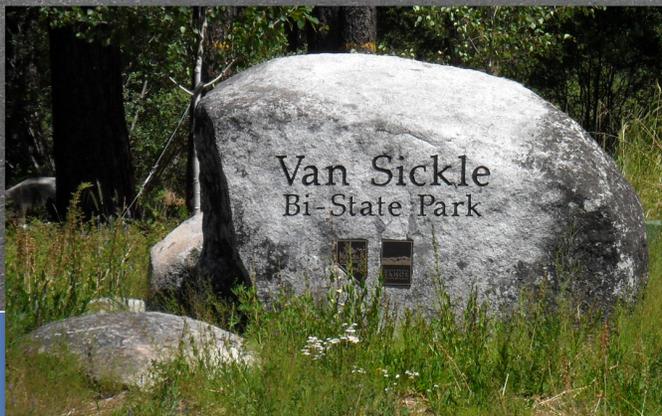


US 50 / South Shore Community Revitalization Project

CA SCH No. 2011112009

Volume 1

Final
Environmental Impact Report/
Environmental Impact Statement/
Environmental Impact Statement



October 2018



PREPARED FOR:



US 50/South Shore Community Revitalization Project
Final Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS) and Section 4(f) *De Minimis* Determination

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October 2018

General Information About This Document

The Federal Highway Administration, California Division (FHWA-CA), FHWA Nevada Division (FHWA-NV), California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), Tahoe Transportation District (TTD), and Tahoe Regional Planning Agency (TRPA) have jointly prepared this Final 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). TTD is the lead agency under the California Environmental Quality Act (CEQA). TRPA is the lead agency pursuant to the TRPA Compact, Lake Tahoe Regional Plan, and Code of Ordinances.

This Final EIR/EIS/EIS has been prepared in the condensed format according to the guidance provided by the FHWA Technical Advisory, T 6640.8A. This condensed format approach avoids repetition of material from the Draft EIR/EIS/EIS by incorporating that draft environmental document by reference. This condensed format parallels the organization of the Draft EIR/EIS/EIS. Each major chapter of this Final EIR/EIS/EIS briefly summarizes the important information contained in the corresponding section of the Draft EIR/EIS/EIS and discusses any changes that originated either from responses to comments received on the Draft EIR/EIS/EIS or modifications initiated by TTD, TRPA, or FHWA staff that occurred after circulation of the Draft EIR/EIS/EIS for public review.

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. The Draft EIR/EIS/EIS was circulated to the public for 75 days between April 24, 2017 and July 7, 2017. Comments received during this period are included in Appendix O of this Final EIR/EIS/EIS. Additional copies of this document and the related technical studies are available for review at the following locations.

Tahoe Transportation District
128 Market Street, Suite 3F
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South Lake Tahoe Public Library
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The document may be downloaded at the following website links: www.trpa.org/document/projects-plans/ and www.tahoetransportation.org/us50.

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EA 03-1E330
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Realign US 50 in the Stateline tourist core 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).

**Final Environmental Impact Report/Environmental Impact Statement/
Environmental Impact Statement and Section 4(f) *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

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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.

¹ FHWA is the lead agency under the National Environmental Policy Act (NEPA), with both the California and Nevada divisions working in cooperation with Caltrans and NDOT.
² Caltrans is a responsible agency under CEQA.

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Appendix R	USACE Preliminary Jurisdictional Determination

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ACRONYMS AND ABBREVIATIONS

2017 RTP	2017 Regional Transportation Plan
AADT	annual average daily traffic
ADA	Americans with Disabilities Act
ADT	average daily trips
Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulation
CNEL	Community Noise Equivalent Level
Conservancy	California Tahoe Conservancy
dB	decibel
DVTE	daily vehicle trip end
EIR	environmental impact report
EIS	environmental impact statement
FHWA	Federal Highway Administration
Final EIR/EIS/EIS	Final Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement
FTIP	Federal Transportation Improvement Program
GAD	Geometric Approval Drawings
GHG	greenhouse gas
HDM	Caltrans Highway Design Manual
LOS	level of service
LTUSD	Lake Tahoe Unified School District
MTCO ₂ e/year	metric tons of carbon dioxide equivalent per year
NCHRP	Transportations Research Board's National Cooperative Highway Research Program
NDOT	Nevada Department of Transportation
NDSP	Nevada Division of State Parks

NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
PAS	plan area statement
project	US 50/South Shore Community Revitalization Project
RDD	Edgewood Mountain Recreation Resort District
RHMA	rubberized hot mix-asphalt
ROW	right-of-way
RPU	Regional Plan Update
RTP/SCS	<i>Tahoe Regional Transportation Plan/Sustainable Communities Strategy</i>
SB	Senate Bill
SHPO	Nevada State Historic Preservation Office
SRO	single room occupancy unit
SSAP	<i>South Shore Area Plan</i>
SSMH	Sanitary Sewer Manhole
SSWA	Stateline Stormwater Association
STAR	South Tahoe Alliance of Resorts
TAU	tourist accommodation unit
TCAP	<i>Tourist Core Area Plan</i>
TOT	Transit Occupancy Tax
TRPA	Tahoe Regional Planning Agency
TTD	Tahoe Transportation District
USC	U.S. Code
VIA	Visual Impact Assessment
VMT	vehicle miles traveled

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 (RTP/SCS) 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.

The project is included in the Tahoe Metropolitan Organization (TMPO) 2015 Federal Transportation Improvement Program (FTIP) and the 2017 FTIP list of projects. It is also listed as a fiscally constrained project in the RTP/SCS, adopted in December 2012. "Fiscally constrained" means that the costs of the proposed 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 2017 Regional Transportation Plan (2017 RTP), which is an update to the 2012 RTP/SCS, and its joint CEQA/TRPA environmental document was approved on April 26, 2017 after the release of the Draft EIR/EIS/EIS for this project. 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, the Tahoe Regional Planning Agency (TRPA), and the 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 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.

On April 24, 2017, TTD, TRPA, and FHWA distributed a Draft EIR/EIS/EIS to public agencies and the general public for review and comment. The Draft EIR/EIS/EIS evaluated five alternatives, consisting of four action or build alternatives (Alternatives B, C, D, and E) and one no-action alternative (Alternative A). (Note: The discussion under the header “Rationale for Selecting Alternatives Considered in Detail” in Chapter 2, “Proposed Project and Project Alternatives,” of this document, summarizes the reasons for selecting the alternatives evaluated in detail in the EIR/EIS/EIS.) Three action alternatives (Alternatives B through D) include realignment of US 50 on the mountain side of the tourist core, pedestrian and bicycle enhancements to improve connectivity and safety, conversion of existing US 50 to a local street, and construction of replacement housing for displaced residents. One action 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. The realignment alternatives also propose a pedestrian bridge that provides an additional connection between the tourist core and Van Sickle Bi-State Park.

This document is the Final Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (Final EIR/EIS/EIS) for the US 50/South Shore Community Revitalization Project (project). In its entirety, the EIR/EIS/EIS consists of the Draft EIR/EIS/EIS (including appendices, published in April 2017) and this final document, which includes public comments and responses to comments (included in Appendix O), and changes in the text of the Draft EIR/EIS/EIS.

This Final EIR/EIS/EIS has been prepared in the condensed format according to the guidance provided by the FHWA Technical Advisory, T 6640.8A. This condensed format approach avoids repetition of material from the Draft EIR/EIS/EIS by incorporating that draft environmental document by reference. This condensed format parallels the organization of the Draft EIR/EIS/EIS. Each major chapter of this Final EIR/EIS/EIS briefly summarizes the important information contained in the corresponding section of the Draft EIR/EIS/EIS and discusses any changes that originated either from responses to comments received on the Draft EIR/EIS/EIS or modifications initiated by TTD, TRPA, or FHWA staff that occurred after circulation of the Draft EIR/EIS/EIS for public review.

All of the text changes made in response to public comments result in minor modifications to the original Draft EIR/EIS/EIS text. None of the changes included in this Final EIR/EIS/EIS resulted in new significant environmental effects or a substantial increase in the severity of any previously identified significant effects; thus, the changes do not warrant recirculation of all or part of the Draft EIR/EIS/EIS for another public review.

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.

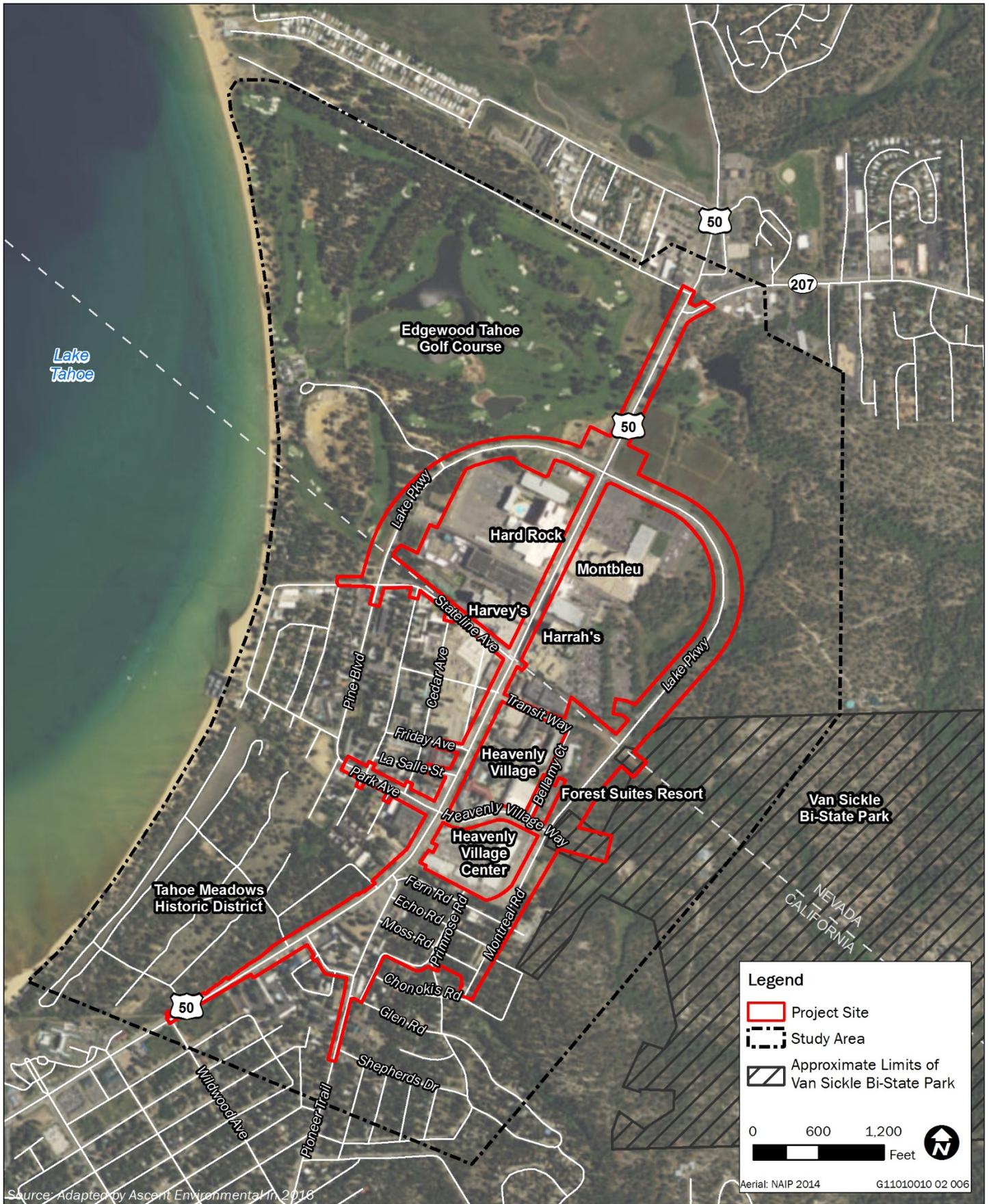


Exhibit S-1

Project Site and Study Area Location

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 addition to implementing transportation improvements within the Tahoe Basin, TTD strives to improve the communities in which it works, considering issues such as local economies, effects on residents, and visitor experience. 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 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;
- ▲ implement regional and local plans, including the Lake Tahoe Regional Plan and the RTP/SCS;
- ▲ enhance visitor and community experience;
- ▲ promote economic vitality of the area; and
- ▲ improve safety for residents, pedestrians, and bicyclists in local neighborhoods.

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. (The Loop Road System concept is described in Section 1.2, "Project Background," and Table 1-1 in Chapter 1, "Introduction," of the Draft EIR/EIS/EIS.)

- B. *Multimodal mobility and safety.* Ongoing and proposed redevelopment in the study area and an increase in visitors has amplified regional traffic, creating a need for improved pedestrian safety, mobility, and multi-modal transportation options that provide alternative options to the private vehicle. 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, resorts, 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 (or “Main 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 (California Department of Transportation [Caltrans] 2016, Nevada Department of Transportation [NDOT] 2016).

The roadways within the study area 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 limited transportation facilities and pedestrian/bicycle environment hinder economic redevelopment 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 necessary 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 Division of Environmental Protection [NDEP] 2010). Improvements to stormwater runoff drainage, 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, undesirable traffic operations, and hinder emergency management 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;
- ▲ create gateway and streetscape features that accomplish 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 study area. 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 to the west of the existing intersection, and proceed south along existing Moss and Echo Roads. 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.



Main Street Concept Illustration

With this Final EIR/EIS/EIS, TTD, TRPA, and FHWA staff have identified Alternative B as the preferred alternative. Alternative B was identified as the locally preferred action by TTD in the Draft EIR/EIS/EIS. The identification of Alternative B as the preferred alternative is based on review of the Draft EIR/EIS/EIS, review of 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 SELECTING ALTERNATIVE B AS THE PREFERRED ALTERNATIVE

As described in Section 4.4, “Environmentally Superior Alternative,” of the Draft EIR/EIS/EIS, the environmentally superior alternative would be either Alternative B or D transportation improvements, including replacement housing and the mixed-use development option. Both 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 TCAP (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).

ROAD NETWORK CHANGES

The 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 the 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 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. These changes would be characteristic of complete streets features intended to be implemented with the project. 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 the Draft 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 of the Draft EIR/EIS/EIS. Appendix B also includes exhibits that distinguish full and partial parcel acquisitions the realignment alternatives.

MIXED-USE REDEVELOPMENT SITES

Alternative B includes the potential 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 at one or more of the mixed-use development sites for dislocated residents and business owners in the immediate vicinity.



Realigned US 50 Near Pedestrian Bridge

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 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 preferred alternative. They do not change the basic framework or major features of Alternative B that were presented in the Draft EIR/EIS/EIS.

Environmental analysis has been updated in the 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,” at the end of this chapter). 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, 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, including the proposed project, 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 deed-restricted 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 Chapter 2, “Proposed Project and Project Alternatives,” of the Draft EIR/EIS/EIS, 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 walkshed, 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. 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.

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 would 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.

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 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 slightly reduce the right-of-way acquisition needs relative 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. The 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 (see Section 2.4.2, “Alternative B: Triangle (Locally Preferred Action),” of the Draft EIR/EIS/EIS).



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, through circulation of the Draft EIR/EIS/EIS, and other outreach that occurred in support of the project, areas of controversy could include the purpose and need for the project; the project cost; displacement of existing residents and businesses in the City of South Lake Tahoe; impacts on Van Sickle Bi-State Park and the Tahoe Meadows residential community; noise impacts in residential neighborhoods; and project effects on natural areas along Lake Parkway, water quality, air quality, vehicle miles of travel (VMT), and public safety. The impact of the newly constructed Gondola Vista project along Lake Parkway and adjacent to the location of the realigned highway has also been the subject of public inquiry.

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,” of the Draft EIR/EIS/EIS. Appendix A of the Draft EIR/EIS/EIS includes a complete list of comments received during the scoping period. Appendix O of this Final EIR/EIS/EIS includes a complete list of comments (and responses to those comments) received during circulation of the Draft EIR/EIS/EIS.

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 76 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 (i.e., 76 dwelling units) and relocation assistance to affected persons prior to initiating construction of the transportation improvements 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.
- **Access to the Tahoe Meadows residential community:** The realignment alternatives would affect access at the Tahoe Meadows main entrance. As discussed under the header "Project Refinements to Alternative B" in Section S.3, "Summary Description of Alternatives," above, TTD has worked with representatives of Tahoe Meadows on several occasions to address their concerns and revisit design details. The refined drawings resulting from those discussions and consultation with Caltrans minimize impacts on the Tahoe Meadows entrance, retain the left-in/left-out turn option for Lake Road to and from US 50, and minimize impacts on the Linear Park, as discussed above. The refinements would apply to all of the realignment alternatives. A master response (Master

Response 2: Effects on Access to Tahoe Meadows Historic District) included in Appendix O of this Final EIR/EIS/EIS comprehensively responds to these access concerns.

▲ 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 0.03 acre 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 stream environment zones (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.

▲ VMT Effects

- The travel route along US 50 with the realignment alternatives would be 0.4 mile longer around the tourist core than the current US 50 alignment straight through it. This increase in travel length would

cause a small localized increase in VMT; however, the project's mobility enhancements and revitalization 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). A master response (Master Response 1: Adequacy of VMT Analysis) included in Appendix O of this Final EIR/EIS/EIS comprehensively responds to concerns related to project effects on VMT.

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.

Chapter 3, "Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures," of the 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.

The Draft EIR/EIS/EIS also included analysis of other issues that includes environmental justice (see pages 3.4-56 – 3.4-65 of the Draft EIR/EIS/EIS), cumulative impacts (see pages 3.19-1 – 3.19-39 of the Draft EIR/EIS/EIS), and growth-inducing effects (see pages 4-4 – 4-5 of the Draft EIR/EIS/EIS). Environmental justice effects are a particularly concern of the project. After consideration of benefits of the project, revisions to the project, additional alternatives, mitigation measures, and project refinements that have been made since release of the Draft EIR/EIS/EIS, the analysis concluded that the project would have a disproportionately high and adverse effect on minority and low-income populations in the Rocky Point neighborhood (see pages 3.6-63 – 3.6-65 of the Draft EIR/EIS/EIS).

Summary of Potential Impacts from Project Refinements to Alternative B

The project refinements, described under the header "Project Refinements to Alternative B," in Section S.3, "Summary Description of Alternatives," above, are more specific concept clarifications and improvements that implement general elements of Alternative B and do not change the basic framework or major features of Alternative B that were presented in the Draft EIR/EIS/EIS. For example, the increase in number of replacement housing units from 76 to 109 units that TTD has committed to is within the maximum number of 227 dwelling units analyzed for the mixed-use development sites in the Draft EIR/EIS/EIS.

The project refinements have resulted in maintaining the existing access to Tahoe Meadows and retaining the center left-in/left-out lane at US 50 and Lake Road, which would result in no new impacts to access to

Tahoe Meadows. Similarly, the changes to the Gondola Vista driveway entrance onto realigned US 50 would occur on the Gondola Vista project site. Because the driveway design would need to meet applicable state and city design standards and be constrained to right-in/right-out turns only, and the 20-unit development would not generate substantial traffic, the addition of a driveway at this location would not result in a new traffic safety impact.

Improvements to parking availability with a public-private agreement between TTD and the casinos would not result in the construction of new parking, but instead would create more visibility of these existing resources through promoting parking availability in the tourist core area.

The transit circulator would result in additional transit service within the tourist core with service levels based on seasonality of visitation demand and other factors pertinent to effective service hours and use, which would not result in a substantial increase in impacts related to traffic, air quality, or greenhouse gas emissions. By increasing transit service as part of the project, the transit circulator would result in a beneficial impact on transit in the project site.

Roadway design refinements are intended to reduce the footprint of roadway improvements to lessen any potential adverse environmental impacts. Neighborhood design amenities, such as a park, would include minimal facilities, would comply with local land use requirements, and would be anticipated to occur within the footprint of ground disturbance in the study area resulting in similar impacts as described for ground disturbance associated with constructing the roadway improvements, with the exception that a park would reduce impervious surfaces. Other amenities, such as adding street lights, would be required to comply with the City of South Lake Tahoe lighting standards pertaining to fixed sources of lighting that would limit spillover illumination. These additional neighborhood design amenities would enhance community character, resulting in positive changes that currently do not exist in this neighborhood. However, these amenities would not change the nature of the impact of realigning a highway through an established neighborhood as discussed in Impact 3.4-1 beginning on page 3.4-17 of the Draft EIR/EIS/EIS.

For these reasons, the project refinements described above do not provide substantial new information or introduce new project elements, nor do they result in new environmental impacts, increased severity of environmental impacts, or new mitigation measures.

Table S-1, below, represents an updated version of Table S-1, "Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures," provided in the Draft EIR/EIS/EIS. Revisions to Table S-1 that resulted from the above-described project refinements, coordination with lead agencies, comments received, or corrections are presented in underline/strikethrough in Table S-1. There were no changes that resulted in any new significant or adverse impacts.

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, South Shore Area Plan [SSAP], and Active Transportation Plan [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.</p>	<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.</p>	<p>Alts A, B, C, D, 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>Alts A, B, C, D, E = 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
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 3.2-2: 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.</p>	Alt A = NI 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.	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
<p>3.3 Parks and Recreational Facilities</p>					
<p>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</p>	Alt A = NI 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.	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 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</p>	Alt A = NI Alts B, C, D, E = NAdv	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>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.</p>			<p>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:</p> <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. 		

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. 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 Parkway west of existing US 50, which would occur within the existing road footprint.	Alts A, E = NI 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 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

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 3.3-3: 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 <u>one or more of three locations/sites</u> 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 <u>land use assumptions included in the TCAP environmental review and Regional Plan</u>, 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 facilities would not increase, and additional recreation resources would not be required.</p>	Alts A, E = NI 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 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

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 3.3-4: 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, 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</p>	Alt A = NI 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.	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
<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>transportation improvements would not substantially diminish recreation user experience.</p> <p>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.</p>					
<p>3.4 Community Impacts</p>					
<p>Impact 3.4-1: Physically divide an established community causing changes to community character and cohesion</p> <p>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</p>	<p>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.</p>	<p>Alts A, E = NI Alts B, C, D = S</p>	<p>Mitigation Measure 3.4-1: Minimize effects on the character and cohesiveness of the Rocky Point Neighborhood</p> <p>The following mitigation measure applies to Alternatives B, C, and D transportation improvements for the purposes of NEPA, CEQA, and TRPA.</p> <p>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").</p>	<p>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.</p>	<p>Alts A, E = NI Alts B, C, D = 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
<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>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 within an established neighborhood community, these alternatives would not adversely affect community character or cohesion or disrupt or divide an established community.</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>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.</p> <p>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.</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

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 3.4-3: 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 <u>buildout of the mixed-use development, including replacement housing</u>, Alternatives B, C, and D would generate an <u>estimated net increase of up to approximately 180-80 - 210-280</u> 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 <i>Tourist Core Area Plan</i>. <u>Because employment needs generated by the project could be met by existing residents and the project would include new housing, buildout of the mixed-use development would not generate new employment that would induce substantial population growth such that</u></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

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><u>additional housing would be required to be constructed. Future development at any of the three mixed-use development sites would be subject to subsequent project-level environmental review and permitting by the City of South Lake Tahoe and/or TRPA that would include mitigating any adverse physical effects on the environment associated with a jobs and housing imbalance.</u> 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.</p> <p>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.</p>					
<p>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</p>	<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 on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.</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>

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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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.					
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 2014) 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	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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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.					
3.5 Public Services and Utilities					
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.	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	Mitigation Measure 3.5-1: Prepare and implement a Utility Relocation Plan 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, as applicable) shall coordinate with the South Tahoe Public Utility District (STPUD), Douglas County Sewer Improvement District (DCSID), Edgewood Water Company (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 be prepared to minimize utility disruption or relocation, and identify all utility relocations affected by the transportation improvements. TTD (and the project proponent for the mixed-use development, as applicable) shall coordinate with the utility companies to	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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			minimize impacts to services throughout the project. 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: <ul style="list-style-type: none"> ▲ plans that identify the utility infrastructure elements, including access for utility providers and easements, as applicable, 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 		

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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					
			▲ 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, 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.	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 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 3.5-3: 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	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	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 sanitary sewer manhole (SSMH) BJ182 and SSMH BJ181 to surcharge, then STPUD and the project applicant shall develop plans	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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<p>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>			<p>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.</p> <p>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.</p> <p>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.</p>		
<p>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.</p>	<p>Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize</p>	<p>Alt A = NI Alts B, C, D, 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</p>	<p>NA</p>	<p>Alt A = NI Alts B, C, D, E = 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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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.	solid waste demand environmental consequences 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.		
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.	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
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	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	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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	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					
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.	emergency services such that no additional mitigation measures are needed or feasible to implement.				
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.	Alts A, E = NI The design features of Alternatives B, C, and D would avoid or minimize the environmental consequences related to demand for schools.	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
3.6 Traffic and Transportation					
Impact 3.6-1: Impacts on intersection operations related to the redevelopment at any one of the mixed-use development sites to accommodate replacement housing (Before Opening Day) Redevelopment at any one 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	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

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					
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.					
<p>Impact 3.6-2 Impacts of transportation improvements on intersection operations – 2020 (Opening Day)</p> <p>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, level of service (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</p>	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.	Alt A = LTS Alts B, D, E = B Alt C = S	<p>Mitigation Measure 3.6-2: Change the eastbound and westbound directional traffic on US 50</p> <p>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.</p>	Alts A, B, D, E = NA Alt C = No additional mitigation measures would be needed or are feasible to implement.	Alt A = LTS Alts B, D, E = B Alt C = 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					
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.					
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.	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.	Alts A, B, D = LTS Alt 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. See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.	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 mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to impact on roadway segment operations.	Alts A, B, D = LTS Alts = B Alt C = SU
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	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	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

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><i>Report/Draft Environmental Impact Statement [RTP/SCS EIR/EIS]) and the RTP would have a net beneficial effect by reducing regional per capita vehicle miles traveled (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</i></p>	<p>measures are needed or feasible to implement.</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					
2040, the Alternatives B, C, and D mixed-use development sites are not analyzed under the 2020 (opening day) scenario.					
<p>Impact 3.6-5: Impacts on bicycle and pedestrian facilities – 2020 (Opening Day)</p> <p>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.</p>	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
<p>Impact 3.6-6: Impacts on transit – 2020 (Opening Day)</p> <p>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</p>	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

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					
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.					
<p>Impact 3.6-7: Construction-related traffic impacts – 2020 (Opening Day)</p> <p>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.</p>	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 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.	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 minimization measures that could further reduce construction-related traffic impacts.	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
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<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 <u>direct</u> effect on bicycle or pedestrian infrastructure. <u>However, constructing the mixed-use development in the tourist core achieves the transit-oriented development principles envisioned in the Regional Plan, TCAP, and SSAP that lead to increased use of multi-modal transportation opportunities (e.g., bicycle and pedestrian facilities).</u> 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.</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, bicycle, and pedestrian safety in 2020 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 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.	Alts B, C, D, E = B Alt A = SU
<p>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</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	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 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	Alts A, B, D, E = LTS Alt 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
<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>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>	<p>Alternative C to further reduce to the extent feasible the environmental consequences related to emergency access in 2020.</p>			<p>environmental consequences related to emergency access in 2020.</p>	
<p>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</p>	<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-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.</p>	<p>Alt A = NI Alt E= LTS Alts B, C, D = S</p>	<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 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>	<p>Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement.</p>	<p>Alt A = NI Alts B, C, D, E = 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
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					
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.					
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.	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.	Alts B, C, D = LTS PS Alts A, E = NI	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 included 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,	Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement.	Alts B, C, D = LTS Alts A, 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					
			including replacement housing, at Site 3. The parking plan must demonstrate the following: <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. 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: <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. ▲ 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. 		
Impact 3.6-12: Impacts on intersection operations – 2040 (Horizon Design Year) 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	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	Alts B, D, E = LTS Alt A = SU Alt C = S	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.	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.	Alts B, C, D, E = LTS Alt A = 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					
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.	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.			Alt C = No additional mitigation measures would be needed or are feasible to implement.	
<p>Impact 3.6-13: Impacts on roadway segment operations – 2040 (Horizon Design Year)</p> <p>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>	<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</p>	<p>Alts B, D, E = LTS Alt A = SU Alt C = S</p>	<p>Mitigation Measure 3.6-13: 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, 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</p>	<p>Alts B, D, E = LTS Alts A, C = 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					
	minimize Alternative A impacts on roadway segment operations in 2040.			environmental consequences related to roadway segment operations in 2040.	
<p>Impact 3.6-14: Impacts on vehicle miles of travel – 2040 (Horizon Design Year)</p> <p>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</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					
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 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.	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 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.	Alts B, C, D, E = NA Alt A = NI	Alts B, C, D, E = B Alt A = NI
Impact 3.6-16: Impacts on transit – 2040 (Horizon 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.	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 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.	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
<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>					
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.					
<p>Impact 3.6-18: Impacts on vehicular, bicycle, and pedestrian safety – 2040 (Horizon Design Year)</p> <p>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. <u>Redevelopment at the mixed-use development sites, including housing, in the tourist core achieves the transit-oriented development principles envisioned in the Regional Plan, TCAP, and SSAP that lead to increased use of multi-modal transportation opportunities (e.g., bicycle and pedestrian facilities).</u> 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 Design Year)</p> <p>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</p>	The design features of Alternatives B, D, and E would avoid or minimize the environmental consequences related to	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</p> <p>This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.</p>	Alts B, D, E = NA Alt A = Adverse effects on emergency access in 2040 from Alternative A could not be reduced	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
<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>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>	<p>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.</p>		<p>See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.</p>	<p>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 environmental consequences related to emergency access in 2040.</p>	
<p>Impact 3.6-20: Daily vehicle trip ends (DVTE) impacts – 2040 (Horizon 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.</p>	<p>Alt A = NI 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</p>	<p>Alts B, C, D, E = LTS Alt A = NI</p>	<p>Mitigation Measure 3.6-20: Mitigate DVTE 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</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, E = LTS Alt A = 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
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					
	environmental consequences related to daily vehicle trip ends in 2040 such that no additional mitigation measures are needed or feasible to implement.		VMT, improve air quality, and encourage alternative modes of transportation.		
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 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</p>	Alt A = NI 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.	Alt A = NI Alts B, C, D, E = S	<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>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><u>To mitigate for this impact, TTD, TRPA, and FHWA shall incorporate feasible design treatments (e.g. landscaped berm to reduce visible wall mass, landscaped screening, and wall texture and colors that blend with the surrounding environment) into the final project design.</u></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>	Alt A = NI Alts B, C, D, and E = Mitigation Measures 3.7-1a and 3.7-1b have been incorporated into 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.	Alt A = NI Alts B, C, D, 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>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 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.</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 unity of views from the road, and would reduce or eliminate degradation of the character of the roadway corridor as experienced by motorists.</p>		
<p>Impact 3.7-2: Interference with or disruption of scenic vistas or scenic resources</p> <p>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</p>	<p>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</p>	<p>Alt A = NI Alts B, C, D = LTS Alt E = S</p>	<p>Mitigation Measure 3.7-2: Mitigate for Decrease in Visual Quality Rating for Scenic Resources 32.1 and 32.3</p> <p>This mitigation measure would apply to Alternative E for purposes of NEPA, CEQA, and TRPA.</p> <p>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</p>	<p>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</p>	<p>Alt A = NI Alts B, C, D = LTS Alt 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
<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>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.</p> <p>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.</p>	<p>Measure 3.7-2 has been incorporated into Alternative E to further reduce to the extent feasible impacts on scenic vistas and scenic resources.</p>		<p>decrease in the Scenic Quality rating of these TRPA-listed scenic resources.</p> <p>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.</p>	<p>environmental consequences related to scenic vistas and scenic resources.</p>	
<p>Impact 3.7-3: Increased light and glare</p> <p>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</p>	<p>Alt A = NI</p> <p>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.</p>	<p>Alt A = NI</p> <p>Alts B, C, D = PS</p> <p>Alt E = LTS</p>	<p>Mitigation Measure 3.7-3: Mitigate for Headlights Shining onto Residential Properties.</p> <p>This mitigation measure would apply to the Alternatives B, C, and D transportation improvements for the purposes of NEPA, CEQA, and TRPA.</p> <p>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</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>Alt A = NI</p> <p>Alts B, C, D, E = 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
<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>					
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.			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.		
3.8 Cultural Resources					
Impact 3.8-1: Change in the significance of historical resources The build alternatives would not affect the National Register of Historic Places (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.	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 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 3.8-2: 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.	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	Alt A = NI Alts B, C, D, E = PS	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	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

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					
	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.		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, <u>and repaired if needed</u> , 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		

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					
			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		

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					
			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 undiscovered or unrecorded human remains.	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 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	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					
			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.		
<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.</p> <p>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	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</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
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					
	known tribal cultural resources.		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		

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					
			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.		
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

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					
3.10 Water Quality and Stormwater Runoff					
<p>Impact 3.10-1: Potential for degradation of surface water quality due to construction activities</p> <p>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.</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 construction activities such that no additional mitigation measures are needed or feasible to implement.</p>	<p>Alt A = NI</p> <p>Alts B, C, D, 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, E = LTS</p>
<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</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>

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					
water quality by implementing required stormwater infrastructure. Alternatives A is the no build alternative and would have no impact relative to these resources.					
<p>Impact 3.10-3: Stormwater runoff 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 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.</p>	Alts A, E = NI 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.	Alts A, E = NI Alts B, C, D = S	<p>Mitigation Measure 3.10-3: Protect functionality of Rocky Point Existing Stormwater Improvements This mitigation measure applies to Alternatives B, C, and D <u>transportation improvements and mixed-use development, including replacement housing</u>, for the purposes of NEPA, CEQA, and TRPA. The project proponent shall demonstrate that all <u>Rocky Point stormwater improvements</u> continue to meet the goals for which they were established. <u>In the case of stormwater improvements purchased or constructed with CTC grant funds (such as the Rocky Point and Fern Road systems), this includes including</u> meeting or exceeding 6.4 pounds of sediment reduction per State of California dollar spent on site improvements. If the functionality of the <u>Rocky Point property and facilities improvements</u> 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 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.</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

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					
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 acres. Because the project would comply with TRPA land coverage regulations, including mitigation of disturbances in land capability district (LCD) 1b at a ratio of 1.5:1, TRPA permit requirements (e.g., stormwater pollution prevention plan [SWPPP], BMPs), and (for mixed-use development, including replacement housing) transfer of excess allowable land coverage, there would be minimal potential to create an	Alts A, E = NI The design features of Alternatives B, C, and D would avoid or minimize the soil compaction and land coverage environmental consequences 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
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					
adverse effect related to land coverage. Alternatives A and E would not result in changes to TRPA-related land coverage.					
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 saturated conditions. All transportation improvement components of Alternatives B, C, and D would be designed to meet Caltrans and 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	Alt A = NI The design features of Alternatives B, C, D, and E would avoid or minimize the potential risks due to seismic shaking, liquefaction, or seiche inundation hazards.	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)	
	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					
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.					
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 construction projects. Use of hazardous materials would occur in compliance with all local, state, and federal regulations.	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 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 3.12-2: Exposure to recognized environmental conditions 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	Alt A = NI Mitigation Measures 3.12-2a, 3.12-2b, 3.12-2c, and 3.12-2d have been incorporated into	Alt A = NI Alts B, C, D, E = PS	Mitigation Measure 3.12-2a: Conduct surveys for asbestos-containing materials, aerially deposited lead, and lead-based paints and coatings This mitigation would apply to the transportation improvements and mixed-use development sites	Alt A = NA Alts B, C, D, E = No additional mitigation measures would be	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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<p>naturally-occurring radon gas, exposure to which has the potential to cause lung cancer. In addition, aerial deposited lead (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>	<p>Alternatives B, C, D, and E to further reduce to the extent feasible the potential for exposure to recognized environmental conditions.</p>		<p>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). <p>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;</p>	<p>needed or are feasible to implement.</p>	

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			(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 <u>within</u> the proposed construction footprint <u>along Lake Tahoe Boulevard and Park Avenue</u> at this location to evaluate potential impacts from a petroleum hydrocarbon release that was discovered in 1998. <u>Soil sampling would not be required if evidence can be provided to the El Dorado County Department of Environmental Management, Hazardous Waste Division that demonstrates there is no longer a risk of exposure to petroleum hydrocarbons during construction activities. If soil sampling is necessary,</u> 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 Environmental Management, Hazardous Waste Division.		

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			<p>Mitigation Measure 3.12-2b: Prepare a construction hazardous materials management plan</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> <p>A construction hazardous materials management plan shall be developed to address <u>procedures for handling, storage, and disposal of previously unidentified potentially</u> 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.</p> <p>The construction hazardous materials management plan shall cover, at a minimum, the following:</p> <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 recognized environmental conditions (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-containing materials within bridge, pipe, and building materials; 		

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			<p>▲ guidance for relocation, removal, or repair of hazardous materials storage facilities (USTs or ASTs) that are affected by project construction; and</p> <p>▲ information on assessment and potential handling of contaminated soils found during relocation.</p> <p>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.</p> <p>Mitigation Measure 3.12-2c: Conduct radon investigation and implement radon-resistant construction techniques</p> <p>This mitigation would apply to mixed-use development sites associated with Alternatives B, C, and D for the purposes of NEPA, CEQA, and TRPA.</p> <p>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, <u>where necessary</u>. 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 <u>may</u> 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. <u>Additionally, passive ventilation can be considered to assure 4 pCi/L thresholds are not exceeded.</u> The radon contractor shall develop clear instructions for proper maintenance of the radon monitoring systems that would</p>		

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			be installed in 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	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

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increased construction activity in a forested area that has a 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, <u>one or more of 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.</u>					
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, exhaust PM ₁₀ , and PM _{2.5} emissions could be significant. Construction of Alternative E would not exceed EDCAQMD’s NO _x or ROG threshold and therefore exhaust emissions would not be significant. All build alternatives (Alternatives B through E) could result in excessive fugitive dust emissions. In addition to construction associated with the roadway transportation improvements, construction emissions related to the potential future mixed-use development sites for Alternatives B, C, and D could occur sometime in the future would also occur. The mixed-use development would begin prior to the transportation improvements in California but may occur simultaneously with transportation improvements occurring in Nevada. Emissions from the mixed-use developments were evaluated separately and in combination with the construction activities for the transportation	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 transportation improvements and mixed-use development sites for purposes of NEPA, CEQA, and TRPA. Measures that Apply to the Transportation Improvements If the chosen alternative does not include development of the mixed-use sites, 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	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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<p>improvements. Construction associated with redeveloping one or more of 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 and in combination with the transportation improvements would exceed EDCAQMD's thresholds for NO_x, and therefore CO, exhaust PM₁₀, and PM_{2.5} could be significant. Excessive fugitive dust emissions could occur during construction of the mixed-use sites alone and in combination with the transportation improvements.</p>			<p>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 number of the property owner, project manager, and onsite foreman.</p> <p>▲ 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 NO_x 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.</p> <p>Measures that Apply to the Mixed-Use Development Sites</p> <p>If the chosen alternative would include development of the mixed-use sites and anticipated construction timing would not coincide with construction activities associated with US 50 transportation improvements, the project proponent shall ensure that construction contractors comply with the following on-site construction measures to reduce emissions of NO_x:</p> <p>▲ All measures as discussed above for the transportation improvements, but shall achieve a project wide fleet average 25 percent reduction in</p>		

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			<p><u>NO_x emissions as compared to ARB statewide fleet average emissions.</u></p> <p><u>If the chosen alternative would include development of the mixed-use sites and anticipated construction timing could potentially coincide with construction activities associated with US 50 transportation improvements, the project proponent shall ensure that construction contractors comply with the following on-site construction measures to reduce emissions of NO_x:</u></p> <ul style="list-style-type: none"> ▲ <u>All measures as discussed above for the scenario for the transportation improvements, but shall achieve a project wide fleet average 60 percent reduction in NO_x emissions as compared to ARB statewide fleet average emissions.</u> ▲ <u>To achieve a 60 percent reduction in NO_x emissions, the use of US EPA-approved Tier 3 and Tier 4 engines would be required. Any combination of said engines may be used so as the fleet average emissions are reduced by a minimum of 60 percent as compared to the ARB statewide fleet average.</u> <p>Mitigation Measure 3.13-1b: Reduce short-term construction-related fugitive dust (PM10 and PM 2.5)</p> <p><u>This mitigation would apply to Alternatives B, C, and D, transportation improvements and mixed-use development sites, and Alternative E for the purposes of NEPA, CEQA, and TRPA.</u></p> <p><u>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 (See Attachment 1 to Table S-1).</u></p>		

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<p>Impact 3.13-2: Consistency with air quality plans and regional transportation conformity</p> <p>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 (FHWA 2013). The 2015 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 (TMPO and TRPA 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.</p>	Alt A = NI Alternatives B, C, D, and E would avoid an adverse effect on air quality and are consistent with air quality plans and regional transportation conformity 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
<p>Impact 3.13-3: Project-level transportation conformity with respect to localized, long-term mobile-source carbon monoxide emissions</p> <p>Though implementation of all of the build alternatives (Alternatives B through E) and the future potential mixed-use developments, including replacement housing, 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</p>	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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triggered during project operations. Implementation of any of the alternatives, including Alternative A, and associated mixed-use developments <u>sites, where applicable</u> , would not result in increased concentrations of CO that would expose sensitive receptors to unhealthy levels.					
<p>Impact 3.13-4: Exposure of sensitive receptors to Mobile Source Air Toxics/Toxic Air Contaminants</p> <p>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, <u>transportation improvements and mixed-use development, including replacement housing</u>, 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. Further, G 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</p>	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

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emissions would be placed in close proximity to sensitive land uses.					
3.14 Greenhouse Gas Emissions and Climate Change					
<p>Impact 3.14-1: GHG emissions and consistency with the Regional Transportation Plan</p> <p>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 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_{2e}/year and 660 MTCO_{2e}/year (2030 adjusted threshold) 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.</p>	The design features of Alternatives A, B, C, D, and E would avoid or minimize GHG emissions 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
<p>Impact 3.14-2: Vulnerability to climate change risks</p> <p>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</p>	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	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

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policies in place, as well as design measures that would protect against these climate change risks.	measures are needed or feasible to implement.				
3.15 Noise and Vibration					
<p>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 <u>one or more of the 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.</u> 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>Alt A = NI The design features of Alternatives B, C, and D would avoid or minimize the impacts related to 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>Alt A = NI Alt B, C, D = LTS Alt E = S</p>	<p>Mitigation Measure 3.15-1: Implement measures to reduce exposure of sensitive receptors to noise generated by nighttime construction activity The following noise abatement measures would apply for Alternative E only for the purposes of NEPA, CEQA, and TRPA. 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 	<p>Alts A, B, C, D = NA Alt E = Mitigation Measure 3.15-1 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 short-term construction noise.</p>	<p>Alt A = NI Alt B, C, D = LTS Alt 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
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					
			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. <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 programed 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 		

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	NEPA	CEQA/TRPA		NEPA	CEQA/TRPA
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			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 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 <u>one or more</u> of the mixed-use development sites could expose nearby buildings to ground vibration levels that exceed the Federal Transit Administration’s (FTA) 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: ▲ 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	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 = S <u>LTS</u> Alt E = <u>SU</u>

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	NEPA	CEQA/TRPA		NEPA	CEQA/TRPA
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			<p>▲ 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 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.</p> <p>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</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 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.</p>		

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			<p>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-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.</p> <p>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:</p> <ul style="list-style-type: none"> ▲ All necessary piles shall be driven with sonic pile drivers instead of impact pile drivers, unless sonic 		

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	NEPA	CEQA/TRPA		NEPA	CEQA/TRPA
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			pile driving is determined to be infeasible by a qualified geotechnical engineer; <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 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 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); ▲ 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; 		

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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					
			<ul style="list-style-type: none"> ▲ 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 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. 		
<p>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.</p> <p>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.</p> <p>With Alternatives B, C, and D one or more noise-sensitive receptors would be exposed to noise levels greater than the</p>	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	Alt A = NI Alts B, C, D, E = S	<p>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.</p> <p>Performance Requirements Traffic noise reduction measures shall be implemented to achieve the following:</p>	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	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
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<p>applicable FHWA noise abatement criteria by the design year (i.e., 2040).</p> <p>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).</p> <p>With Alternatives B, C, D, and E one or more existing noise-sensitive receptors located outside of a TRPA transportation 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>the exposure of sensitive receptors to increased traffic noise levels.</p>		<ol style="list-style-type: none"> 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 2002:3) 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) 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; 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 (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 	<p>mitigation, avoidance, or minimization measures that could further reduce to the extent feasible the environmental consequences related to traffic noise.</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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			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. Noise Reduction Features Noise-reduction features may include, but are not limited to, any combination of the following: ▲ 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		

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	NEPA	CEQA/TRPA		NEPA	CEQA/TRPA
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			<p>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 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</p>		

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			planning-level noise analysis in this document, the approximate location and height of noise barriers for Alternative B are as follows: <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). ▲ 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. 		

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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					
			<ul style="list-style-type: none"> ▲ 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 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. <p>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</p>		

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			<p>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).</p> <p>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 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-</p>		

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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					
			use development 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 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) 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		

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					
			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 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): ▲ 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		

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>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).</p> <p>▲ 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).</p> <p>Selection and Design Process 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 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 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 2002:3) 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 		

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>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 2002:3) and is expected to be exposed to 65 CNEL under cumulative-no-project conditions. This performance requirement shall take priority over Performance Requirements 2, 3, and 4;</p> <p>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;</p> <p>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</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					
			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. 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: ▲ 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		

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>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).</p> <p>▲ 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 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.</p> <p>Selection and Design Process</p> <p>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.</p> <p>Mitigation Measure 3.15-3d: Implement traffic noise reduction measures to reduce traffic noise exposure at affected receptors</p> <p>The following noise abatement measures would apply for Alternative E for the purposes of 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 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 		

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					
			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; 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.	Alts A, E = NI Mitigation Measure 3.15-4 has been incorporated into Alternatives B, C, and D to further reduce to the extent	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	Alts A, E = NA Alts B, C, D = No additional mitigation measures would be	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
<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>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. 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.</p>	<p>feasible the potential to expose land uses to an incompatible noise environment.</p>		<p>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.</p> <p>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 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.</p> <p>Noise Reduction Features Measures to reduce noise exposure levels may include, but are not limited to, any combination of the following:</p> <ul style="list-style-type: none"> ▲ 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 	<p>needed or are feasible to implement.</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>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 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</p> <p>▲ Locating outdoor activity areas, such as swimming pools or patios, on building rooftops.</p> <p>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</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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			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).		
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>	No mitigation is required for any of the alternatives.	NA	<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</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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			<p>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 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.</p> <p>Mitigation Measure 3.16-2b: Conduct delineation of waters of the United States and obtain authorization for fill and required permits for impacts to jurisdictional wetlands or other regulated waters</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>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.</p> <p>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</p>		

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	NEPA	CEQA/TRPA		NEPA	CEQA/TRPA
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			<p>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 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, a Authorization for such fill or disturbance of waters of the United States 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</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					
			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. Mitigation Measure 3.16-2c: Compensate for Unavoidable Loss of SEZ 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. 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: ▲ 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. <u>This restoration plan shall be completed and reviewed by TRPA prior to acknowledgement of the project's permit.</u> The restoration plan for SEZs shall include the following:		

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"> ➤ 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); ➤ 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. 		

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	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>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, provided that findings demonstrate that the tree removal is necessary. In Alternative A no trees would be removed.</p>	<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.</p>	<p>Alt A = NI Alts B, C, D = PS Alt E = LTS</p>	<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 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>	<p>Alts A, E = NA Alts B, C, D = No additional mitigation measures would be needed or are feasible to implement.</p>	<p>Alt A = NI Alts B, C, D, E = LTS</p>
<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</p>	<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.</p>	<p>Alts A, E = NI Alts B, C, D = PS</p>	<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:</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 A, E = NI 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
<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>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 spread or introduction of invasive plants into common or sensitive vegetation communities and habitats from these alternatives.</p>			<ul style="list-style-type: none"> ▲ 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 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. ▲ 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 		

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					
			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.		
			<ul style="list-style-type: none"> ▲ 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 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 spp.</i>) 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})

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 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"> ▲ 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. ▲ 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

Best Available Control Measures

Source Category	Control Measure	Guidance
		<ul style="list-style-type: none"> ▲ 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
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.	<ul style="list-style-type: none"> ▲ 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.	<ul style="list-style-type: none"> ▲ 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

Chapter 1, “Introduction,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS included a description of the project located along U.S. Highway 50 (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. This chapter also provided a brief description of the project site and project study area (see Exhibit 2-1 on page 2-4 of the Draft EIR/EIS/EIS).

A summary of the contents of the sections in Chapter 1 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.

1.1 LEAD AGENCIES

Section 1.1, “Lead Agencies,” in the Draft EIR/EIS/EIS identifies Tahoe Transportation District (TTD), the Tahoe Regional Planning Agency (TRPA), and the Federal Highway Administration (FHWA) as the lead agencies for the joint environmental document for the US 50/South Shore Community Revitalization Project. These three agencies 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 the project proponent.

No changes have been made to Section 1.1, “Lead Agencies,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

1.2 PROJECT BACKGROUND

Section 1.2, “Project Background,” in the Draft EIR/EIS/EIS describes the history of the US 50/South Shore Community Revitalization Project as being contemplated since the 1970s and was included in the Lake Tahoe Compact, which required the consideration of “completion of the Loop Road in the States of California and Nevada.” The project has moved through many iterations, including environmental review cycles and planning efforts. Agency stakeholders, interested parties, and business community members have contributed input into the alternatives development and evaluation processes. The project is also included in the Tahoe Metropolitan Planning Organization (TMPO) 2015 Federal Transportation Improvement Program (FTIP) list, the Draft 2017 FTIP, the 2012 Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the 2017 Regional Transportation Plan (2017 RTP).

No changes have been made to Section 1.2, “Project Background,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

1.3 PURPOSE, NEED, AND OBJECTIVES

Section 1.3, “Purpose, Need, and Objectives,” in the Draft EIR/EIS/EIS provides the information necessary to present the purpose and need and basic project objectives of the proposed US 50/South Shore Community Revitalization Project per the requirements of NEPA and CEQA. TRPA does not have specific requirements for a project to identify the purpose, need, or objectives of the project. The project objectives also reflect the TTD Board’s commitment to provide replacement housing as part of the project, including deed-restricted affordable and moderate-income housing, for displaced residents.

Changes to Section 1.3, “Purpose, Need, and Objectives,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review are shown below.

1.3.1 Purpose

Section 1.3.1, “Purpose,” in the Draft EIR/EIS/EIS describes the overall purposes of the US 50/South Shore Community Revitalization Project.

The following change has been made to Section 1.3.1, “Purpose,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

Page 1-7 of the Draft EIR/EIS/EIS is revised as follows:

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

Section 1.3.2, “Need,” in the Draft EIR/EIS/EIS explains how the purposes of the project would fulfill specific needs within the study area. The needs that would be fulfilled by the project include completion of a Loop Road System concept, multimodal mobility and safety, environmental improvements to help achieve TRPA’s adopted environmental threshold carrying capacities, reduce congestion, reduce neighborhood “cut-through” traffic, implement adopted regional and local plans (e.g., Lake Tahoe Regional Transportation Plan), and create opportunities for redevelopment and revitalization of the study area.

The following changes have been made to Section 1.3.2, “Need,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

The text beginning on page 1-7 of the Draft EIR/EIS/EIS is revised as follows:

- 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. The Loop Road System concept is described in Section 1.2, “Project Background,” and Table 1-1 of the Draft EIR/EIS/EIS.
- B. *Multimodal mobility and safety.* Ongoing and proposed ~~resort~~ redevelopment in the study area and an increase in visitors has ~~increased~~ increased and amplified ~~pedestrian~~ pedestrian regional traffic, creating a need for improved pedestrian safety, mobility, and multi-modal transportation options that provide

alternative options to the private vehicle. 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, resorts, and gaming interests. Currently, there are no bicycle lanes on US 50 through the project site, 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 study 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 study area 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-limited transportation facilities and pedestrian/bicycle environment create constraints to the hinder economic vitality redevelopment 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 necessary 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 and Nevada Department of Environmental Protection 2010). Improvements to stormwater runoff drainage, collection and treatment facilities are needed to meet TRPA, Nevada Department of Environmental Protection, and Lahontan Regional Water Quality Control Board 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 2012a:3-57 through 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.

- D. *Minimize congestion.* Study area intersections and roadway segments are currently operating at marginally acceptable levels during a typical summer PM peak hour (level of service D) (Wood Rodgers 2016:14 – 15); 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, and hinder emergency management operations. The study area is projected to experience substantial increases in traffic congestion in the casino core in the future that would result in level of service E or worse conditions during normal summer peak hours.

1.3.3 Project Objectives

Section 1.3.3, “Project Objectives,” in the Draft EIR/EIS/EIS identifies the basic project objectives identified by TTD that recognize the needs for the project and would support the fundamental purposes of the project. Some of the project objectives include decreasing dependence on the use of private automobiles; developing a “complete street” for all users, including bicyclists, pedestrians, transit, and vehicles; create gateway and streetscape features that create a sense of place; and no net loss of housing in the South Shore area.

The following changes have been made to Section 1.3.2, “Need,” in the Draft EIR/EIS/EIS following its publication and circulation for public review.

The ninth bullet on page 1-9 of the Draft EIR/EIS/EIS is revised as follows:

- ▲ create gateway and streetscape features that ~~create~~ accomplish a sense of place, align with complete streets principles, are reflective of Lake Tahoe’s natural setting, and provide effective way-finding;

1.4 LOGICAL TERMINI AND INDEPENDENT UTILITY

Section 1.4, “Logical Termini and Independent Utility,” in the Draft EIR/EIS/EIS 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 as required by FHWA regulations (23 Code of Federal Regulations [CFR] Part 771.111[f]). Logical termini are defined as rational end points for a transportation improvement. 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.

No changes have been made to Section 1.4, “Logical Termini and Independent Utility,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

1.5 SUMMARY OF PUBLIC INVOLVEMENT

Section 1.5, “Summary of Public Involvement,” in the Draft EIR/EIS/EIS provides an overview of the public outreach that has occurred as part of the environmental review process. With the release of the Notice of Preparation (NOP)/Notice of Intent (NOI), agencies and the public were invited to provide input into the scope and content of the environmental document. This scoping process also included two public scoping meetings. TTD also engaged in numerous public outreach activities, including presentations to the City of South Lake Tahoe and Douglas County, community review committee and business review committee meetings, and stakeholder meetings.

The following additional information has been added to Section 1.5, “Summary of Public Involvement,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS on page 1-12 to describe the public involvement activities that have occurred following its publication and circulation for public review.

The US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS was released for a 75-day public review period from April 24, 2017 through July 7, 2017. Written comments from the public, stakeholders, and agencies were received during that time. Oral comments were also received at a series of public hearings. During the review period, public hearings were held on June 9, June 14, and June 28, 2017 to accept comments on the Draft EIR/EIS/EIS.

1.6 NEXT STEPS IN THE DECISION-MAKING PROCESS

Section 1.6, “Next Steps in the Decision-Making Process,” in the Draft EIR/EIS/EIS describes the process for public review of the Draft EIR/EIS/EIS, preparation of the Final EIR/EIS/EIS, EIR certification, and preparation of Findings of Fact. This section also notes that public meetings would be held by TTD and TRPA as part of considering project approval, and that FHWA would prepare a record of decision (ROD) documenting its decision regarding the project.

The following information has been added to Section 1.6, “Next Steps in the Decision-Making Process,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS after the sixth paragraph on page 1-12 to update the description of the next steps in the environmental review, including consideration of the project for approval.

Following consideration of public comments and preparation of this final environmental document, TTD, TRPA, and FHWA staff have identified Alternative B as the preferred alternative from among the alternatives evaluated in the Draft EIR/EIS/EIS. Alternative B was identified in the Draft EIR/EIS/EIS as the locally preferred action (or proposed project for CEQA purposes). This preferred alternative will be presented to the TTD Board and TRPA Governing Board for consideration of project approval. The lead agencies will make the final determinations of the project’s effects on the environment with required findings and notices in conjunction with project approval. Public hearings will be held by the TTD Board and TRPA Governing Board during the meetings when they consider the preferred alternative for approval. Notices will be distributed in advance of these hearings and posted on the TTD and TRPA websites at: www.tahoetransportation.org/ and www.trpa.org.

Under CEQA, the EIR must be certified as adequate by the TTD Board. After EIR certification, TTD will consider the preferred alternative for approval, and if approved, adopt CEQA findings for all identified significant impacts, adopt a statement of overriding considerations for any significant and unavoidable impacts, and adopt a Mitigation Monitoring and Reporting Program (MMRP) for mitigation incorporated into the project (see Appendix P of this Final EIR/EIS/EIS). The adoption of findings, statement of overriding considerations, and MMRP will occur in conjunction with a project approval action. Upon approval of a project alternative, TTD will file a Notice of Determination with the California and Nevada State Clearinghouses that will document the action.

The Draft EIR/EIS/EIS was 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 were reviewed and responses prepared (see Appendix O of this Final EIR/EIS/EIS). The final environmental document will be presented to the TRPA Advisory Planning Commission, which will make a recommendation to the 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 Board will then consider taking action to certify the Final EIS and adopt findings (TRPA Code of Ordinances Section 4.4) prior to considering approval of a project alternative.

In accordance with NEPA and FHWA regulations, FHWA will issue a Record of Decision after the TTD Board and the TRPA Governing Board have certified the EIR/EIS/EIS and made a decision regarding project approval.

1.7 OPPORTUNITY FOR PUBLIC COMMENT

Section 1.7, “Opportunity for Public Comment,” in the Draft EIR/EIS/EIS identifies the TTD and TRPA offices, South Lake Tahoe Public Library, and Zephyr Cove Library as locations where hard copies of the draft document are available. The draft environmental document is also available on TTD’s website

www.tahoetransportation.org/us50 and TRPA’s website www.trpa.org/get-involved/major-projects/. This section also provided contact information where written comments on the Draft EIR/EIS/EIS could be sent. Public hearings for the draft environmental document were held on June 9, June 13, and June 28, 2017.

The following additional information has been added after the fourth paragraph on page 1-13 in Section 1.7, “Opportunity for Public Comment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS and this Final EIR/EIS/EIS are 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

1.8 PERMITS, REVIEWS, AND APPROVALS

Section 1.8, “Permits, Reviews, and Approvals,” in the Draft EIR/EIS/EIS identifies the permits, reviews, and approvals that would be required for project construction.

No changes have been made to 1.8, “Permits, Reviews, and Approvals,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

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 walkshed, 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 ~~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

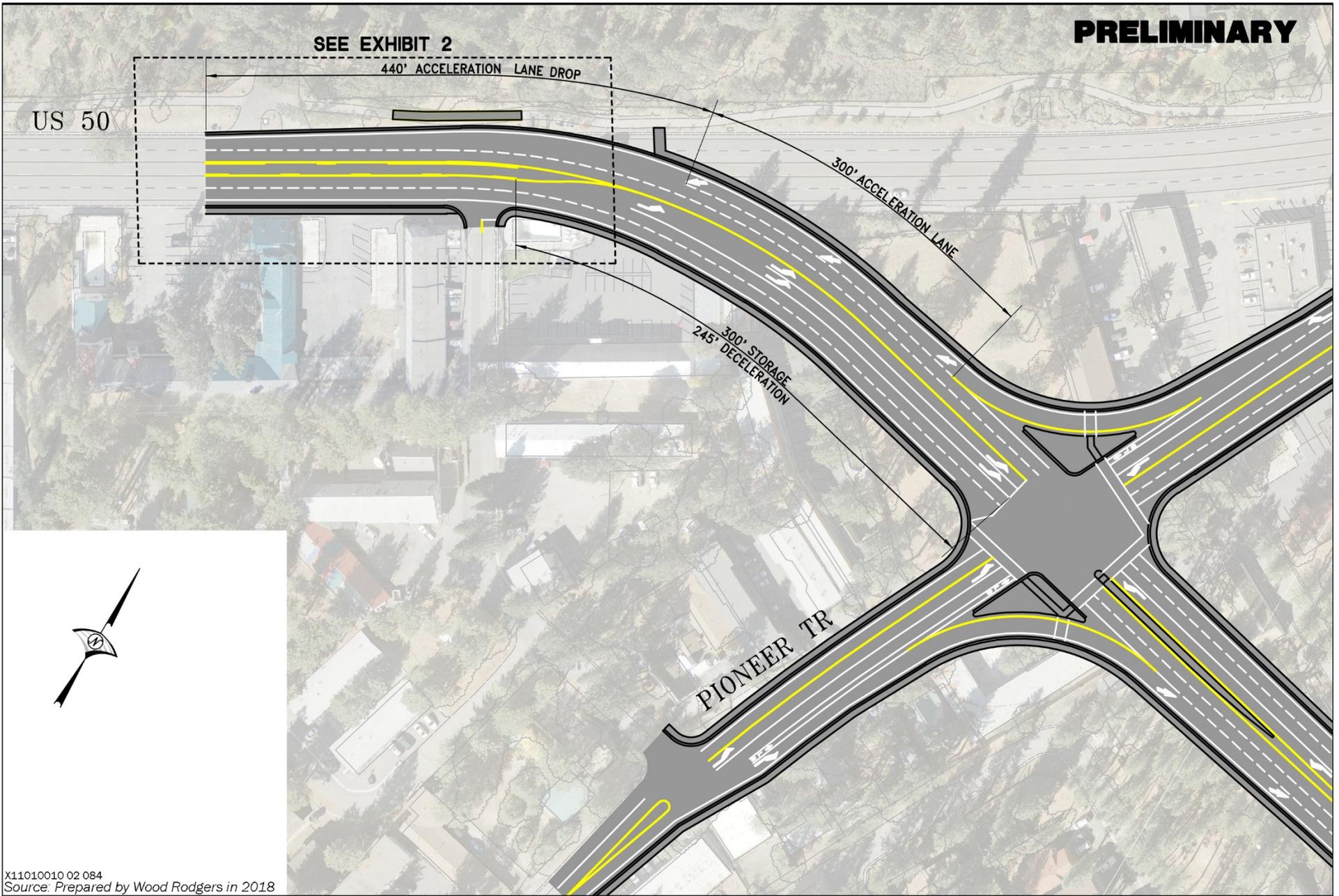
consequences of the alternatives at equivalent detail (see the discussion under the header “Summary of Potential Impacts from Project Refinements” and Table S-1 in Section S.5, “Summary of Impacts and Mitigation.”). Revisions to Table S-1 are presented in underline/strikeout. The refinements may also 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.

PRELIMINARY

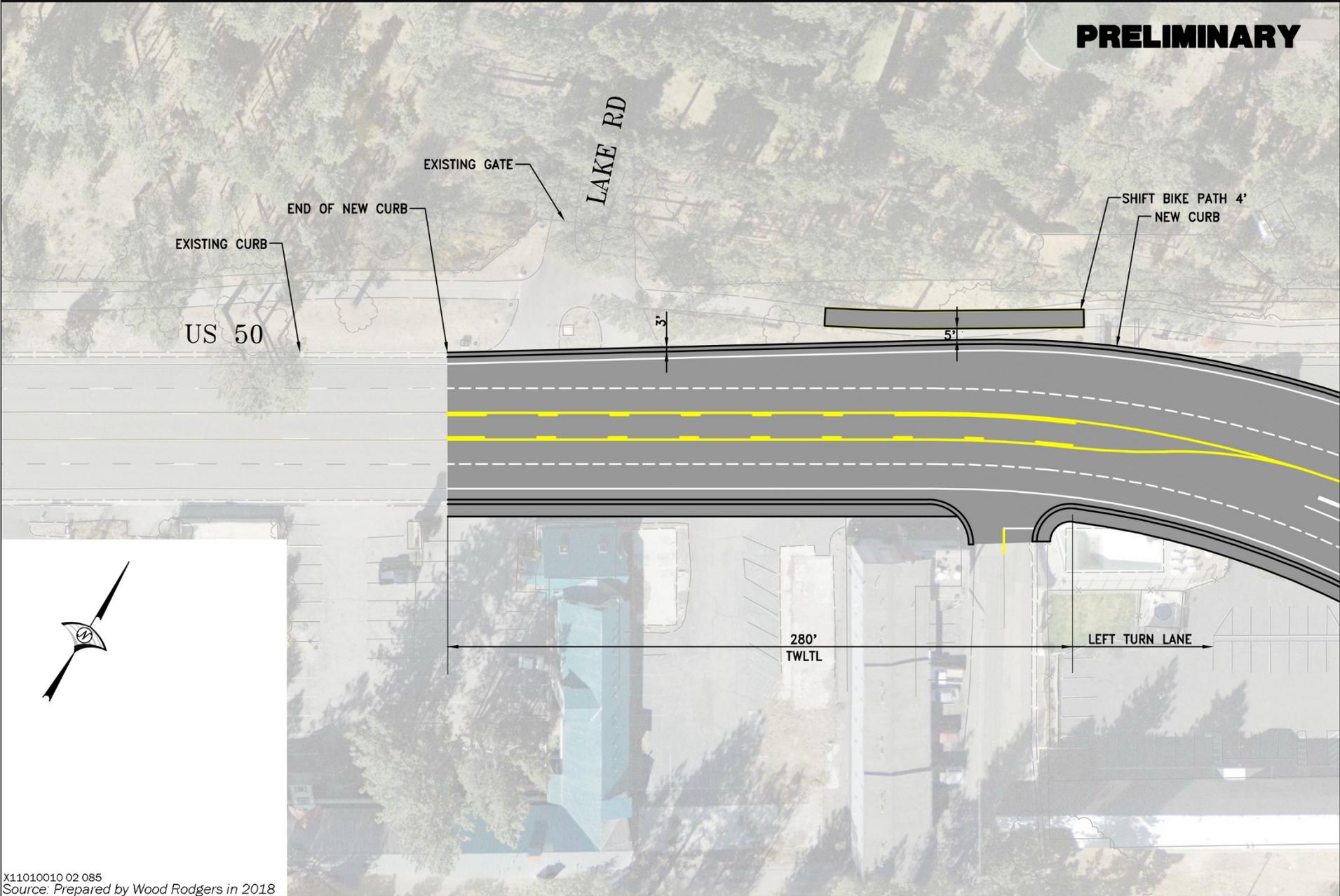


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Source: Prepared by Wood Rodgers in 2018

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
				<p>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> <u>Could increase emergency response times due to the indirect emergency access route through the resort-casinos.</u> <u>Adverse effects on stormwater collection and treatment basins.</u> Corresponds to Map 6 in Appendix C.</p>
<p>2004 US 50/ Stateline Area Transportation Study and 2010 Project Study Report - Alternative B</p>	<p>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.</p>	<p>2004/2010</p>	<p>\$90 to \$100 Million</p>	<p>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> <u>Could increase emergency</u></p>

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. Corresponds to Map 5 in Appendix C.</u>
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
	<p><u>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.</u></p>			<p><u>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.</u></p>

Source: TTD 2012; compiled by Ascent Environmental in 2016

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

3.1 APPROACH TO THE ENVIRONMENTAL ANALYSIS

Section 3.1, “Approach to the Environmental Analysis,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS lists the regulations and policies that require preparation of an EIR for CEQA purposes, an EIS for TRPA purposes, and an EIS for FHWA. This section notes that overall content requirements of these environmental documents are similar, although some terminology and content details vary between the three sets of environmental statutes and regulations. The Draft EIR/EIS/EIS was prepared in accordance with the California Department of Transportation (Caltrans) Standard Environmental Reference tailored to incorporate TRPA requirements for an EIS.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.1.1 California Environmental Quality Act

Section 3.1.1, “California Environmental Quality Act,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the requirements of CEQA and the State CEQA Guidelines for contents of an EIR.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.1.2 Tahoe Regional Planning Agency

Section 3.1.2, “Tahoe Regional Planning Agency,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the requirements of the Bi-State Compact, TRPA Code of Ordinances, and Environmental Threshold Carrying Capacities for contents and analysis in an EIS.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.1.3 National Environmental Policy Act

Section 3.1.3, “National Environmental Policy Act,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the NEPA requirements for contents of an EIS.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.1.4 Incorporation by Reference

Section 3.1.4, “Incorporation by Reference,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies documents that were incorporated by reference in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS, including the Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy EIR/EIS and the 2017 Regional Transportation Plan and its joint CEQA Initial Study/TRPA Initial Environmental Checklist.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.1.5 Contents of Environmental Analysis Sections

Section 3.1.5, “Contents of Environmental Analysis Sections,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS explains the contents of each of the technical topics contained in Sections 3.2 through 3.16, which are organized into these major subsections: Introduction; Regulatory Setting; Affected Environment; Environmental Consequences, Methods and Assumptions; Significance Criteria; Environmental Effects of the Project Alternatives; and Avoidance, Minimization, and/or Mitigation Measures.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.2 LAND USE

Section 3.2, “Land Use,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background about land use planning, briefly summarizes public comments received during the scoping process, and identifies issues dismissed from further analysis.

3.2.1 Regulatory Setting

Section 3.2.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the relevant federal, state, and local regulations and policies governing land use.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.2.2 Affected Environment

Section 3.2.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes existing and planned land use patterns in the study area based on TRPA, the City of South Lake Tahoe, and Douglas County planning documents, including the Tourist Core Area Plan (TCAP), the South Shore Area Plan (SSAP), and relevant plan area statements (PASs).

The following changes have been made to Section 3.2, “Land Use,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The following sentence has been added after the fifth paragraph under the header, “Existing Land Uses within the Study Area,” on page 3.2-8 of the Draft EIR/EIS/EIS:

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.

The Tahoe Meadows Historic District, a private residential community, is located within the study area southwest of the intersection of Pioneer Trail and US 50. Although a small portion of the District is shown within the project site boundary on Exhibits 3.2-1, 3.2-2, and 3.2-3, the project improvements would not make changes to the fence around the District or on any land that falls within the fence.

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 second sentence of the first paragraph under “Surrounding Land Uses,” on page 3.2-8 of the Draft EIR/EIS/EIS has been revised to read as follows:

Land uses surrounding the project site are generally similar in nature to the visitor-centered development within the project site. The approximately 100 homes within the Tahoe Meadows Historic District, a private community, is located southwest of the intersection of Pioneer Trail and US 50 are located outside of the project site. 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.

3.2.3 Environmental Consequences

Section 3.2.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s consistency with land use plans and policies and if the project would impede their implementation, whether or not the project would include uses that are not permissible uses in applicable plans, and if the project would expand or intensify an existing non-conforming use.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.2.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.2.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS states that no avoidance, minimization, or mitigation measures are required to reduce any land use impacts for the purposes of CEQA, NEPA, or TRPA.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.3 PARKS AND RECREATION FACILITIES

Section 3.3, “Parks and Recreation Facilities,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background about the sources of information used in the analysis of potential

impacts on parks and recreation resources, briefly summarizes public comments received during the scoping process, and identifies issues dismissed from further analysis.

3.3.1 Regulatory Setting

Section 3.3.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the federal, state, and local regulations and policies relevant to parks and recreation resources.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.3.2 Affected Environment

Section 3.3.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes existing park and recreation facilities and resources in the study area, including Van Sickle Bi-State Park and the Linear Parkway (Linear Park).

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.3.3 Environmental Consequences

Section 3.3.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to temporarily disrupt public access to public lands and recreation areas, the potential for long-term changes to public access to public lands and recreation areas, the increase demand for and the potential for the project to result in physical deterioration of recreation facilities, and changes to the quality of recreation user experience.

The following changes have been made to Section 3.3, “Parks and Recreation Facilities,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The fourth and fifth paragraphs on page 3.3-21 have been revised to read as follows:

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 one or more of three locations/sites 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 land use assumptions included 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.

3.3.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.3.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies mitigation that would reduce disruption of public access to recreation areas and public lands resulting from the project.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.4 COMMUNITY IMPACTS

Section 3.4, “Community Impacts,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS addresses 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. This section also briefly summarizes public comments received during the scoping process.

3.4.1 Community Character and Cohesion

Section 3.4.1, “Community Character and Cohesion,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies federal, state, and local regulations and policies relevant to the community in the study area and describes existing socioeconomic characteristics that are indicators of community character and cohesion. This section also analyzes the project’s potential to physically divide an established community causing changes to community character and cohesion and assesses the potential to alter the location, distribution, or growth of the human population for the Region.

The following changes have been made to Section 3.4.1, “Community Character and Cohesion,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The third paragraph on page 3.4-7 of the Draft EIR/EIS/EIS is revised to read as follows:

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 2014, approximately 80 percent of the vacant housing units were available as seasonal, recreational, or occasional use rentals (U.S. Census Bureau 2015h). In 2014, the city had approximately 15.11 percent of vacant homes were available for rent long-term renters and approximately 3 less than 1 percent were available for sale (City of South Lake Tahoe 2014:4-17 U.S. Census Bureau 2015h). Similar vacancy data for Douglas County, Stateline CDP, and the CIA study area was not readily available, but it is widely understood that these also supports the general understanding that these other areas within the Tahoe Basin experience similar shortages of long-

term rental vacancies and it is reasonable to assume that these areas experience similar vacancy statistics as the City of South Lake Tahoe.

The last paragraph on page 3.4-10 and Table 3.4-6 on page 3.4-11 are revised to read as follows:

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 2010/2014, the jobs-to-housing ratio was 0.6 in the city and 1.0 in the county (see Table 3.4-6). 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 used in the jobs-housing ratio identified in Table 3.4-6 represents 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. The jobs-to-available housing ratio focuses on owner- and renter-occupied homes, including vacant housing for rent or for sale, and omitting seasonally occupied homes and homes that are vacant and for vacation rental use. Based on the jobs-to-available housing ratio for the city, CIA study area, and Douglas County, there appears to be ample housing stock. It is important to note that this ratio does not account for housing units that are occupied by multiple wage earners and does not account for housing units that may be solely occupied by retired individuals.

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

Table 3.4-6 Jobs-to-Housing Ratio (2014)

Area	Employees	Total Housing Units	Occupied Housing Units	Vacant Housing for Rent or for Sale	Jobs-to-Housing Ratio	Jobs-to-Available Housing Ratio ¹
City of South Lake Tahoe	10,556	16,337	8,585	859	0.6	1.1
Douglas County	20,387	23,677	19,765	426	0.8	1.0
Stateline CDP	601	454	420	0	1.3	1.4
CIA Study Area	3,589	6,306	3,258	294	0.6	1.0

¹ The available housing units used to calculate the jobs-to-available housing ratio is the sum of the occupied housing units and vacant housing for long-term rent or for sale.

Source: U.S. Census Bureau 2015e, 2015g, 2015h

The third sentence in the fourth full paragraph on page 3.4-19 is revised to read as follows:

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 impact summary on page 3.4-29 is revised to read as follows:

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 buildout of the mixed-use development, including replacement housing, Alternatives B, C, and D would generate an estimated net increase of up to approximately 180-80 – 210-280 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*. Because employment needs generated by the project could be met by existing residents and the project would include new housing, buildout of the mixed-use development would not generate new employment that would induce substantial population growth such that additional housing would be required to be constructed. Future development at any of the three mixed-use development sites would be subject to subsequent project-level environmental review and permitting by the City of South Lake Tahoe and/or TRPA that would include mitigating any adverse physical effects on the environment associated with a jobs and housing imbalance. 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 text beginning on page 3.4-31 is revised to read as follows:

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 139 jobs, and a net increase of 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 existing jobs-to-available housing ratio in the city is 1.1 and the jobs-to-available housing ratio in the CIA study area is 1.0 (see Table 3.4-6). The estimated 77 to 269 new jobs created by implementation of Alternative B with mixed-use development would offset the potential loss of an estimated 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). After construction of the replacement housing, the net potential increase in new housing units would be up to 139 units. The mixed-use development could include deed-restricted affordable housing and market-rate housing that could meet these needs 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 likely 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, limiting actual available housing for new employees that may desire to relocate to the South Shore area. and, according to data from the U.S. Census Bureau the City of South Lake Tahoe Housing Element Background Report, approximately 11.5 percent of vacant homes in the city were available as long-term rental units for rent and approximately 13 percent were available for sale. Other portions of the South Shore area and the Lake Tahoe Region have similar limited supplies of long-term rental vacancies. 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. If the reasonably foreseeable, conservative increase of up to 269 jobs and net increase of 139 housing units would occur, the project could result in the need to construct additional housing or require employees to commute into the Tahoe Basin. However, existing unemployed residents in the South Shore area would be anticipated to fill the available jobs and

existing available long-term rentals as well as the new housing units could meet the need of any new employees that might move here from outside of the area. For these reasons, buildout of the mixed-use development would not generate new employment that would induce substantial population growth such that additional housing would be required to be constructed. Future development at any of the three mixed-use development sites would be subject to subsequent project-level environmental review and permitting by the City of South Lake Tahoe and/or TRPA, which would consider the actual proposed number of new housing units and a more refined estimate of employee-generating commercial uses.

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).

Because employment needs could be met by existing residents and the project would include new housing, buildout of the mixed-use development would not generate new employment that would induce substantial population growth such that additional housing would be required to be constructed. Future development at any of the three mixed-use development sites would be subject to subsequent project-level environmental review and permitting by the City of South Lake Tahoe and/or TRPA that would include mitigating any adverse physical effects on the environment associated with a jobs and housing imbalance. 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.

3.4.2 Real Property Acquisitions, Dislocations, and Relocations

Section 3.4.2, “Real Property Acquisitions, Dislocations, and Relocations,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies federal, state, and local regulations and policies relevant to property acquisitions, displacement of businesses and residents, and relocation. This section also provides background about existing affordable and moderate-income housing in the South Shore area, which supports the analysis of project effects on housing supply availability and displacement of businesses.

The following changes have been made to Section 3.4.2, “Real Property Acquisitions, Dislocations, and Relocations,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The second paragraph on page 3.4-41 is revised to read as follows:

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. As indicated in Appendix B, no property within Tahoe Meadows, including that which contains the Tahoe Meadows fence, would be acquired by the project. 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.

The third sentence of third full paragraph on page 3.4-43 is revised to read as follows:

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 in Section 3.4.1, “Housing Occupancy,” there is evidence to suggest that about ~~11.45~~ percent of the supply of vacant homes are available for rent by full-time residents (see Section 3.4.1, “Housing Occupancy”).

3.4.3 Environmental Justice

Section 3.4.3, “Environmental Justice,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the federal regulations that require analysis of the environmental justice effects of a project. This section assesses the potential for the project to result in disproportionate adverse environmental effects on minority and low-income populations, which includes a description of the efforts of the lead agencies to reach out to affected minority and low-income populations, a summary of environmental effects that could be predominately borne by these populations, identification of avoidance and mitigation measures, and the environmental justice determination.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.5 PUBLIC SERVICES AND UTILITIES

Section 3.5, “Public Services and Utilities,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS addresses impacts on water supply, wastewater treatment and disposal, electricity, natural gas, solid waste, law enforcement, fire and emergency services, and school facilities; identifies primary sources of information used for the analysis; and briefly summarizes public comments received during the scoping process.

3.5.1 Regulatory Setting

Section 3.5.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the federal, state, and local regulations and policies relevant to public services and utilities.

The following changes have been made to Section 3.5.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The third paragraph on page 3.5-3 is revised to read as follows:

According to Code Section 32.4.2, adequate fire flows vary by land use within the study area and include: 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.

- ▲ Residential Plan Areas (single-family only): 500 – 750 gallons per minute (gpm) at 20 pounds per square inch (psi) for 2 hours
- ▲ Residential Plan Areas (multi-residential): 750 – 1,000 gpm at 20 psi for 2 hours
- ▲ Tourist Plan Areas: 1,000 – 1,500 gpm at 20 psi for 2 hours
- ▲ Hotel - Casino Areas: 3500 - 6000 gpm at 20 psi for 3 to 6 hours

3.5.2 Affected Environment

Section 3.5.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes existing water supply, wastewater, electricity and natural gas, solid waste, fire protection, law enforcement, and public school capacity and facilities.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.5.3 Environmental Consequences

Section 3.5.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to conflict with existing utility infrastructure, result in inefficient and wasteful consumption of energy, and increase the demand for water supply, wastewater, solid waste, law enforcement and fire and emergency services, and public schools.

The following change has been made to 3.5, “Public Services and Utilities,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The last sentence of the second full paragraph on page 3.5-11 is revised as follows:

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.

The fourth sentence of the fifth paragraph on page 3.5-13 is revised as follows:

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 at the expense of TTD or the project proponent for the mixed-use development, as applicable. 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.

3.5.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.5.4, "Avoidance, Minimization, and/or Mitigation Measures," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies mitigation that would address potential interference with utility infrastructure and capacity in the wastewater collection and conveyance system.

The following changes have been made to Section 3.5, "Public Services and Utilities," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Mitigation Measure 3.5-1 on pages 3.5-42 and 3.5-43 is revised as follows:

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, as applicable) 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 be prepared to minimize utility disruption or relocation, and identify all utility relocations affected by the transportation improvements. TTD (and the project proponent for the mixed-use development, as applicable) shall coordinate with the utility companies to minimize impacts to services throughout the project. 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 replacement housing, mixed use development, 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, including access for utility providers and easements, as applicable, 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.

3.6 TRAFFIC AND TRANSPORTATION

Section 3.6, “Traffic and Transportation,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS addresses impacts on the vehicular, transit, bicycle, and pedestrian components of the transportation system; identifies primary sources of information used for the analysis; briefly summarizes public comments received during the scoping process; and identifies issues dismissed from further analysis.

3.6.1 Regulatory Setting

Section 3.6.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the federal, state, and local regulations and policies relevant to the traffic and transportation analysis.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.6.2 Affected Environment

Section 3.6.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes existing transportation facilities, historic and existing traffic volumes, intersection and roadway segment levels of service, traffic accidents, transit, and bicycle and pedestrian facilities in the study area.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.6.3 Environmental Consequences

Section 3.6.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to impact intersection and roadway segment operations during operation of the project; vehicle miles of travel (VMT); bicycle and pedestrian facilities; transit; vehicular, bicycle, and pedestrian safety; emergency access; and parking in the study area on opening day and in 2040. The analysis also assesses impacts from construction-related traffic and daily vehicle trip end (DVTE) impacts.

The following changes have been made to Section 3.6.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The impact header and first paragraph on page 3.6-31 are revised as follows:

Impact 3.6-1: Impacts on intersection operations related to the redevelopment at any one of the mixed-use development sites to accommodate replacement housing (Before Opening Day)

Redevelopment at any one 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.

The third paragraph on page 3.6-66 is revised as follows:

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 direct effect on bicycle or pedestrian infrastructure. However, constructing the mixed-use development in the tourist core achieves the transit-oriented development principles envisioned in the Regional Plan, TCAP, and SSAP that lead to increased use of multi-modal transportation opportunities (e.g., bicycle and pedestrian facilities). 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.

The first paragraph on page 3.6-120 is revised as follows:

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. Redevelopment at the mixed-use development sites, including housing, in the tourist core achieves the transit-oriented development principles envisioned in the Regional Plan, TCAP, and SSAP that lead to increased use of multi-modal transportation opportunities (e.g., bicycle and pedestrian facilities). 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.

3.6.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.6.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies measures to address traffic impacts of Alternative C as well as project impacts related to parking and DVTEs.

The following change has been made to Section 3.6, “Traffic and Transportation,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The impact header for Mitigation Measure 3.6-135 on page 3.6-31 of the Draft EIR/EIS/EIS is revised as follows:

Mitigation Measure 3.6-20: Mitigate ~~DT~~DVTE impacts through Air Quality Mitigation Fund contribution

3.7 VISUAL RESOURCES/AESTHETICS

Section 3.7, “Visual Resources/Aesthetics,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS addresses impacts on visual resources, identifies primary sources of information used for the analysis, and briefly summarizes public comments received during the scoping process.

3.7.1 Regulatory Setting

Section 3.7.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the relevant federal, state, and local regulations and policies governing visual resources and aesthetics.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.7.2 Affected Environment

Section 3.7.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS includes descriptions of the existing regional and project site landscape character, TRPA scenic thresholds, and key viewpoints used in the analysis.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.7.3 Environmental Consequences

Section 3.7.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to degrade scenic quality and visual character, interfere with or disrupt scenic vistas or scenic resources, and increase light and glare.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.7.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.7.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS includes mitigation measures that address changes in visual character, decreases in visual quality ratings, and headlights shining into residential properties.

The following changes have been made to Section 3.7, “Visual Resources/Aesthetics,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Mitigation Measure 3.7-1a on page 3.7-49 of the Draft EIR/EIS/EIS is revised as follows:

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.

To mitigate for this impact, TTD, TRPA, and the Federal Highway Administration (FHWA) shall incorporate feasible design treatments (e.g., landscaped berm to reduce visible wall mass, landscaped screening, and wall texture and colors that blend with the surrounding environment) into the final project design.

The last paragraph on page 3.7-49 is revised as follows:

Reducing the scale of the structure associated with Alternative E, by constructing a narrow pedestrian walkways 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 and intent of Alternative E because these walkways would not provide enhanced pedestrian facilities or plaza space for pedestrians in the resort-casino portion of the tourist core where people could gather and special events could be held. Additionally, the improvements would be limited to the area within the resort-casino portion of the tourist core. For these reasons, a set of narrow -A series of pedestrian walkways would and is likely to not feasibly meet the project purpose and need and project objectives: related to improving the corridor consistent with the Loop Road System concept; improving bicycle safety; implementing regional and local plans, including the Lake Tahoe Regional Transportation Plan, Lake Tahoe Environmental Improvement Program, the TCAP, and the SSAP; improving safety for residents, pedestrians, and bicyclists in local neighborhoods; creating opportunities for redevelopment and revitalization in the study area; creating gateway and streetscape features that align with complete streets principles; redevelopment and revitalization; decreasing dependence on the use of private automobiles; 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; and creating gateway and streetscape features that create a sense of place. This alternative could reduce dependence on private vehicles and facilitate the creation of a safe and walkable district that enhances pedestrian and bicycle activities and safety, but to a lesser degree than could occur with Alternatives B, C, and D. 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.

3.8 CULTURAL RESOURCES

Section 3.8, “Cultural Resources,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS defines cultural resources, tribal cultural resources, and archaeological resources and identifies primary sources of information used in the analysis.

3.8.1 Regulatory Setting

Section 3.8.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the relevant federal, state, and local regulations and policies governing cultural resources.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.8.2 Affected Environment

Section 3.8.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the area of potential effect for the project, prehistory, ethnography, history, records search results, archaeological and built environment survey results, and significant resources on the project site.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.8.3 Environmental Consequences

Section 3.8.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to affect historical resources, disturb archaeological resources and tribal cultural resources, and encounter previously undiscovered or unrecorded human remains.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.8.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.8.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies mitigation related to previously undiscovered archaeological resources and tribal cultural resources.

The following change has been made to Section 3.8, “Cultural Resources,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The last paragraph beginning on page 3.8-35 is revised as follows:

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, and repaired if needed, periodically during the course of construction by the archaeologist who supervised its installation.

3.9 FLOODPLAINS

Section 3.9, “Floodplains,” in the Draft EIR/EIS/EIS provides background information related to changes in hydrologic conditions and floodplains.

No changes have been made to this section following its publication and circulation for public review.

3.9.1 Regulatory Setting

Section 3.9.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the federal, state, and local regulations and policies relevant to floodplains.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.9.2 Affected Environment

Section 3.9.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the existing regional and local hydrology and floodplains in the study area.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.9.3 Environmental Consequences

Section 3.9.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the potential for the project to result in 100-year flood hazard and floodplain impacts.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.9.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.9.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS states that no avoidance, minimization, or mitigation measures are required to reduce any floodplain impacts for the purposes of CEQA, NEPA, or TRPA.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.10 WATER QUALITY AND STORMWATER RUNOFF

Section 3.10, “Water Quality and Stormwater Runoff,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information related to water quality and stormwater runoff, identifies primary sources of information used for the analysis, and briefly summarizes public comments received during the scoping process.

3.10.1 Regulatory Setting

Section 3.10.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the federal, state, and local regulations and policies relevant to water quality and stormwater runoff.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.10.2 Affected Environment

Section 3.10.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the existing conditions for surface water quality, stormwater management, snow storage, and groundwater.

The following change has been made to Section 3.10, “Water Quality and Stormwater Runoff,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The first and second paragraphs on page 3.10-14 are revised as follows:

Drainage from the Fern Road, Echo Road, and Moss Road area is collected via storm drains and enters two drainage basins at the Fern Road/Pioneer Trail intersection. Overflow from these basins is routed west for additional treatment in the Upper and Lower Pine basins before discharging via the North Ditch to Lake Tahoe. In addition to drainage basins, several undeveloped lots within the Fern Road area were purchased by City of South Lake Tahoe using grant funds provided by the California Tahoe Conservancy (CTC) as part of the Rocky Point Erosion Control Project. These lots provide a natural infiltration area for runoff from adjacent impervious areas and reduce the volume of runoff that must be treated in the drainage basin system. Any development on these parcels that affects their ability to accomplish this purpose would require mitigation.

Stormwater runoff from the California portion of US 50 in the tourist core is currently conveyed through a series of storm drains and drainage basins west of US 50, known as the Pine Boulevard Stormwater System or the North Ditch, before being discharged to Lake Tahoe. Flow from Stateline Creek crosses Montreal Road and enters the same storm drain system through a 42-inch reinforced concrete pipe and headwall near the southeast portion of the project site. Portions of the Pine Boulevard Stormwater System were completed using grant funds provided by CTC.

3.10.3 Environmental Consequences

Section 3.10.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to degrade surface water quality, to affect stormwater management infrastructure, and to degrade groundwater through infiltration of polluted water or during excavation activities.

The following change has been made to Section 3.10, “Water Quality and Stormwater Runoff,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Table 3.10-7 on page 3.10-37 is revised as follows:

Alternative	New Impervious Surface	Affected Storm Drain Systems
Alternative A: No Build (No Project)	NA	NA
Alternative B: Triangle	5.47 to 7.62 acres	CSLT-Fern Road Stormwater Basins (2) CTC-Rocky Point Stormwater Treatment Parcels: 029-331-12, 029-331-11, and 029-332-01 CTC-Rocky Point Stormwater Easements: 029-170-05, 029-170-04, 029-351-22, 029-341-04, and 029-363-07 Existing Storm Drains: 2.5 miles
Alternative C: Triangle One-Way	1.06 acres	CSLT-Fern Road Stormwater Basins (2) CTC-Rocky Point Stormwater Treatment Parcels: 029-331-12, 029-331-11, and 029-332-01 CTC-Rocky Point Stormwater Easements: 029-170-05, 029-170-04, 029-351-22, 029-341-04, and 029-363-07 Existing Storm Drains: 2.1 miles
Alternative D: PSR Alternative 2	5.76 to 7.91 acres	CSLT-Fern Road Stormwater Basins (2) CTC-Rocky Point Stormwater Treatment Parcels: 029-331-12, 029-331-11, and 029-332-01 CTC-Rocky Point Stormwater Easements: 029-170-05, 029-170-04, 029-343-17, and 029-341-04 Existing Storm Drains: 2.4 miles
Alternative E: Skywalk	NA	NA

CTC – California Tahoe Conservancy; CSLT – City of South Lake Tahoe; NA – not applicable

Source: Wood Rodgers 2015; adapted by Ascent Environmental in 2016

3.10.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.10.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies mitigation that would reduce the potential impacts on existing stormwater infrastructure.

The following changes have been made to Section 3.10, “Water Quality and Stormwater Runoff,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Mitigation Measure 3.10-3 on page 3.10-46 is revised as follows:

Mitigation Measure 3.10-3: Protect functionality of Rocky Point Existing Stormwater Improvements

This mitigation measure applies to Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, for the purposes of NEPA, CEQA, and TRPA.

The project proponent shall demonstrate that all Rocky Point stormwater improvements continue to meet the goals for which they were established. In the case of stormwater improvements purchased or constructed with CTC grant funds (such as the Rocky Point and Fern Road systems), this includes 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 improvements 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 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.

3.11 GEOLOGY, SOILS, LAND CAPABILITY, AND COVERAGE

Section 3.11, “Geology, Soils, Land Capability, and Coverage,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information related to geology, soils, land capability, and coverage; briefly summarizes public comments received during the scoping process; and identifies issues dismissed from further analysis.

3.11.1 Regulatory Setting

Section 3.11.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the relevant federal, state, and local regulations and policies that protect soil resources and that are related to geology, soils, and seismicity.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.11.2 Affected Environment

Section 3.11.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the existing geology, soils, land capability, and coverage setting relevant to the study area, including regional geology, site topography, seismicity, soils, and the existing project site land capability and coverage.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.11.3 Environmental Consequences

Section 3.11.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential for impacts related to soil compaction and increased land coverage, erosion and alteration of topography during construction, and exposure to strong seismic shaking, liquefaction, or seiche inundation hazards.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.11.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.11.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS states that no avoidance, minimization, or mitigation measures are required to reduce any geology, soils, land capability, and coverage impacts for the purposes of CEQA, NEPA, or TRPA.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.12 HAZARDS, HAZARDOUS MATERIALS, AND RISK OF UPSET

Section 3.12, “Hazards, Hazardous Materials, and Risk of Upset,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS assesses the potential impacts associated with the routine use, storage, and transport of hazardous materials; the potential to encounter hazardous materials during construction; the potential health consequences and increased hazards associated with wildland fire; conflicts with airports; and risk of exposure of schools to hazardous materials. This section also summarizes public comments received during the scoping process and identifies issues dismissed from further analysis.

3.12.1 Regulatory Setting

Section 3.12.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the relevant federal, state, and local regulations and policies that prevent or mitigate impacts related to the release of hazardous substances and address hazards associated with construction in areas exposed to the risk of wildland fire hazards.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.12.2 Affected Environment

Section 3.12.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the wildland fire hazard risk and hazardous materials that may be present in the study area (e.g., aerially deposited lead, asbestos containing materials, lead-based paint), as well as Recognized Environmental Conditions (RECs) resulting from current and/or former activities within the study area.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.12.3 Environmental Consequences

Section 3.12.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to expose people or the environment to hazards because of the routine storage, use, and transport of hazardous materials or from accidental release or upset; increase the risk of exposure to environmental conditions; and exposure of people or structures to a significant risk of loss, injury, or death involving wildfires.

The following changes have been made to Section 3.12, "Hazards, Hazardous Materials, and Risk of Upset," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The fourth full paragraph on page 3.12.17 is revised as follows:

No permanent impacts would be associated with use or disposal of hazardous materials during operation of the US 50/South Shore Community Revitalization Project. Transportation of hazardous materials on roadways would be routed to the realigned US 50, which would create the potential for a hazardous materials release in an new area that is currently developed primarily as a local road instead of a highway. Implementation of Alternative B is intended to relieve traffic congestion and improve vehicular safety, which could reduce the possibility for traffic accidents that can result in release of hazardous materials that are being transported as well as improve response times of emergency managers. Transport of hazardous materials would be regulated, as discussed above, and operation of Alternative B would not appreciably affect the risk associated with upset of hazardous materials during transportation.

The last paragraph beginning on page 3.12-17 and the first full paragraph on page 3.12-18 are revised as follows:

Mixed-Use Development including Replacement Housing

Alternative B includes development of up to three mixed-use redevelopment sites, which could provide replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant).

Asbestos, lead, and petroleum and other hazardous materials could be encountered during demolition and excavation activities that are associated with the mixed use and replacement housing development. Furthermore, the contractor may utilize hazardous materials during construction and may require storage, transportation, and disposal of these materials. The project applicant(s) or subsequent builder(s) would be subject to hazardous materials regulations, including but not limited to California Health and Safety Code, building codes, OSHA and EPA regulations. These measures would be included in contractor's specifications, making the contractor responsible for the implementation and monitoring of all safety measures. If handled properly as required by the above referenced regulations, it would pose minimal risk to workers, future occupants or neighboring land uses.

~~Pursuant to the State of California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act, California Health and Safety Code, Division 20, Chapter 6.95, Article 1), the future project applicant(s) or subsequent builder(s) of commercial facilities would be required evaluate the need to prepare a Hazardous Materials Business Plan and inventory of hazardous materials, if inventory would exceed threshold quantities of 500 pounds or more of solids, 55 gallons or more of liquids, 200 cubic feet or more of compressed gases, or include extremely hazardous substances. The Hazardous Materials Business Plan would be prepared before occupancy of subject buildings and would include:~~

- ~~▲ an inventory of hazardous materials handled;~~
- ~~▲ facility floor plans showing where hazardous materials are stored;~~
- ~~▲ an emergency response plan; and~~
- ~~▲ provisions for employee training in safety and emergency response procedures.~~

~~The project applicant would pay fees in effect at the time of payment and would submit the business plan to the El Dorado County Department of Environmental Management, Hazardous Waste Division,~~

for review and approval. Hazardous materials would not be handled in regulated quantities without notification of El Dorado County Department of Environmental Management.

The last paragraph beginning on page 3.12-20 is revised as follows:

Temporary impacts could occur if construction were to affect sites of known contamination or inadvertently disturb other hazardous materials or wastes in a manner that could release hazardous materials into the environment, or expose construction workers or nearby sensitive receptors to hazardous conditions. Six RECs have been identified within or immediately adjacent to the project site. Five of these sites have all undergone remediation and are not expected to present a substantial hazard to construction. No soil contamination is known or suspected in the project site and, although the potential for groundwater contamination is currently under evaluation at two sites (Tahoe Tom's Gas Station and Caesars Tahoe Hotel and Casino), the potential for contaminated groundwater within the project site is low. Other hazardous materials potentially encountered during demolition of existing structures and project construction could include asbestos, lead-based paint and other coatings, ADL, heavy metals, and polychlorinated biphenyls, and vapor encroachment conditions. Project implementation would be subject to hazardous materials regulations, and measures would be included in contractor's specifications, making the contractor responsible for the implementation and monitoring of all safety measures. If handled properly as required by the above-referenced regulations, Surveys for and removal of these substances are regulated. ~~The project site could also still be affected by undocumented contamination that has not been characterized or remediated and could, therefore, create a hazard to people or the environment.~~

3.12.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.12.4, "Avoidance, Minimization, and/or Mitigation Measures," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies measures that would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment, which would substantially reduce the potential hazards to construction personnel and the public from encountering documented or undocumented hazardous materials.

The following changes have been made to Section 3.12, "Hazards, Hazardous Materials, and Risk of Upset," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Under Mitigation Measure 3.12-2a, the third paragraph on page 3.12-31 is revised as follows:

3. Prior to ground disturbance of any soils adjacent to the Tahoe Tom's Gas Station facility, soil samples shall be collected from within the proposed construction footprint along Lake Tahoe Boulevard and Park Avenue at this location to evaluate potential impacts from a petroleum hydrocarbon release that was discovered in 1998. Soil sampling would not be required if evidence can be provided to the El Dorado County Department of Environmental Management, Hazardous Waste Division that demonstrates there is no longer a risk of exposure to petroleum hydrocarbons during construction activities. If soil sampling is necessary, Bbased 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 Environmental Management, Hazardous Waste Division.

Under Mitigation Measure 3.12-2b, the fifth paragraph on page 3.12-31 is revised as follows:

A construction hazardous materials management plan shall be developed to address procedures for handling, storage, and disposal of previously unidentified 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.

Under Mitigation Measure 3.12-2c, the third paragraph on page 3.12-32 is revised as follows:

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, where necessary. 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 may 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. Additionally, passive ventilation can be considered to assure 4 pCi/L thresholds are not exceeded. The radon contractor shall develop clear instructions for proper maintenance of the radon monitoring systems that would be installed in 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.

3.13 AIR QUALITY

Section 3.13, “Air Quality,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information related to the analysis of air quality impacts associated with the project, briefly summarizes public comments received during the scoping process, and identifies issues dismissed from further analysis.

3.13.1 Regulatory Setting

Section 3.13.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the relevant federal, state, and local regulations and policies governing air quality.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.13.2 Affected Environment

Section 3.13.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the existing climate, criteria air pollutants, monitoring station data, toxic air contaminants, and sensitive land uses for the study area.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.13.3 Environmental Consequences

Section 3.13.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s short-term, construction-generated emissions of criteria air pollutants and precursors; consistency with air quality plans and regional transportation conformity; project-level transportation conformity with respect to localized, long-term mobile-source carbon monoxide emissions; and the project’s potential to expose sensitive receptors to Mobile Source Air Toxics/Toxic Air Contaminants.

The following changes have been made to Section 3.13, “Air Quality,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The impact summary on page 3.13-19 is revised as follows:

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, exhaust PM₁₀, and PM_{2.5} emissions could be significant. Construction of Alternative E would not exceed EDCAQMD’s NO_x or ROG threshold and therefore exhaust emissions would not be significant. All build alternatives (Alternatives B through E) could result in excessive fugitive dust emissions.

In addition to construction associated with the transportation improvements, construction emissions related to the potential mixed-use development sites for Alternatives B, C, and D would also occur. The mixed-use development would begin prior to the transportation improvements in California but may occur simultaneously with transportation improvements occurring in Nevada. Emissions from the mixed-use developments were evaluated separately and in combination with the construction activities for the transportation improvements. Construction associated with redeveloping the mixed-use sites alone or in combination with the transportation improvements would not exceed EDCAQMD’s threshold for ROG. Construction associated with redeveloping one or more of the mixed-use development sites alone and in combination with the transportation improvements would exceed EDCAQMD’s thresholds for NO_x, and therefore CO, exhaust PM₁₀, and PM_{2.5} could be significant. Excessive fugitive dust emissions could occur during construction of the mixed-use sites alone and in combination with the transportation improvements.

3.13.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.13.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS states that no avoidance, minimization, or mitigation measures are required to reduce any air quality impacts for the purposes of CEQA, NEPA, or TRPA.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.14 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Section 3.14, “Greenhouse Gas Emissions and Climate Change,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information related to the analysis of greenhouse gas (GHG) emissions and climate change impacts associated with the project.

3.14.1 Regulatory Setting

Section 3.14.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the federal, state, and local regulations and policies relevant to GHG emissions and climate change.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.14.2 Affected Environment

Section 3.14.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the existing climate, the physical science basis of climate change, existing GHG emission sources, and effects of climate change on the environment.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.14.3 Environmental Consequences

Section 3.14.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s GHG emissions, consistency with the Regional Transportation Plan, and the project’s vulnerability to climate change risks.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.14.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.14.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS states that no avoidance, minimization, or mitigation measures are required to reduce any GHG emissions or climate change impacts for the purposes of CEQA, NEPA, or TRPA.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.15 NOISE AND VIBRATION

Section 3.15, “Noise and Vibration,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information related to the analysis of noise and vibration impacts, briefly summarizes public comments received during the scoping process, and identifies issues dismissed from further analysis.

3.15.1 Regulatory Setting

Section 3.15.1, “Regulatory Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the regulations and policies applicable to the project for noise-related impacts. This section also provides background information on acoustical fundamentals needed to provide context for the noise and vibration regulatory and planning issues.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.15.2 Affected Environment

Section 3.15.2, “Affected Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies vehicle traffic as the dominant source of noise in the study area and provides existing modeled noise levels in the study area.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.15.3 Environmental Consequences

Section 3.15.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to result in short-term construction noise impacts, ground vibration during construction, and traffic noise exposure at existing receptors. Section 3.15.3 also discusses the noise/land use compatibility of the mixed-use redevelopment sites.

The following changes have been made to Section 3.15, “Noise and Vibration,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The first paragraph on page 3.15-22 is revised as follows:

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 one or more of the 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.

The second full paragraph on page 3.15-27 is revised as follows:

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 one or more 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.

3.15.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.15.4, "Avoidance, Minimization, and/or Mitigation Measures," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies measures that would reduce the level of noise exposure at receptors located near locations where nighttime construction activity would occur with Alternative E; reduce construction-generated groundborne vibration; reduce traffic noise exposure at affected receptors; and ensure that all common outdoor activity areas, including those associated with the redevelopment sites, would not be exposed to traffic noise levels that exceed applicable noise standards.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.16 BIOLOGICAL ENVIRONMENT

Section 3.16, "Biological Environment" in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information related to the analysis of biological resources, briefly summarizes public comments received during the scoping process, and identifies issues dismissed from further analysis.

3.16.1 Regulatory Setting

Section 3.16.1, "Regulatory Setting," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the federal, state, and local regulations and policies relevant to biological resources in the Tahoe Basin.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.16.2 Affected Environment

Section 3.16.2, "Affected Environment," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes land cover and habitat types, and sensitive biological resources (such as sensitive natural communities and special-status plant and animal species) in the study area.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.16.3 Environmental Consequences

Section 3.16.3, “Environmental Consequences,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes the project’s potential to result in the disturbance or removal of common vegetation communities, wildlife habitats, sensitive habitats (i.e., jurisdictional wetlands, riparian vegetation, SEZ, aquatic habitat), and trees and the potential to introduce or result in the spread of invasive plants.

The following changes have been made to Section 3.16, “Biological Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The last paragraph on page 3.16-14 is revised as follows:

Construction associated with Alternatives B, C, and D would result in permanent loss or temporary disturbance of montane riparian and montane meadow habitats, which are considered sensitive. Additionally, the wetland and aquatic resources delineation prepared for the project (Ascent Environmental 2018) identified ten wetlands and two jurisdictional “other waters” within the project site. Table 3.16-3 summarizes and compares the acreage of sensitive habitats present and affected on a permanent and temporary basis for each realignment alternative. Additionally, the NES for the project (TTD 2015) identified several potential wetlands and other waters of the United States within the project site, based on a preliminary wetland delineation conducted in 2010 and 2011. This preliminary delineation of potential wetlands and other waters of the United States has not been verified by the USACE and will need to be updated prior to permit application and approval. Most of these areas are included within the montane riparian and montane meadow habitat types mapped and quantified in the project site.

Table 3.16-3 on page 3.16-15 is revised as follows:

Table 3.16-3 Acreage of Permanent and Temporary Effects on Sensitive Habitats

Sensitive Habitat Type	Alternative B		Alternative C		Alternative D		Alternative E	
	Perm	Temp	Perm	Temp	Perm	Temp	Perm	Temp
Jurisdictional Waters	<u>0.03</u>	<u>0.01</u>	<u>0.04</u>	<u>0.02</u>	<u>0.03</u>	<u>0.001</u>	<u>0.00</u>	<u>0.00</u>
Montane Riparian	<u>0.4-0.38</u>	<u>0.5-0.38</u>	<u>0.11</u>	<u>1.0-0.82</u>	<u>0.4-0.38</u>	<u>0.5-0.39</u>	<u>0.00</u>	<u>0.00</u>
Montane Meadow	<u>1.2-1.19</u>	<u>1.1-0.97</u>	<u>0.22</u>	<u>0.9-0.82</u>	<u>1.20</u>	<u>1.2-1.05</u>	<u>0.00</u>	<u>0.00</u>
Jurisdictional Wetlands	<u>0.06</u>	<u>0.16</u>	<u>0.02</u>	<u>0.19</u>	<u>0.06</u>	<u>0.16</u>	<u>0.00</u>	<u>0.00</u>
Total	<u>1.66</u>	<u>1.6-1.52</u>	<u>0.39</u>	<u>1.9-1.85</u>	<u>1.67</u>	<u>1.5-1.60</u>	<u>0.00</u>	<u>0.00</u>

Source: Data compiled by Ascent Environmental Inc. in ~~2014~~ 2018

The second paragraph on page 3.16-15 is revised as follows:

With Alternative B, ~~1.6~~ 1.66 acres of sensitive habitats occur in the permanent disturbance area, and ~~1.6~~ 1.52 acres are within the temporary disturbance area (see Table 3.16-5); these sensitive habitat features include Edgewood Creek, Golf Course Creek, and Stateline Creek as well the area east of and across Lake Parkway from the Heavenly Village Center and northeast of Montbleu. However, the values presented here are considered a maximum and likely an overestimate of the area of actual impacts. For example, montane riparian habitat is present where the proposed roadway expansion and improvements along Montreal Road and Lake Parkway cross Stateline Creek, Golf Course Creek,

and Edgewood Creek, but the actual impact acreage there would be reduced because the transportation improvements would span much of the riparian habitat, rather than remove it. Additionally, the construction corridor would be reduced in sensitive habitat areas and best management practices (BMPs) would be integrated into the project design (as described in Section 3.10, “Water Quality and Stormwater Runoff”) to avoid and minimize impacts in these areas.

The fourth paragraph on page 3.16-15 is revised as follows:

~~Some of the sensitive habitats~~The wetlands and jurisdictional waters affected by implementation of Alternative B ~~would be considered jurisdictional by~~are regulated by USACE and (on the California side) the Lahontan RWQCB under Section 404 of the federal CWA and the state’s Porter-Cologne Act, and potentially subject to regulation by CDFW under Sections 1600 et seq. of the California Fish and Game Code. Additionally, most of the areas within wetland/riparian habitats are also designated as SEZ by TRPA. Fill or reconfiguration of jurisdictional waters of the United States requires a permit from USACE pursuant to Section 404 of the Clean Water Act. ~~Also, the deciduous riparian vegetation within most or all SEZs would likely be considered jurisdictional habitat by the USACE and would require a permit and mitigation.~~Also, habitats consisting of deciduous trees, wetlands, and meadows (i.e., riparian, wetland, and meadow habitats) are designated by TRPA as habitats of special significance. The TRPA threshold standard for habitats of special significance is non-degradation while providing for opportunities to increase the acreage of these habitats.

The eighth paragraph on page 3.16-16 is revised as follows:

With Alternative C, ~~0.30.39~~0.30.39 acre of sensitive habitat occurs in the permanent disturbance area, and ~~1.91.85~~1.91.85 acres is within the temporary disturbance area (see Table 3.16-5). This impact would be similar to, but less than, that described above for Alternative B because project construction with Alternative C 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 **potentially significant** for the purposes of CEQA and TRPA.

The seventh paragraph on page 3.16-17 is revised as follows:

With Alternative D, ~~1.61.67~~1.61.67 acres of sensitive habitats occur in the permanent disturbance area, and ~~1.51.60~~1.51.60 acres are within the temporary disturbance area (see Table 3.16-5). This impact would be similar to that described above for Alternative B because project construction with Alternative D 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 potentially significant for the purposes of CEQA and TRPA.

3.16.4 Avoidance, Minimization, and/or Mitigation Measures

Section 3.16.4, “Avoidance, Minimization, and/or Mitigation Measures,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies measures that would require the project to implement vegetation protection measures and revegetate disturbed areas, obtain authorization for fill or required permits for impacts to jurisdictional wetlands or other regulated waters, and compensate for unavoidable loss of stream environment zones. Measures are also included that would reduce impacts related to tree removal and include implementation of invasive plant management practices during project construction.

The following changes have been made to Section 3.16, “Biological Environment,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Mitigation Measure 3.16-2b on page 3.16-25 is revised as follows:

**Mitigation Measure 3.16-2b: ~~Conduct delineation of waters of the United States and~~
Obtain authorization for fill and required permits for impacts to jurisdictional wetlands or
other regulated waters**

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 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, a~~Authorization for such fill or disturbance of waters of the United States ~~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.~~

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.

The third bullet of Mitigation Measure 3.16-2c on page 3.16-26 is revised as follows:

- ▲ 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. This restoration plan shall be completed and reviewed by TRPA prior to acknowledgement of the project's permit. The restoration plan for SEZs shall include the following:

3.17 RELATIONSHIP BETWEEN THE SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Section 3.17, “Relationship between the Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the potential short-term and long-term impacts of the project, which are discussed throughout the resources sections. This section also notes the benefits of the project.

The following changes have been made to Section 3.17, “Relationship between the Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The third paragraph on page 3.17-1 is revised as follows:

In the long term, the build alternatives would result in increased coverage (see Section 3.11, “Geology, Soils, Land Capability, and Coverage”); tree removal and disturbance and loss of sensitive habitats (see Section 3.16, “Biological Environment”); increases in ambient noise levels and visual impacts on neighborhood character in the Rocky Point residential area west of the Heavenly Village Center (see Sections 3.15, “Noise and Vibration,” and 3.7, “Visual Resources/Aesthetics”); and the division of the Rocky Point neighborhood and displacement of residences. These impacts would be ~~reduced~~minimized through implementation of mitigation measures intended to reduce environmental effects. However, the following impacts would remain significant and unavoidable after mitigation: the physical division of the Rocky Point neighborhood (for Alternatives B, C, and D), impacts on roadway segment operations (Alternative C), impacts on emergency vehicle access (for Alternative C), impacts on visual character (for Alternatives B, C, D, and E), impacts on scenic views or vistas (for Alternative E), potential structural damage from groundborne vibration related to construction (Alternative E), and increases in traffic noise (Alternatives B, C, and D).

3.18 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES AND SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 3.18, “Irreversible and Irretrievable Commitments of Resources and Significant Irreversible Environmental Changes,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information related to the permanent loss of resources for future or alternative purposes.

3.18.1 Consumption of Non-Renewable Resources

Section 3.18.1, “Irreversible and Irretrievable Commitments of Resources and Significant Irreversible Environmental Changes,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the project’s potential for consumption of energy and materials, such as asphalt, concrete, rebar, and paint. This section also notes that use of these resources could result in irreversible changes associated with excavation, grading, and construction activities and would affect air quality, coverage, and water quality.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.18.2 Changes to Land Use Which Would Commit Future Generations to Similar Uses

Section 3.18.2, “Irreversible and Irrecoverable Commitments of Resources and Significant Irreversible Environmental Changes,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the project’s changes to land use, including replacing woody vegetation with paved surfaces and use of nonrenewable resources during construction.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.18.3 Irreversible Changes Which Would Result from Environmental Accidents

Section 3.18.3, “Irreversible Changes Which Would Result from Environmental Accidents,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the project’s minimal use of hazardous materials and the transport, use, and generation of only small volumes of hazardous materials associated with construction.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.19 CUMULATIVE IMPACTS

Section 3.19, “Cumulative Impacts,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS includes analysis of the project’s cumulative impacts for each resource topic addressed in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

3.19.1 Cumulative Impact Analysis Methodology

Section 3.19.1, “Cumulative Impact Analysis Methodology,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the cumulative impact analysis methodology for all environmental resource topics and explains the CEQA, NEPA, and TRPA requirements for addressing cumulative impacts. This section also explains that the cumulative analysis uses a list of past, present, and probable future projects approach to supplement, where needed, the analysis, modeling of projections, and impact evaluation from the RTP/SCS EIR/EIS.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.19.2 Cumulative Setting

Section 3.19.2, “Cumulative Setting,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS identifies the general geographic areas associated with the different resources addressed in the cumulative analysis.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.19.3 Cumulative Impacts Addressed in the RTP/SCS EIR/EIS

Section 3.19.3, “Cumulative Impacts Addressed in the RTP/SCS EIR/EIS,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information about the RTP/SCS EIR/EIS and summarizes cumulative impacts that were adequately addressed in the RTP/SCS EIR/EIS. These cumulative impacts include cumulative VMT per capita in the region and consistency with air quality plans and transportation conformity.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

3.19.4 Related Project List Analysis of Cumulative Impacts

Section 3.19.4, “Related Project List Analysis of Cumulative Impacts,” in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background information about using the list of projects in establishing the cumulative settings and impacts. This section also addresses the cumulative impacts associated with implementation of the project for each of the resource topics assessed in Sections 3.2 through 3.16 of the Draft EIR/EIS/EIS.

No changes have been made to this section in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4 OTHER NEPA-, CEQA-, AND TRPA-MANDATED SECTIONS

4.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 4.1, “Effects Found Not to Be Significant,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the environmental issue areas for which the project would result in no adverse impacts.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.2 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED

Section 4.2, “Significant Environmental Effects That Cannot be Avoided,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background about CEQA, NEPA, and TRPA requirements related to identifying significant adverse environmental effects and summarizes the significant and unavoidable impacts, or adverse effects, resulting from each of the alternatives analyzed in the Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.3 GROWTH-INDUCING IMPACTS

Section 4.3, “Growth-Inducing Impacts,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background about NEPA, CEQA, and TRPA requirements for addressing growth-inducing effects and provides analysis of the project’s potential growth-inducing impacts.

4.3.1 National Environmental Policy Act

Section 4.3.1, “National Environmental Policy Act,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background about NEPA requirements to examine indirect effects, including changes in land use, economic vitality, and population density that are all elements of growth.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.3.2 Tahoe Regional Planning Agency

Section 4.3.2, “Tahoe Regional Planning Agency,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes TRPA Code of Ordinances requirements for evaluating growth-inducing impacts.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.3.3 California Environmental Quality Act

Section 4.3.3, “California Environmental Quality Act,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background related to the CEQA requirements for evaluating growth-inducing impacts.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.3.4 Growth-Inducing Effects

Section 4.3.4, “Growth-Inducing Effects,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS analyzes growth-inducing effects of the project in the context of the limited number of residential and commercial floor area allocations established for the Tahoe Region. The analysis also notes that the project would not remove obstacles to growth in the Region such that the project would have growth-inducing effects.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 4.4, “Environmentally Superior Alternative,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background about CEQA requirements for identifying an environmentally superior alternative; sums the number of beneficial, less-than-significant, and significant and unavoidable impacts for each alternative; and concludes that, compared to the other alternatives, both Alternatives B and D would result in fewer long-term, significant and unavoidable environmental impacts than other alternatives evaluated in the EIR/EIS/EIS and would provide substantial benefits to the study area.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.5 DEPARTMENT OF TRANSPORTATION ACT (SECTION 4[f] AND *DE MINIMIS* DETERMINATION)

Section 4.5, “Department of Transportation Act (Section 4[f] and Proposed *De Minimis* Determination),” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides background about the requirements of Section 4(f) of the Department of Transportation Act of 1966 and notes that the Section 4(f) Proposed *De Minimis* Finding is included as Appendix D of the Draft EIR/EIS/EIS. Appendix D of this Final EIR/EIS/EIS includes the Section 4(f) *De Minimis* Finding for approval, which includes incorporation of any comments on the Section 4(f) analysis received during the public comment period and includes the concurrence letters received from the Nevada State Historic Preservation Office, the Nevada Division of State Parks, and the California Tahoe Conservancy.

4.5.1 Section 4(f) *De Minimis* Findings

Section 4.5.1, “Section 4(f) *De Minimis* Findings,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides a summary of the findings necessary for meeting the requirements of

Section 4(f). This section also summarizes the analysis that finds that the project would not result in an adverse physical change to any wildlife/waterfowl refuges or historic properties.

The following changes have been made to Section 4.5.1, "Section 4(f) *De Minimis* Findings," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The text on page 4-9 of the Draft EIR/EIS/EIS is revised as follows:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

Preliminary Finding: As described herein, the small amount of parkland to be permanently incorporated into the project right-of-way would be less than 0.1 percent of the acreage of the Van Sickle Bi-State Park. Additionally, potential impacts of the project related to visual resources and noise would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The project would result in beneficial effects related to public access and connectivity between the tourist/casino core and the park, which would be enhanced through:

- ▲ Improved signage, paths and trails for bicycles and pedestrians,
- ▲ Intersection improvements at Heavenly Village Way,
- ▲ A signalized crosswalk at Heavenly Village Way, and
- ▲ The construction of a connecting path and pedestrian bridge over the new US 50.

2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Preliminary Finding: This preliminary finding ~~will be~~ was released and made available for public comment for a period of ~~60~~⁷⁵ days, concurrent with the public comment period for the Draft EIR/EIS/EIS. FHWA ~~will~~ has considered all comments on the proposed *de minimis* impact finding prior to issuing a final finding.

3. The official(s) with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Preliminary Finding: TTD and FHWA consulted with and informed the Conservancy and NDSP of the proposed *de minimis* impact finding proposed to be made by FHWA. ~~After the~~ The public comment period has ended and if ~~Alternatives B, C, or D is~~ Alternative B has been selected as the preferred alternative, ~~TTD and FHWA would seek to have received~~ TTD and FHWA would seek to have received written concurrence from the Conservancy and NDSP that the project would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

Based on the ~~preliminary~~ findings to date, Alternatives B, C, and D would result in a ~~proposed~~ *de minimis* impact on Van Sickle Bi-State Park.

4.6 ECONOMIC EFFECTS

Section 4.6, “Economic Effects,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides a summary of the Council on Environmental Quality regulations related to analysis of economic effects, summarizes the types of effects that could occur from transportation projects, and the primary sources of information used to prepare this section.

4.6.1 Affected Environment

Section 4.6.1, “Affected Environment,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the types of businesses in the study area, retail trends, and best practices that have contributed to the successful redevelopment of other tourism-oriented mountain/resort communities that could be implemented in the South Shore.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

4.6.2 Economic Effects of the Project

Section 4.6.1, “Affected Environment,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS assesses the potential economic impacts of the proposed transportation improvements and mixed-use development. These impacts include those associated with changes in property tax, sales tax, and transient occupancy tax revenues and changes in level of business activity.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5 COMMENTS AND COORDINATION

5.1 INTRODUCTION

Section 5.1, “Introduction,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provides an overview of Tahoe Transportation District’s (TTD) public and agency coordination efforts.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5.2 PUBLIC SCOPING

Section 5.2, “Public Scoping,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS characterizes the public scoping efforts conducted for the project, including release of the Notice of Preparation (NOP) of the EIR and Tahoe Regional Planning Agency (TRPA) EIS and the publication of a Notice of Intent (NOI) to prepare a National Environmental Policy Act (NEPA) EIS in the Federal Register, public scoping meetings, and review of comments received during scoping.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5.2.1 Notice of Preparation/Notice of Intent

Section 5.2.1, “Notice of Preparation/Notice of Intent,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarized the dates of the formal scoping process period, how the public and agencies were notified of the preparation of the joint EIR/EIS/EIS, and background about the NOI.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5.2.2 Scoping Meetings

Section 5.2.2, “Scoping Meetings,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS listed the dates, times, and locations of the two public scoping meetings held as part of the scoping process.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5.2.3 Comments Received During Scoping

Section 5.2.3, “Comments Received During Scoping,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarized who submitted comments, the general topics covered by the comments, and explanation of the Scoping Summary Report included in Appendix A of the Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5.3 CONSULTATION AND COORDINATION WITH AGENCIES

Since the release of the Draft EIR/EIS/EIS, there have been continuing coordination and consultations between TTD and several agencies regarding topics related to Section 4(f) of the Department of Transportation Act of 1966, which is described in Section 4.5, “Department of Transportation Act (Section 4[f] and Proposed *De Minimis* Determination),” and Appendix D of the Draft EIR/EIS/EIS, and Section 106 of the Natural Historic Preservation Act of 1966, which is described on pages 3.8-2 and 3.8-3 of the Draft EIR/EIS/EIS, among others. These include the following consultations and coordination efforts with state and federal agencies:

- ▲ California Tahoe Conservancy (Conservancy) and Nevada Division of State Parks (NDSP) – on concurrence with a *de minimis* determination related to Van Sickle Bi-State Park as a Section 4(f) resource. The Conservancy and NDSP provided a concurrence letter on October 3, 2018, which is included in Section 5.3.1 below. The FHWA *de minimis* determination is provided in Appendix C of this Final EIR/EIS/EIS.
- ▲ Nevada State Historic Preservation Office (SHPO) – on concurrence related to the final determination of National Register eligibility of historic properties within the Area of Potential Effect (APE) of the project. The Nevada SHPO provided a concurrence letter on September 28, 2018, which is included in Section 5.3.2 below.
- ▲ U.S. Army Corps of Engineers (USACE) – on an updated wetland delineation prepared for the project and submitted to USACE for verification. USACE provided a letter demonstrating concurrence with the findings of the wetland delineation, which is include in Appendix R of this Final EIR/EIS/EIS. (See also Response to Comments 2-3 and 2-4 in Appendix O of this Final EIR/EIS/EIS.)

The documents prepared for Section 106 compliance, both the Archaeological Survey Report (ASR) and Historical Resources Evaluation Report (HRER), did not reveal any historic resources that required evaluation for eligibility for the National Register on the California side. The ASR and HRER did identify existing historic resources within the APE limits, but the project would have no adverse effect on those resources within California; therefore, the requirement was not triggered to consult with the California SHPO under Section 106 regulations. There is no need for a consultation letter from the California SHPO.

Because the project is located in an attainment area for PM₁₀ and PM_{2.5}, an FHWA Conformity Determination is also not required.

5.3.1 Section 4(f) Consultation

Section 5.3.1, “Section 4(f) Consultation,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarizes the meetings that were conducted between TTD, NDSP, and the Conservancy to discuss potential effects of the project on Van Sickle Bi-State Park, a Section 4(f) resource. The outcome of the Section 4(f) process was preparation of a *de minimis* finding, in accordance with FHWA procedures (see Appendix D of this Final EIR/EIS/EIS). A copy of the signed concurrence letter from the Conservancy and NDSP is included below.



(10/03/2018)

Carl Hasty
 Tahoe Transportation District
 P.O. Box 499
 Zephyr Cove, NV 89448

RE: US 50/South Shore Community Revitalization Project
De Minimis Section 4(f) Concurrence

Dear Mr. Hasty:

BOARD MEMBERS

BROOKE LAINE, Chair
City of South Lake Tahoe

LYNN SUTER, Vice-Chair
Public Member

LARRY SEVISON
Placer County

ADAM ACOSTA
Public Member

TODD FERRARA
Resources Agency

KAREN FINN
Department of Finance

SUE NOVASEL
El Dorado County

JEFF MARSOLAIS
U.S. Forest Service (ex-officio)

PATRICK WRIGHT
Executive Director

Thank you for working with us to address the potential impacts of the proposed U.S. 50/South Shore Community Revitalization Project (Project) on Van Sickle Bi-State Park (Park), which is jointly managed by the Nevada Division of State Parks (NDSP) and the California Tahoe Conservancy (Conservancy).

As you know, Section 4(f) of the Department of Transportation Act of 1966 requires that the Federal Highway Administration (FHWA), before approving the Project, determine that the Project will not adversely affect the activities, features, or attributes of the Park. NDSP and the Conservancy must then concur with that finding.

As described in Appendix D of the Draft EIR/EIS/EIS, the small amount of parkland to be permanently incorporated into the project right-of-way would be less than 0.1 percent of the acreage of the Van Sickle Bi-State Park. Additionally, potential impacts of the project related to visual resources and noise would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

We appreciate TTD's commitment to include several design features in the Project to provide public access and protect Section 4(f) resources of the Park. These features, described in Appendix D of the 2017 Draft Environmental Impact Statement/Report, include:

- **A Pedestrian bridge** overcrossing U.S Highway 50 and a paved trail connecting the Park to Heavenly Village and the City of South Lake Tahoe's Explore Tahoe visitor center; and
- **Aesthetic treatments** (articulation, landscaping, and rock treatments) to be incorporated into the new retaining wall and graded slope along the Park frontage of the relocated U.S. 50 and at the signalized park

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 phone: 530-542-5580 fax: 530-542-5567 e-mail: info@tahoe.ca.gov web: www.tahoe.ca.gov

entrance road intersection (stamped concrete), as well as other enhancements to the reconfigured gateway to the Park.

TTD has not yet determined how the proposed bridge deck and paved trail to Heavenly Village will be maintained, or how the reconfigured gateway and retaining walls will be constructed in a manner that preserves the character of the Park.

Our agencies recently met to address these issues, and have reached the following agreements:

1. TTD will create a Project Delivery Team (PDT) to bring together all pertinent parties, including Conservancy and NDSP representatives, to coordinate project design and project implementation planning. This will include design of the aesthetic treatments for the retaining wall, slopes treatments, and Park entrance road features. Prior to Project implementation, Conservancy and NDSP will participate in the review and comment on the plans to submit to Caltrans for approval.
2. TTD will assume responsibility for developing signed project partner agreements for the operations and maintenance of the pedestrian bridge and paved trail connecting the Park to Heavenly Village and the City of South Lake Tahoe's Explore Tahoe visitor center prior to Project implementation. TTD may partner with the PDT, including the City of South Lake Tahoe and/or other entities to perform these tasks.
3. TTD will purchase the two Conservancy-owned parcels (portions of APN 029-260-32 and 029-441-19) necessary to construct and operate the trail from the Park to Heavenly Village. Conservancy staff will seek Board authorization for the sale, and to allocate revenue from the sale to maintenance of the trail and pedestrian bridge.

Based on the agreements listed above and *DeMinimis* finding Section 4(f), the Conservancy and NDSP concur that the transportation use and impacts associated with this Project, including its identified impact avoidance, minimization, and mitigation and/or enhancement measures, will not adversely affect the activities, features, and attributes that qualify the Park for protection under Section 4(f).

Thank you again for working closely with our staff in minimizing the potential impacts of the Project on Van Sickle Bi-State Park.

Sincerely,



Patrick Wright
California Tahoe Conservancy
Executive Director



Eric Johnson
Nevada Division of State Parks
Administrator

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5.3.2 SHPO Consultation

Section 5.3.2, "SHPO Consultation," of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS noted that consultation with the Nevada SHPO was initiated for cultural resources in the APE, as documented in the Nevada ASR and the Nevada HRER. A copy of the signed concurrence letter from the Nevada SHPO is included below.



NEVADA
**STATE HISTORIC
PRESERVATION OFFICE**

Department of Conservation and Natural Resources

**Brian Sandoval, Governor
Bradley Crowell, Director
Rebecca L. Palmer, SHPO**

September 28, 2018

C. Cliff Creger
Chief Cultural Resources Program Manager
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

Re: Section 106 consultation with the Nevada Department of Transportation (NDOT) for the U.S. 50 South Shore Revitalization Project, Stateline, Douglas County, Nevada; NDOT Project # 73819/ FHWA Project # PLH-050-1(031)/SHPO UT # 2010-1238

Dear Mr. Creger,

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject documents received July 20 and August 31, 2018. Based on the citation in the opening paragraph of NDOT's July 20, 2018 letter, it appears that this undertaking is subject to the requirements of the *2014 Federal-aid Transportation Programmatic Agreement* and accompanying *NDOT Cultural Resources Handbook*. Section 106 consultation with the California SHPO is being coordinated separately for the portion of the undertaking occurring in California. NDOT is coordinating this review on behalf of the Federal Highway Administration (FHWA).

Project Description

Thank you for providing additional information regarding the four "build" alternatives for this undertaking. The alternatives were clarified during an August 24, 2018 meeting with SHPO, NDOT, and the Tahoe Transportation District (TTD) and were submitted in hard copy on August 31, 2018.

Area of Potential Effect (APE)

NDOT/FHWA has submitted new maps that depict the direct and indirect APEs in relation to the proposed project activities. NDOT/FHWA has determined that the APE for this undertaking is an area approximately 615 acres in size that includes all parcels adjacent to where work will occur. The SHPO concurs with the adequacy of the APE as defined for this undertaking.

Identification and Evaluation of Historic Properties

The SHPO previously concurred with NDOT/FHWA's determinations of National Register of Historic Places (NRHP) eligibility for the surveyed resources in the APE. NDOT/FHWA has submitted new maps that depict the historic resources in the APE in relation to the APE and proposed project activities. The SHPO acknowledges that the maps depict 26Do726/KBG-3 (unimproved road segment near S.R. 207) as an unevaluated resource within the APE.

Consultation with Interested Parties

The SHPO previously acknowledged NDOT/FHWA's consultation effort for this undertaking.

901 S. Stewart Street, Suite 5004 ✦ Carson City, Nevada 89701 ✦ Phone: 775.684.3448 Fax: 775.684.3442

www.shpo.nv.gov

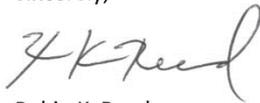
C. Cliff Creger
Page 2 of 2
September 28, 2018

Determination of Effect

The SHPO **concurs** with NDOT/FHWA's determination that the proposed undertaking will have **No Adverse Effect** to historic properties.

Should you have questions concerning this correspondence, please contact SHPO staff architectural historian Kristen Brown at (775) 684-3439 or by email at knbrown@shpo.nv.gov.

Sincerely,



Robin K. Reed
Deputy State Historic Preservation Officer

cc via email: Abdelmoez A. Abdalla, FHWA

24257

5.3.3 Native American Consultation and Coordination

Section 5.3.3, “Native American Consultation and Coordination,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS describes the Native American consultation and coordination that has been conducted for the project.

No additional communication with the Native American Heritage Commission or Native American individuals or organizations has occurred since release of the Draft EIR/EIS/EIS, nor was such consultation requested by any tribal representatives. No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5.4 COMMUNITY OUTREACH MEETINGS

Section 5.5, “Community Outreach Meetings,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS provided background about public outreach meetings and other public outreach efforts that were conducted in addition to those conducted for the scoping process.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

5.5 PROJECT DESIGN AND DEVELOPMENT

Section 5.5, “Project Design and Development,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS summarized the alternatives and design features that arose from the public outreach efforts and coordination with agency stakeholders, community groups, and business owners that has occurred as part of the environmental review process.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

6 REFERENCES CITED

Chapter 6 of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS includes the list of references, including personal communications, cited in each of the chapters of the Draft EIR/EIS/EIS.

The following changes have been made at the beginning of Chapter 6, "References Cited," in the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

The following references have been added at the beginning of page 6-1:

SUMMARY

California Department of Transportation. 2011 (May). Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects. As cited in Caltrans 2015b. Available: http://www.dot.ca.gov/hq/env/noise/pub/ca_tnap_may2011.pdf. Accessed by Ascent Environmental March 2, 2016.

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Caltrans. See California Department of Transportation.

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TRPA. See Tahoe Regional Planning Agency.

TTD. See Tahoe Transportation District.

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CHAPTER 1, INTRODUCTION

This section included references cited in Chapter 1, “Introduction,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

CHAPTER 2, PROPOSED PROJECT AND PROJECT ALTERNATIVES

This section included references cited in Chapter 2, “Proposed Project and Project Alternatives,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

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

Section 3.1, Approach to the Environmental Analysis

This section included references cited in Section 3.1, “Approach to the Environmental Analysis,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Section 3.2, Land Use

This section included references cited in Section 3.2, “Land Use,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Section 3.3, Parks and Recreational Facilities

This section included references cited in Section 3.3, “Parks and Recreational Facilities,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.4, Community Impacts

This section included references cited in Section 3.4, “Community Impacts,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.5, Public Services and Utilities

This section included references cited in Section 3.5, “Public Services and Utilities,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.6, Traffic and Transportation

This section included references cited in Section 3.6, “Traffic and Transportation,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.7, Visual Resources/Aesthetics

This section included references cited in Section 3.7, “Visual Resources/Aesthetics,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.8, Cultural Resources

This section included references cited in Section 3.8, “Cultural Resources,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.9, Floodplains

This section included references cited in Section 3.9, “Floodplains,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.10, Water Quality and Stormwater Runoff

This section included references cited in Section 3.10, “Water Quality and Stormwater Runoff,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Section 3.11, Geology, Soils, Land Capability, and Coverage

This section included references cited in Section 3.11, “Geology, Soils, Land Capability, and Coverage,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Section 3.12, Hazards, Hazardous Materials, and Risk of Upset

This section included references cited in Section 3.12, “Hazards, Hazardous Materials, and Risk of Upset,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.13, Air Quality

This section included references cited in Section 3.13, “Air Quality,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Section 3.14, Greenhouse Gas Emissions and Climate Change

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Section 3.15, Noise and Vibration

This section included references cited in Section 3.15, “Noise and Vibration,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.16, Biological Environment

This section included references cited in Section 3.16, “Biological Environment,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.17, Relationship Between the Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity

There were no references cited in this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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Section 3.18, Irreversible and Irretrievable Commitments of Resources that Would Be Involved in the Proposed Project

There were no references cited in this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

Section 3.19, Cumulative Impacts

This section included references cited in Section 3.19, “Cumulative Impacts,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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CHAPTER 4, OTHER NEPA-, CEQA-, AND TRPA-MANDATED SECTIONS

This section included references cited in Chapter 4, “Other NEPA-, CEQA-, and TRPA-Mandated Section,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

No changes have been made to this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS following its publication and circulation for public review.

CHAPTER 5, COMMENTS AND COORDINATION

There were no references cited in this section of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS.

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7 LIST OF PREPARERS

Chapter 7 of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS includes the agencies, organizations, and individuals that contributed to preparation of the Draft EIR/EIS/EIS. Changes to this list below (shown in underlined text) reflect additional people who have also contributed to preparation of the EIR/EIS/EIS.

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This document is a product of coordination between three lead agencies: the Tahoe Transportation District, the Tahoe Regional Planning Agency, and the Federal Highway Administration. The following individuals participated in preparation and review of this document.

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8 DISTRIBUTION LIST

Chapter 8, “Distribution List,” of the US 50/South Shore Community Revitalization Project Draft EIR/EIS/EIS lists the agencies and organizations that were sent a notice that the Draft EIR/EIS/EIS was available for review. This section also notes that the complete distribution list—including all agencies, organizations, businesses, and individuals—is available for review during normal business hours at the TTD offices located at 128 Market Street, Suite 3F, Stateline, Nevada.

The first paragraph on page 8-1 of the Draft EIR/EIS/EIS has been revised as follows:

The distribution list provided here includes agencies and organizations that will receive a notice that the Draft EIR/EIS/EIS is available for review. Individuals that provided comments on the Draft EIR/EIS/EIS are included in the distribution list and will receive a notice that the Final EIR/EIS/EIS is available. The mailing information for agencies and organizations is provided here. The complete distribution list, including all agencies, organizations, businesses, and individuals is available at the TTD offices located at 128 Market Street, Suite 3F, Stateline, Nevada.

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