would be allowed with implementation of Alternative B (see Exhibit 2-11 in the Draft EIR/EIS/EIS).

## PROJECT REFINEMENTS TO ALTERNATIVE B

Since the initiation of public review of the Draft EIR/EIS/EIS, TTD has continued to refine details of the locally preferred action (Alternative B) in response to public input, ongoing agency discussions, and continuing concept planning. The refinements, described below, are more specific concept clarifications and improvements that implement general elements of the locally preferred action. They do not change the basic framework or major features of Alternative B that were presented in the Draft EIR/EIS/EIS.

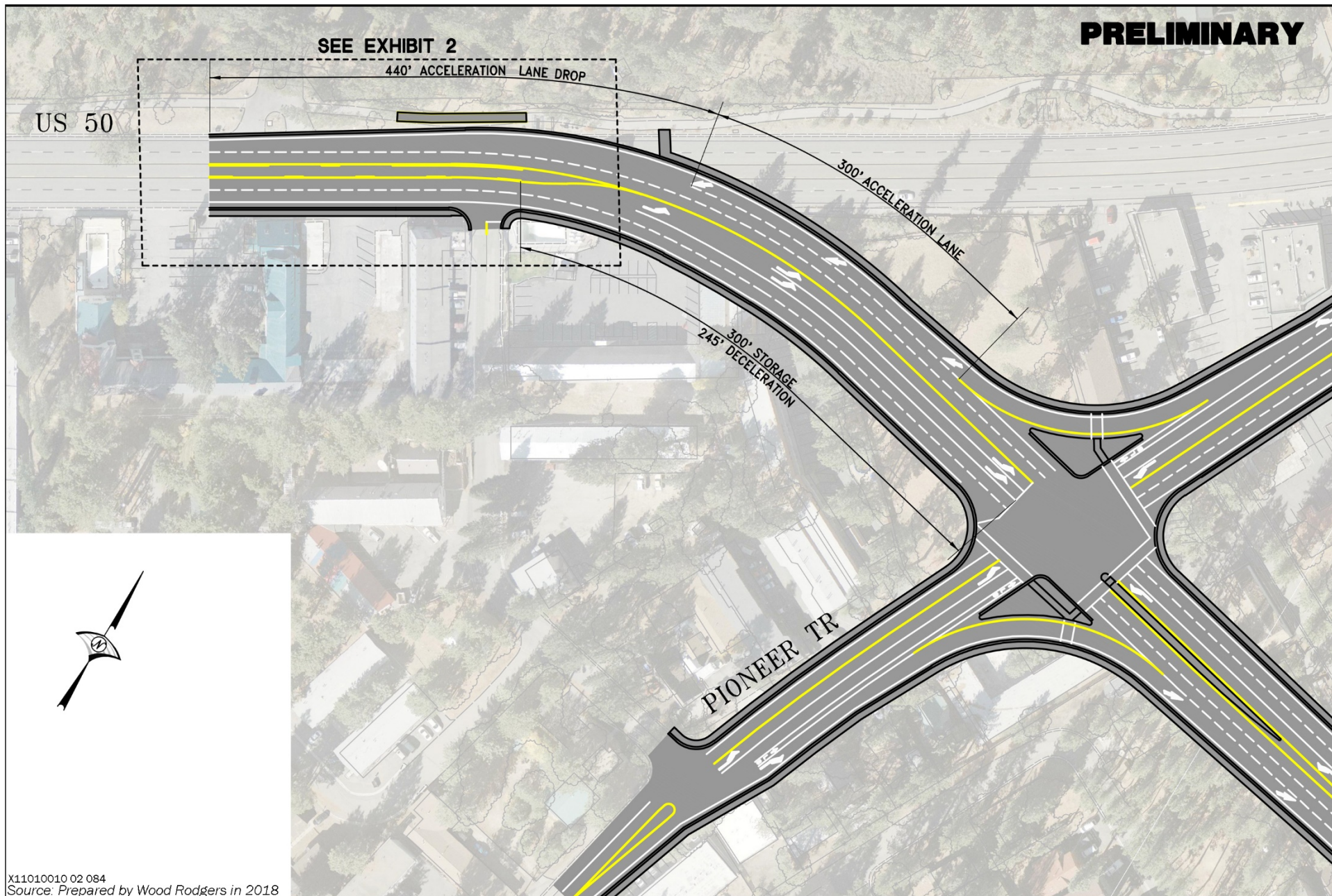
The environmental analysis has been updated in this Final EIR/EIS/EIS as it relates to the Alternative B refinements and has confirmed that environmental conclusions provided in the Draft EIR/EIS/EIS have not changed. The summary presentation of environmental conclusions of all five alternatives has been updated, to reflect the Alternative B refinements to facilitate comparison of environmental

consequences of the alternatives at equivalent detail (see the discussion under the header “Summary of Potential Impacts from Project Refinements” and Table S-1 in Section S.5, “Summary of Impacts and Mitigation.”). Revisions to Table S-1 are presented in underline/strikeout. The refinements may also be added to the other alternatives without necessitating additional environmental review.

The complete environmental document prepared by the lead agencies for the US 50/South Shore Community Revitalization Project consists of the Draft EIR/EIS/EIS, the Final EIR/EIS/EIS, and their respective summaries and appendices. Decision-makers will review the complete environmental document. As a result, lead agency decision-makers will consider the environmental analysis and conclusions of all five alternatives in equivalent detail when determining their actions.

Since the release of the Draft EIR/EIS/EIS, the following refinements have been made to Alternative B in response to comments received on the draft environmental document and to enhance the project’s effectiveness in achieving the project purpose, need, and objectives:

- ▲ TTD has revised its commitment to construct replacement housing and is now proposing to construct 102 deed-restricted low-income housing units and seven moderate-income housing units, increasing the number of multi-family replacement units from 76 to 109 units. The replacement housing (i.e., 76 dwelling units) would be constructed prior to groundbreaking activities for transportation improvements in California. The replacement housing would compensate for the low-income dwelling units (i.e., 58 dwelling units), the moderate income units (i.e., seven dwelling units), and the number of Single Room Occupancy (SRO) units (i.e., 44 SRO units) that would be displaced by the project. The mixed-use development sites would allow for construction of up to 227 total dwelling units. Additional units beyond the minimum 109 replacement units at the mixed-use development sites would include additional low-income, moderate-income, or market-rate housing. As described in Section 2.3.1, “Replacement Housing,” 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. Furthermore, 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.).
- ▲ TTD has formalized its commitment to construct replacement housing within the project area watershed, with the preferred location within one of the proposed mixed-use development sites.
- ▲ TTD has worked with Caltrans to refine the design of US 50 near the entrance at Tahoe Meadows such that access to the main entrance would remain similar to existing conditions. The length of the proposed two left-turn lanes on eastbound US 50 at the intersection with Pioneer Trail has been reduced so that the center left-in/left-out lane (i.e., dedicated left-turn lane) that is currently used by vehicles turning left into Tahoe Meadows from US 50 would remain. Exhibits 2-1 and 2-2, below, illustrate these design refinements. Additionally, the distance from the gate of Tahoe Meadows to the edge of curb of the reconfigured US 50 would not be shortened more than 3 feet, which would minimize the effect on vehicle queuing at the entrance to Tahoe Meadows and the encroachment on the Linear Park.
- ▲ The Gondola Vista project along the mountain side of Lake Parkway across from the Forest Suites Resort at Heavenly Village (see Exhibit 3.19-1 of the Draft EIR/EIS/EIS) was undergoing permitting with the City of South Lake Tahoe and TRPA at the time of publication of the Draft EIR/EIS/EIS. Based on previous site plans for the Gondola Vista project for which the previous permits had expired, the Draft EIR/EIS/EIS stated that the US 50 realignment would preclude the Gondola Vista project from being constructed as planned (page 3.19-10). Since publication of the Draft EIR/EIS/EIS, the requisite permits from the city and TRPA have been secured by the Gondola Vista property owners with a setback incorporated to accommodate the US 50/South Shore Community Revitalization Project. Construction of the Gondola Vista project commenced in the summer of 2017, with the number of residential units being constructed reduced from the 22 units described in the Draft EIR/EIS/EIS to 20 units.

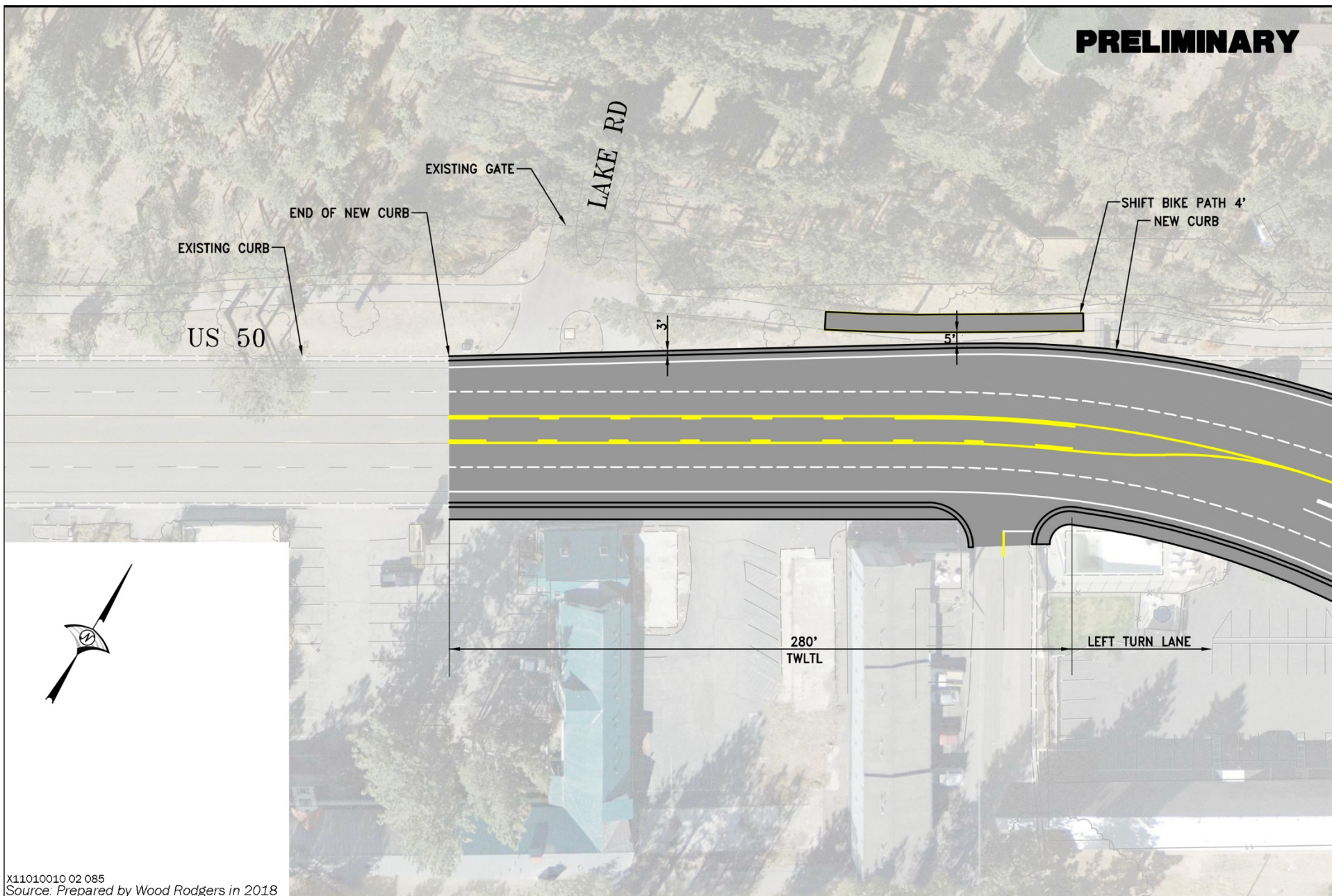


**Exhibit 2-1**

**US 50/Pioneer Trail Intersection Design Exception with Tahoe Meadows Entrance**



**PRELIMINARY**



X11010010 02 085  
Source: Prepared by Wood Rodgers in 2018

**Exhibit 2-2**

**Design Exception at Tahoe Meadows Entrance**

TTD and its engineers have since coordinated with Caltrans staff on preliminary design plans that demonstrate that the US 50 realignment and the development can be designed to be safe and operationally adequate according to state and city design standards. The design refinements could involve a slightly steeper driveway and additional retaining walls to support the revised driveway design, but would be consistent with Caltrans and city design standards and subject to their design approval subsequent to the environmental review. Access to the Gondola Vista property would be limited to right-in/right-out turns only; left turns to or from the property would be precluded.

- ▲ TTD is coordinating a parking agreement to improve parking availability in the state line tourist core area that includes commitments to transit access, access to new public parking, and parking wayfinding signs as part of the project. Implementation of this parking strategy would occur prior to groundbreaking of transportation improvements and will include better circulation to parking and improved wayfinding signage.
- ▲ TTD has amended their short-range transit plan to include a transit circulator service in the tourist core near the state line. The transit circulator service would shorten walking distances between surrounding areas and amenities in the tourist core. The transit circulator would be implemented as a phase of the project to coincide at the earliest with opening of the new alignment. The operation plan for the transit circulator would be finalized prior to implementation and would be based on seasonality of visitation demand and other factors pertinent to effective service hours and use. The transit circulator would provide transit services between the resort-casino parking areas and tourist core businesses and amenities, including Heavenly Village Center.
- ▲ The option to restripe Lake Parkway on the lake side between Stateline Avenue and US 50 as a four-lane roadway described on page 2-23 of the Draft EIR/EIS/EIS has been eliminated from further consideration, because the need for which this option was created can be addressed by setting up temporary cones for directing traffic generated by concerts or special events. This option would also preclude bicycle lanes and shoulders along Lake Parkway in this area. With this option, Lake Parkway would no longer have wide enough shoulders to allow for parking during special events. With implementation of Alternative B, this segment of Lake Parkway would remain a three-lane roadway (one travel lane in each direction with a dedicated left-turn lane).
- ▲ Additional roadway design refinements are anticipated to occur during the standard detailed design development process leading to final design. These design refinements would be within the project site analyzed in the Draft EIR/EIS/EIS and would reduce the size of the realigned intersection of US 50 and Pioneer Trail to lessen the impacts on the surrounding areas. Intersection design refinements could include shortening the lengths of turn lanes, eliminating the eastbound right-turn lane onto Pioneer Trail, eliminating the westbound right-turn lane onto Lake Tahoe Boulevard, eliminating one of the westbound right-turn lanes onto Pioneer Trail, and eliminating one of the through lanes on westbound Pioneer Trail. These design refinements would be reviewed by Caltrans as part of final design approval.
- ▲ TTD has committed to implementing neighborhood design amenities in the Rocky Point neighborhood within the study area that would enhance the community character and safety elements of the neighborhood that remains after realignment of US 50. Such amenities would include a community park and street lighting, and other amenities that are appropriate as design proceeds.

### 2.4.3 Alternative C: Triangle One-Way

Section 2.4.3, “Alternative C: Triangle One-Way,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the road network changes and intersection improvements associated with the Alternative C proposal to 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. This section summarizes the total number of affected parcels and the types of uses and number of units affected, within each state. Alternative C would affect 97 parcels and would displace residents in 70 housing units and four hotel/motels containing 114 rooms. Similar to Alternative B, Alternative C would also require right-of-way from and encroach on Van Sickle Bi-State Park. Alternative C would also include the potential future redevelopment of three sites within the project site that could include a mix of residential and commercial uses and could serve as one or more locations for constructing replacement housing.

No changes have been made to Section 2.4.3, “Alternative C: Triangle One-Way,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## **2.4.4 Alternative D: PSR Alternative 2**

Section 2.4.4, “Alternative D: PSR Alternative 2,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the road network changes and intersection improvements proposed by Alternative D, which would be similar to Alternative B except Alternative D would relocate the US 50/Pioneer Trail intersection further north than the Alternative B alignment. Also, Alternative D would cut through the business triangle preserved by Alternative B. This section summarizes the total number of affected parcels and the types of uses and number of units affected, within each state. Alternative D would affect 78 parcels and would displace residents in 68 housing units and two hotel/motels containing 41 rooms. Similar to Alternative B, Alternative D would also require right-of-way from and encroach on Van Sickle Bi-State Park. Alternative D would also include the potential future redevelopment of three sites within the project site that could include a mix of residential and commercial uses and could serve as one or more locations for constructing replacement housing.

No changes have been made to Section 2.4.4, “Alternative D: PSR Alternative 2,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## **2.4.5 Alternative E: Skywalk**

Section 2.4.5, “Alternative E: Skywalk,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the road network changes and intersection improvements proposed by Alternative E, which would avoid right-of-way acquisition and displacement of residents and business owners that would be necessary for other build alternatives. This section summarizes the features of Alternative E that would include 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.

No changes have been made to Section 2.4.5, “Alternative E: Skywalk,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## **2.4.6 Construction Overview**

Section 2.4.6, “Construction Overview,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the anticipated construction phasing and schedule, traffic control measures, and potential construction staging area locations.

No changes have been made to Section 2.4.6, “Construction Overview,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## 2.4.7 Realignment of Utility Lines

Section 2.4.7, “Realignment of Utility Lines,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the existing utilities in the project site that could require relocation as a result of the project and summarizes the approach to relocate these utilities.

The following change has been made to Chapter 2, “Proposed Project and Project Alternatives,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

To clarify TTD’s commitment to incorporating the cost of utility infrastructure, access, and easement relocations, the following revision has been made to the second sentence of the second full paragraph on page 2-43 of the Draft EIR/EIS/EIS:

~~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 [California Department of Transportation] Caltrans and [Nevada Department of Transportation] NDOT. Along the new US 50 alignment, it is anticipated that TTDthe project would be responsible for all most, if not all, costs associated with relocations and modifications to existing utilities- caused by the construction of the project. Any upgrade determined by the utility companies to be done during construction would be paid for by the utility company. The highway realignment does not cause capacity issues with utility systems. If the mixed-use development sites are developed and create a need to increase capacity, those costs would become part of the mixed-use development project and included in the project-level environmental document for the development. TTD would oversee both the project contractor and utility relocation work during construction. Once constructed, the utility facilities would be owned and operated, including maintenance costs, by the utility companies.~~

## 2.4.8 Further Development of Project Design

Section 2.4.8, “Further Development of Project Design,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS explains that the development of the five alternatives and design concepts of these alternatives have been and would continue to be refined as preliminary engineering progresses. This section also lists design refinements that were considered during the evaluation of environmental impacts in this Draft EIR/EIS/EIS.

No changes have been made to Section 2.4.8, “Further Development of Project Design,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

## 2.5 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Section 2.5, “Alternatives Considered but Eliminated from Further Discussion,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS states that additional alternatives were considered during the initial planning for the US 50/South Shore Revitalization Project and explains that the alternatives analysis provided reasons why and how alternatives were eliminated from consideration.

The following change has been made to Chapter 2, “Proposed Project and Project Alternatives,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

Table 2-5 on pages 2-45 through 2-49 of the Draft EIR/EIS/EIS is revised as follows:

**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. <u>This alternative would also disconnect the tourist core area from Lake Tahoe. Without construction of a frontage road, implementation of this alternative would result in roadway operations with LOS F. Would affect 21 motels containing 122 Single Room Occupancy units (SROs), 41 multi-family dwelling units, and three businesses in addition to the motels. Would decrease walkable access to Lake Tahoe.</u>

**Table 2-5 Alternatives Considered but Eliminated from Further Discussion**

Alternative	Description	Year Developed	Capital Cost (Estimated)	Reasons Alternative Dropped from Consideration
				Constructability and cost impacts outweigh the benefits of this alternative. <u>Would decrease walkable access to Lake Tahoe.</u> This alternative also does not meet the project objective to create a complete street through the tourist core for all users <u>and does not meet the need for redevelopment and revitalization at the gateway to the tourist core.</u> <u>Would not be consistent with the RTP/SCS that describes the US 50/South Shore Community Revitalization Project as being realigned to the east of the casino corridor.</u> Could increase emergency response times due to the indirect emergency access route through the resort-casinos. Adverse effects on stormwater collection and treatment basins. Corresponds to Map 6 in Appendix C.
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. <u>Without construction of a frontage road, implementation of this alternative would result in roadway operations with LOS F.</u> <u>Would affect 11 motels containing 23 SROs, eight multi-family dwelling units, and three businesses in addition to the motels.</u> <u>Would decrease walkable access to Lake Tahoe.</u> Rejected during Project Initiation Document (PID) for geometrics, and because constructability and cost impacts outweigh the benefits of this alternative. <u>Would decrease walkable access to Lake Tahoe.</u> This alternative also does not meet the project objective to create a complete street through the tourist core for all users <u>and does not meet the need for redevelopment and revitalization at the gateway to the tourist core.</u> <u>Would not be consistent with the RTP/SCS that describes the US 50/South Shore Community Revitalization Project as being realigned to the east of the casino corridor.</u> Could increase emergency

**Table 2-5 Alternatives Considered but Eliminated from Further Discussion**

Alternative	Description	Year Developed	Capital Cost (Estimated)	Reasons Alternative Dropped from Consideration
				<u>response times due to the indirect emergency access route through the resort-casinos. Adverse effects on stormwater collection and treatment basins.</u> 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.
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.

**Table 2-5 Alternatives Considered but Eliminated from Further Discussion**

Alternative	Description	Year Developed	Capital Cost (Estimated)	Reasons Alternative Dropped from Consideration
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. <u>Without construction of a frontage road, implementation of this alternative would result in roadway operations with LOS E. Would affect 21 motels containing 122 Single Room Occupancy units (SROs), 41 multi-family dwelling units, and three businesses in addition to the motels. This alternative also does not meet the project objective to create a complete street through the tourist core for all users and does not meet the need for redevelopment and revitalization at the gateway to the tourist core. Would decrease walkable access to Lake Tahoe. Would not be consistent with the RTP/SCS that describes the US 50/South Shore Community Revitalization Project as being realigned to the east of the casino corridor. Could increase emergency response times due to the indirect emergency access route through the resort-casinos. Adverse effects on stormwater collection and treatment basins.</u> 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

**Table 2-5 Alternatives Considered but Eliminated from Further Discussion**

Alternative	Description	Year Developed	Capital Cost (Estimated)	Reasons Alternative Dropped from Consideration
				alternative was prepared, but it is similar to Map 12 in Appendix C and the differences between these alternatives are described herein.
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.
<u>Lake Side Complete Street Alternative</u>	<u>This alternative would be similar to the PSR Alternative A - Lakeside Alternative. The differences would be that Lake Parkway West, Pine Boulevard, and Park Avenue on the lake side of US 50 would be improved to provide two through lanes westbound, two through lanes eastbound, and a center two-way left-turn lane. Like, PSR Alternative A, this alternative would be required to construct a frontage road to consolidate driveways and provide local access to adjacent properties. Existing US 50 would become a local street and narrowed to provide one lane for</u>	<u>2018</u>	<u>\$90 Million</u>	<u>This alternative was eliminated from consideration for reasons similar to those described above for the 2004 US 50/Stateline Area Transportation Study - Alternative A and PSR Alternative A - Lakeside Alternative. Constructability and cost impacts outweigh the benefits. Also creates significant</u>

**Table 2-5 Alternatives Considered but Eliminated from Further Discussion**

Alternative	Description	Year Developed	Capital Cost (Estimated)	Reasons Alternative Dropped from Consideration
	each direction of traffic and complete street improvements, including bike lanes, landscaped median with left-turn pockets, and wider sidewalks. No improvements would be made to Lake Parkway on the mountain side of the tourist core.			commercial and residential access impacts. Without construction of a frontage road, implementation of this alternative would likely result in roadway operations with LOS E. Would affect an estimated 21 motels containing 122 Single Room Occupancy units (SROs), 41 multi-family dwelling units, and three businesses in addition to the motels. This alternative also does not meet the need for redevelopment and revitalization at the gateway to the tourist core. Would decrease walkable access to Lake Tahoe. Would not be consistent with the RTP/SCS that describes the US 50/South Shore Community Revitalization Project as being realigned to the east of the casino corridor. Adverse effects on stormwater collection and treatment basins. No specific map was prepared for this alternative.

Source: TTD 2012; compiled by Ascent Environmental in 2016