



TAHOE
REGIONAL
PLANNING
AGENCY

CHAPTER 2

Existing Conditions

2 Existing Conditions

2.1 Regional Land Uses and Facilities

This section provides an overview of regional influences on KBSRA related to land use, recreational facilities, and transportation.

2.1.1 Regional Land Use

The region served by KBSRA includes Lake Tahoe and the surrounding watershed – the Lake Tahoe Basin – which straddles the state line between California and Nevada. The region also includes parts of Placer County, California and Washoe County, Nevada outside the Tahoe Basin to the north, extending to Truckee, a gateway community in Nevada County, California. Lake Tahoe is the dominant feature of the region. The KBSRA is located on the north shore in the center of Kings Beach, an unincorporated community in Placer County.

Open space and recreation lands comprise the majority of land in the region, including undeveloped forest lands managed by the U.S. Forest Service (USFS). Commercial development and tourist accommodations are generally located along key travel routes around the lake. Residents and urban development are concentrated in communities around the edge of the lake in Placer and El Dorado counties and the City of South Lake Tahoe in California and Washoe and Douglas counties and Carson City Rural Area in Nevada.

On the north shore of Lake Tahoe, commercial development is primarily in Tahoe City, Kings Beach, and Tahoe Vista, California, and in Incline Village, Nevada. Small pockets of industrial uses are also located within each of these communities. KBSRA lies in the heart of the Kings Beach town center on the lake side of State Route (SR) 28, east of SR 267, and west of the community of Brockway and the Nevada state line. KBSRA is considered to be the Kings Beach community's greatest public amenity (Placer County 2013). KBSRA is surrounded by a mix of urban uses to the west, north, and east, and by Lake Tahoe to the south. Commercial uses are located adjacent to the north of KBSRA along SR 28. Residential uses are located southeast of KBSRA.

Regional and local land use planning is governed by the Placer County Tahoe Basin Area Plan (TRPA and Placer 2017). Surrounding land use designations are shown in Exhibit 2.1-1.



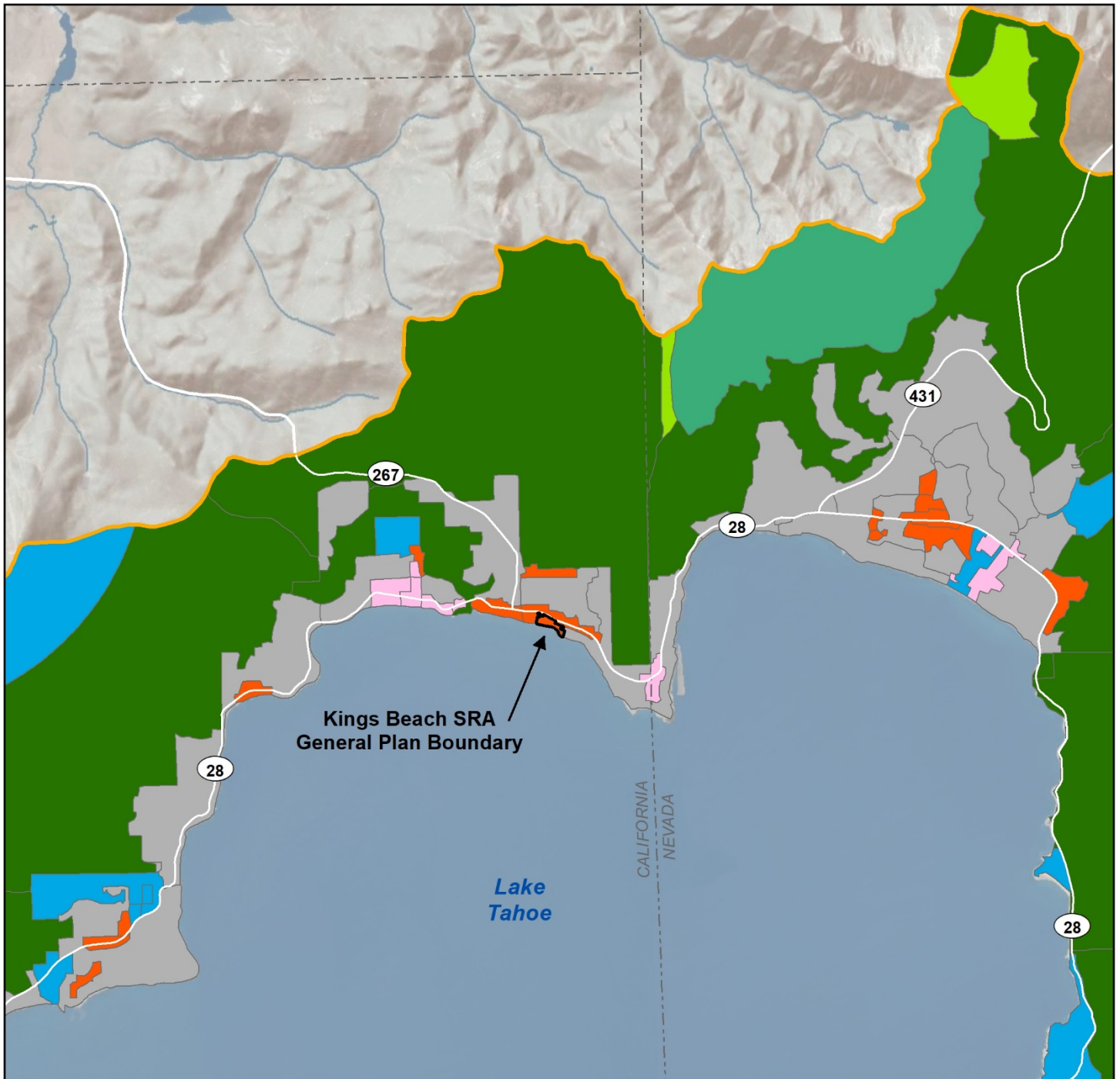
Source: skisafari.com

The Lake Tahoe Region is a recreational destination with four to six million visitors each year (TRPA 2017), including many who live in nearby metropolitan centers within a few hours' travel time.



Source: Ascent Environmental

Downtown Kings Beach. Commercial, tourist, and residential development is clustered in small communities around the lake shore.



Kings Beach State Recreation Area General Plan

Legend

- | | | |
|---------------------------------------|--|-------------|
| Kings Beach SRA General Plan Boundary | Existing Land Use Designations: Wilderness | Recreation |
| TRPA Boundary | Backcountry | Residential |
| | Conservation | Mixed-Use |
| | | Tourist |

0 0.75 1.5 Miles



Source: Data received from TRPA in 2012
ESRI Basemap

G13010017 04 031

Exhibit 2.1-I Surrounding Land Uses

2.1.2 Regional Recreation Opportunities

The region offers an abundance of recreational opportunities that are highly valued by visitors and residents. The scenic beauty, variety of terrain, and proximity to major population centers have led to one of the highest concentrations of recreational facilities and opportunities in the country (Exhibit 2.1-2).

Federal Lands

Three National Forests exist within the region. The USFS, Lake Tahoe Basin Management Unit (LTBMU) manages National Forest System (NFS) lands within the Tahoe Basin; the Tahoe National Forest is outside the Tahoe Basin to the north and west of Kings Beach; and the Humboldt-Toiyabe National Forest is mostly in Nevada to the east of Kings Beach.

Over 75 percent of the land within the Lake Tahoe Basin is public land managed by LTBMU. Totalling over 150,000 acres, this land includes beaches, hiking and biking trails, wilderness, historic estates, and developed recreation areas such as campgrounds, ski areas, and resorts with a variety of recreation and tourist activities managed by concessionaires.

The U.S. Army Corps of Engineers manages the Martis Creek Wildlife area on the west side of SR 267 and the Martis Creek Lake Recreation Area, which is outside the Tahoe Basin, between Kings Beach and Truckee.

State Lands

In addition to KBSRA, CSP provides recreational opportunities at Burton Creek State Park (SP), D. L. Bliss SP, Ed Z'berg Sugar Pine Point SP, Emerald Bay SP, Lake Valley SRA, Tahoe SRA, Ward Creek Park Property, and Washoe Meadows SP within the Tahoe Basin; and Donner Memorial SP west of Truckee on Donner Lake. These parks offer a range of developed and dispersed recreation opportunities including campgrounds, picnic areas, trails, beaches, boat ramps, historic estates, golf courses, access to boating, and winter sports opportunities.

The California Tahoe Conservancy (Conservancy) was established in 1984 to restore and sustain a balance between the natural and the human environment and between public and private uses at Lake Tahoe. In implementing its programs, the Conservancy uses a dual approach. First, the Conservancy may acquire land or implement projects directly using capital outlay funding for



The U.S. Forest Service provides a range of outdoor recreational opportunities within the region in the Lake Tahoe Basin Management Unit, Tahoe National Forest, and Humboldt-Toiyabe National Forest.



California State Parks manages ten park units within the Tahoe/Truckee region.



The California Tahoe Conservancy manages over 6,500 acres of state land in the Tahoe Basin for resource conservation and outdoor recreation.

projects on Conservancy-owned lands. Second, the Conservancy may award grants to other public agencies and qualified nonprofit organizations for acquisition or improvement projects using local assistance funds. Recognizing that successful partnerships are integral to protecting Lake Tahoe's unique environment, the Conservancy participates in and supports a range of partnerships with federal, state, regional, local non-profit and academic agencies and organizations.

On the Nevada side of the Tahoe Basin, Nevada State Parks manages two parks. The Lake Tahoe Nevada State Park is comprised of several different sections: Sand Harbor, Spooner Lake, Marlette-Hobart Backcountry, and Cave Rock. Van Sickle Bi-State Park is located at the south state line near the hotels and casinos, providing easy access to a high volume of visitors into forested lands with scenic views of Lake Tahoe, and to trails connecting to the Tahoe Rim Trail.

Local and Regional Recreation Amenities

North Tahoe Public Utility District (NTPUD) and Tahoe City Public Utility District (TCPUD) operate many of the parks, recreation areas, and facilities located in the Placer County portion of the Tahoe Basin. Parks and recreation facilities include, but are not limited to, beaches, picnic grounds, parking facilities, bicycle/pedestrian trails, sports facilities, community centers, and campgrounds. Other recreation amenities in Placer County within and near the Tahoe Basin include marinas, boat ramps, and ski areas.



Source: Placer County

Robert Pomin Park is one of several nearby parks managed by the Tahoe City Public Utility District (TCPUD). Local jurisdictions including the North Tahoe Public Utility District and TCPUD provide a variety of recreational facilities in the region.

In the Town of Truckee, the Truckee-Donner Recreation and Parks District manages urban recreation facilities, such as the Community Swimming Pool and Recreation Center, an ice rink, Riverview Sports Park, and several neighborhood parks, as well as developed recreation sites open to the public. The Northstar Community Services District and Town of Truckee are actively planning bike trails, which will link the Martis Valley area with Lake Tahoe.

Public recreation facilities in the Washoe County portion of the Tahoe Basin includes the Diamond Peak Ski Area, golf courses, and other quasi-private, community recreation facilities owned by the Incline Village General Improvement District for its residents: large recreation center with a swimming pool, a community center, tennis courts, neighborhood parks, three beaches and a boat ramp, and numerous trails and other recreation facilities throughout the community.

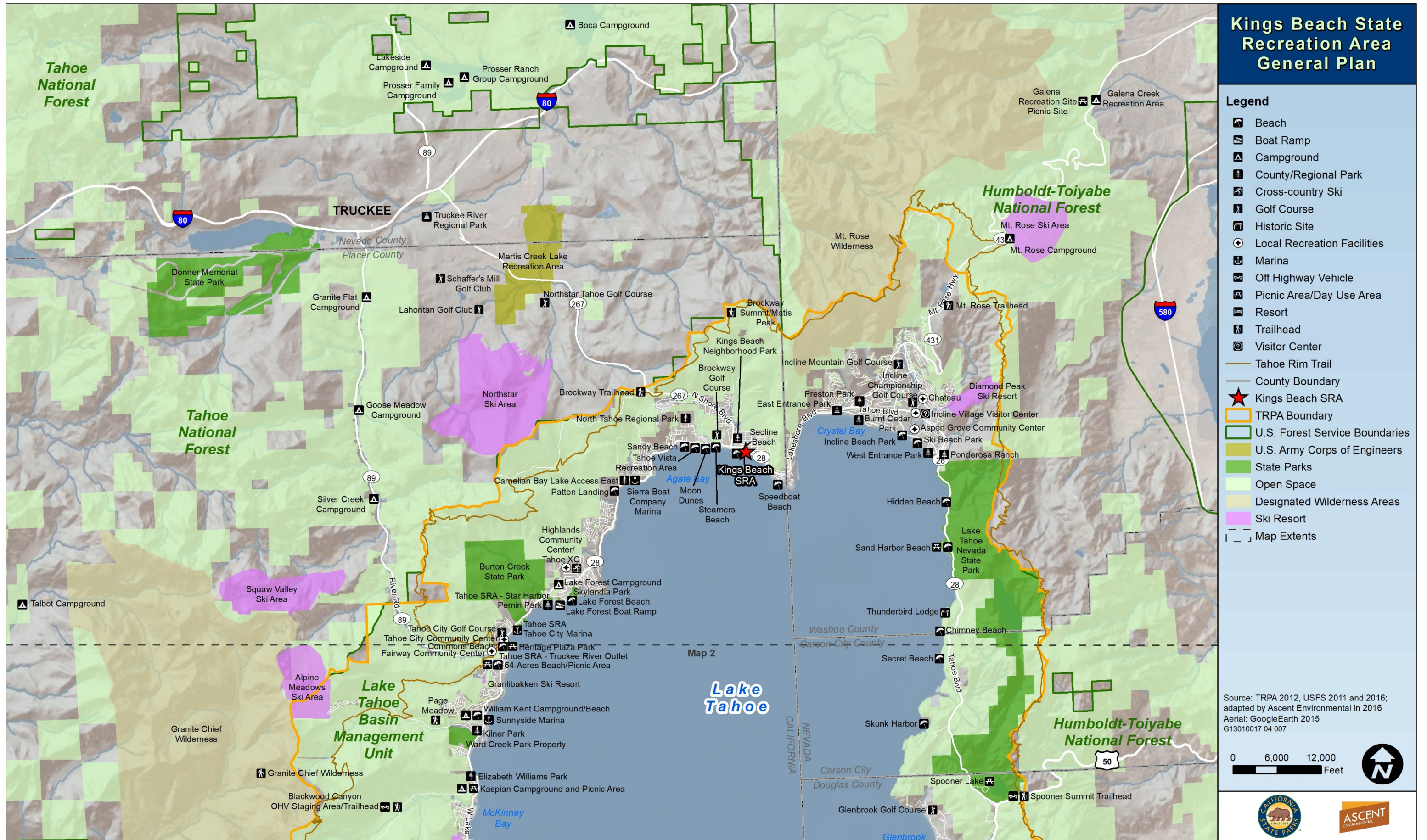


Exhibit 2.1-2 Regional Recreation Opportunities

Nearby Lake Access Points

Multiple other public or quasi-public beaches and boat ramps exist within the North Lake Tahoe area (i.e., between Tahoe City and Sand Harbor). These facilities provide similar recreational opportunities as KBSRA (Table 2.1-1).

Table 2.1-1 Lake Access Areas on the North Shore of Lake Tahoe

Recreation Area	Beach	Boat Ramp
Kings Beach SRA	X	X
Secline Beach	X	
Steamers Beach	X	
Moon Dunes	X	
Tahoe Vista Recreation Area	X	X
Sandy Beach	X	
Sierra Boat Company Marina		
Carnelian Bay Lake Access East		
Patton Landing	X	
Lake Forest	X	X
Tahoe SRA	X	
Tahoe City Marina		
Commons Beach	X	
Speedboat Beach	X	
Burnt Cedar Park	X	
Incline Beach Park	X	
West Entrance Park	X	
Hidden Beach	X	
Sand Harbor	X	X

Source: Data compiled by Ascent Environmental in 2017



Source: Tahoe City Public Utility District

Lake Forest is nearby Kings Beach and provides lake access via a new boat ramp.

2.1.3 Regional Transportation

The region is served by a network of state, Placer County, USFS, CSP, and private roadways. The transportation infrastructure also includes a transit network and bicycle and pedestrian facilities.

Road Network

The primary road network consists of local roads owned and maintained by Placer County, with three state highways that serve as primary through roads. The state highways consist of the following:

- ◆ **SR 28** is the major roadway serving Lake Tahoe's North Shore. It provides a link between Incline Village, Nevada and Tahoe City. SR 28 is typically a two-lane facility with one lane of travel in each direction. A center two-way left-turn lane is provided in Tahoe City, Tahoe Vista, and Kings Beach. Traffic control on SR 28 near KBSRA includes stop signs and three traffic signals (at SR 89 in Tahoe City, at National Avenue in Tahoe Vista, and at SR 267 in Kings Beach), as well as two roundabouts in Kings Beach (at Bear Street and at Coon Street).
- ◆ **SR 267** is a two-lane highway running in a general northwest-southeast alignment between Interstate 80 (I-80) in Truckee and SR 28 in Kings Beach.
- ◆ **SR 89** serves the Truckee River Canyon and West Shore, as part of the overall route connecting Alpine County on the south with I-5 in Siskiyou County on the north. As the most direct all-weather road connecting the Tahoe area to I-80 and the Sacramento and San Francisco Bay areas, it carries the greatest traffic volumes into the North and West Shores of Lake Tahoe. It also provides access to Squaw Valley and Alpine Meadows. SR 89 is generally two lanes in width, with additional turn lanes at major intersections.



Source: Ascent Environmental

State Route 28 is adjacent to KBSRA. Traffic congestion occurs on holidays and weekends during the summer and winter tourist season. Photo shows traffic heading west along SR 28 at the Coon Street roundabout on a 4th of July weekend.

Traffic Conditions

Traffic volume counts are regularly conducted by Caltrans. Based on the average daily volumes (ADTs) on SR 28 for 2005 through 2014 (the most recent year available) in the peak month of traffic activity (July or August), traffic volumes have generally declined in the region surrounding KBSRA since 2005, except at one of the two points in Kings Beach. The overall trend of declining traffic volumes pre-dates the beginning of the most recent recession in 2007, and is, therefore, not likely the result of cyclical economic changes. The highest ADT on SR 28 near KBSRA typically occurs on Fridays in July (Placer County 2016).

A recent analysis conducted by Placer County determined that, while roadways near KBSRA experience seasonal congestion during summer weekends, the roadways and intersections adjacent to KBSRA operate at an acceptable level of service (LOS). The approaches into the roundabouts at SR 28 and Coon Street and SR 28 and Bear Street with the longest delays (the entrances into KBSRA) operate at LOS C and B, respectively, during peak traffic conditions. Similarly, SR 28 adjacent to KBSRA operates at a LOS D in the eastbound direction and LOS C in the westbound direction during periods of peak traffic (Placer County 2016). For an intersection or roadway segment, LOS is the delay to motorized vehicles and the volume/capacity ratio and is expressed by a series of letter grades from A (low v/c ratio and delay) through E (high v/c ratio and delay) and F (blocked).

Transit Network

As a tourist destination with a limited roadway network, public transit services are an important component of the transportation system in the Lake Tahoe and Truckee region. The region is served by the following mix of public and private transit services:

- ◆ The Tahoe Truckee Area Regional Transit (TART) system is operated by the Placer County Department of Public Works and Facilities. The Tahoe City Transit Center, located along SR 89 just south of the Truckee River, provides a hub for all TART routes, the Emerald Bay Trolley, skier shuttles, and provides park-and-ride parking. Services are as follows:
 - TART’s “Mainline” route operates on SRs 28 and 89 along the northern and western shores of Lake Tahoe from Sugar Pine Point State Park in El Dorado County on the southwest to Incline Village, Nevada on the northeast.
 - The SR 89 Route provides service between Tahoe City and Truckee, via Squaw Valley.
 - The SR 267 Route operates between Truckee, Northstar Village, Kings Beach, and Crystal Bay.
 - The Subsidized Taxi Service is provided to persons eligible under the Americans with Disability Act that cannot access the fixed route service.
- ◆ The North Lake Tahoe Express is a privately-operated transit service that provides service between the Reno Tahoe International Airport and the North/West Shores of Lake Tahoe.



Source: Placer County

The Tahoe Truckee Area Regional Transit system provides bus service connecting KBSRA to surrounding communities.

- ◆ Free Night Rider transit services are provided in both summer and winter, connecting Squaw Valley, the West Shore, the North Shore and Northstar.
- ◆ A free Emerald Bay Trolley shuttle service is operated from the Tahoe City Transit Center to the South Y Transit Center in South Lake Tahoe. The shuttle serves recreational activity centers along the West Shore, and provides a link between North Shore and South Shore Trolley services.
- ◆ Ski area shuttle services operated by Placer County connect the North Shore, West Shore (including Homewood Mountain Resort), and Squaw Valley (including the Squaw Valley base area). Northstar California also operates daily service through the ski season traveling from Incline Village through Kings Beach and Tahoe Vista to the Northstar base.

Pedestrian and Bicycle Network



Source: Ascent Environmental

The Kings Beach Commercial Core Improvement Project redefined the streetscape along KBSRA.

The Kings Beach Commercial Core Improvement Project changed the auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The previous two travel lanes in each direction were converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts were constructed at Bear Street and at Coon Street. The streetscape improvements redefined and upgraded the bicycle and pedestrian connectivity with KBSRA.

KBSRA is accessible by bicycles and pedestrians traveling from the east and west. From the west, a bicycle lane on SR 28 connects KBSRA to Tahoe City. To the east, pedestrians and bicyclists can follow a bicycle lane along SR 28 to the Nevada state line. A Placer County-planned bicycle lane along SR 287 would provide future bicycle connections between KBSRA and Martis Valley.

To the west of KBSRA, TCPUD operates a series of multipurpose recreational trails along the Truckee River between Tahoe City and Squaw Valley, along the West Shore between Tahoe City and Sugar Pine Point State Park, and along the North Shore from Tahoe City to Dollar Hill. Across the state line, a Tahoe Transportation District (TTD)-proposed shared use path would connect KBSRA to Incline Village and other regional trails.

The region also encompasses an extensive network of unpaved trails, including USFS trails, California State Park trails, Nevada State Park trails, and the Tahoe Rim Trail. Portions of the Tahoe Rim Trail are also part of the Pacific Crest Trail, stretching from Mexico to Canada.

2.2 Significant Resource Values

2.2.1 Physical Resources

This section provides an overview of significant resource values at KBSRA related to physical resources, which include:

- ◆ hydrology and water quality;
- ◆ soils, geology, land capability, and coverage;
- ◆ air quality; and
- ◆ climate.

Hydrology and Water Quality

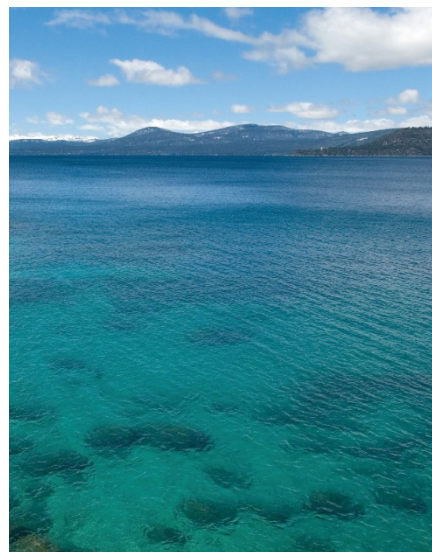
Hydrology

Lake Tahoe

Kings Beach is located in Agate Bay, on the north shore of Lake Tahoe, and faces almost due south. Lake Tahoe is a natural alpine lake that is approximately 12 miles wide and 22 miles long, with 75 miles of shoreline and a maximum depth of 1,645 feet. The lake discharges through the dam at Tahoe City into the Truckee River, and lake level between the natural rim at 6,223 feet above sea level and the high-water mark at 6,229 feet above sea level is controlled by these discharges.

Wave and current actions near the lake shoreline can affect sediment transport and, in turn, accumulation of beach sand along the shore and sediment deposition in the nearshore area. Disruption of these actions can alter natural deposition processes. This can in turn alter nearshore and shoreline erosion. The sediment loss at KBSRA is relatively low compared to that at other Lake Tahoe beaches (Conservancy 2016).

Kings Beach is exposed to the longest fetch (i.e., the distance of lake surface over which waves are generated by the wind) across Lake Tahoe (22 miles from the southwest), and wind fields (i.e., the three-dimensional pattern of winds) are diverse. It has a large, roughly triangular-shaped shallow shelf that is relatively flat. This beach configuration prevents immediate loss of beach sediment by preventing deep water waves from reaching the shoreline during low lake stands. Additionally, the offshore bathymetry (i.e., depth and topography) tends to bend the waves so that their approach is nearly straight on, rather than at an angle, which may contribute to the low volume of sediment transported laterally along the beach.



Source: Ascent Environmental

Lake Tahoe, a federally-designated Outstanding National Resource Water, has a surface area of over 190 square miles and is the second deepest lake in the U.S.



Source: USGS, California Water Science Center

Kings Beach SRA is located in an area with a shallow shelf that is relatively flat.

Watersheds

KBSRA is located at the bottom of the Kings Beach watershed (Exhibit 2.2-1). The upper Kings Beach watershed is comprised of USFS and Conservancy lands and contains multiple non-motorized and off-highway vehicle trails. The lower portion of the Kings Beach watershed is dominated by the community of Kings Beach and contains residential, industrial, and commercial development; surface streets; and SR 28. Most of the Griff Creek watershed is forested upland, but the lower watershed near KBSRA includes a portion of the community of Kings Beach and similar land uses, along with a golf course (Placer County 2006).

Floodplains

The western portion of the KBSRA is located within a Federal Emergency Management Agency (FEMA) floodplain. The FEMA Flood Insurance Rate Map for Placer County, dated June 18, 1998 (Map Number 06061C0100 F), shows the area delineated as a Zone X floodplain. A Zone X floodplain is defined as an area of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. A Zone X floodplain typically defines the boundary of an area with moderate flood hazard.

Groundwater

Groundwater monitoring well data were presented as part of the environmental analysis for the Kings Beach Watershed Improvement Project (Placer County 2008). Within Kings Beach, the groundwater table is generally parallel to the ground surface and flows through KBSRA to Lake Tahoe. Within the larger Kings Beach Watershed Improvement Project area, which includes KBSRA, groundwater elevations range from 2.5 feet to 9 feet below ground surface depending on season.

Water Quality

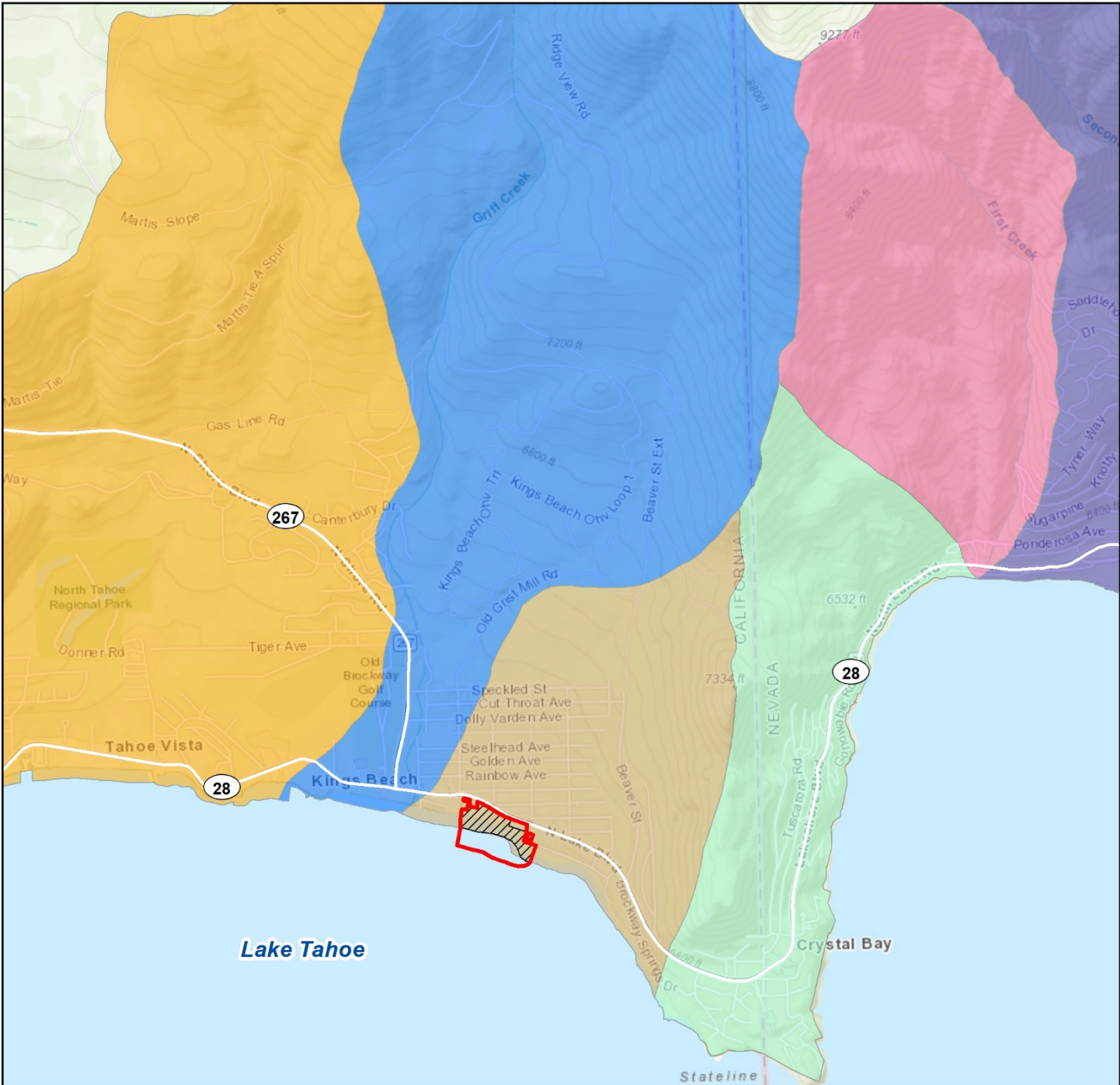
Apart from Lake Tahoe, no surface water exists in KBSRA. No information is available on the localized water quality conditions within Lake Tahoe directly adjacent to KBSRA. However, the Lake Tahoe TMDL and TRPA Thresholds provide information on Lake Tahoe's water quality, which applies to KBSRA.

Lake Tahoe Total Maximum Daily Load Clarity Target

The Lake Tahoe total maximum daily load (TMDL) establishes maximum pollutant loadings necessary to achieve a water clarity target in Lake Tahoe. The 2015 Lake Tahoe TMDL Performance Report (Lahontan RWQCB and NDEP 2015) included information on the 2014 annual average secchi depth, which was reported at 77.8 feet or just short of the 78-foot interim target for Lake Tahoe clarity. The performance report also acknowledged that, while encouraging, this clarity figure should be viewed in the context of multiple drought years.

“The Total Maximum Daily Load offers a roadmap to improve Lake Tahoe’s clarity so future generations can enjoy this majestic lake.”

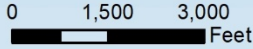
- U.S. Senator Dianne Feinstein of California at the 2011 Lake Tahoe Summit



Kings Beach State Recreation Area General Plan

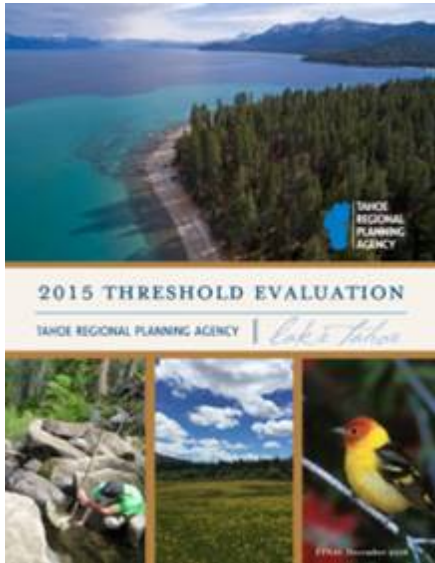
Legend

- | | | |
|---|--|--|
|  Project Site | Watershed |  Kings Beach |
|  Kings Beach SRA General Plan Boundary |  East Stateline Point |  Second Creek |
| |  First Creek |  Tahoe Vista |
| |  Griff Creek | |



Source: Data received from TRPA in 2011
 ESRI Topographic Basemap G13010017 04 010

Exhibit 2.2-1 Watersheds



Source: Tahoe Regional Planning Agency

The 2015 TRPA Threshold Evaluation Report offers a snapshot of the health of the ecosystem in the Tahoe Basin.

Tahoe Regional Planning Agency Water Quality Thresholds

The TRPA 2015 Threshold Evaluation Report (TRPA 2016) listed the status and trend of water quality thresholds for pelagic Lake Tahoe and tributaries. The status and trend for threshold indicators for water quality of surface runoff, discharge to groundwater, and other lakes were unknown. The status and trend of threshold indicators for pelagic Lake Tahoe secchi depth showed little or no change with a status of somewhat worse than target. The status of the nearshore water quality indicators in 2015 was at or somewhat better than target.

Stormwater Management

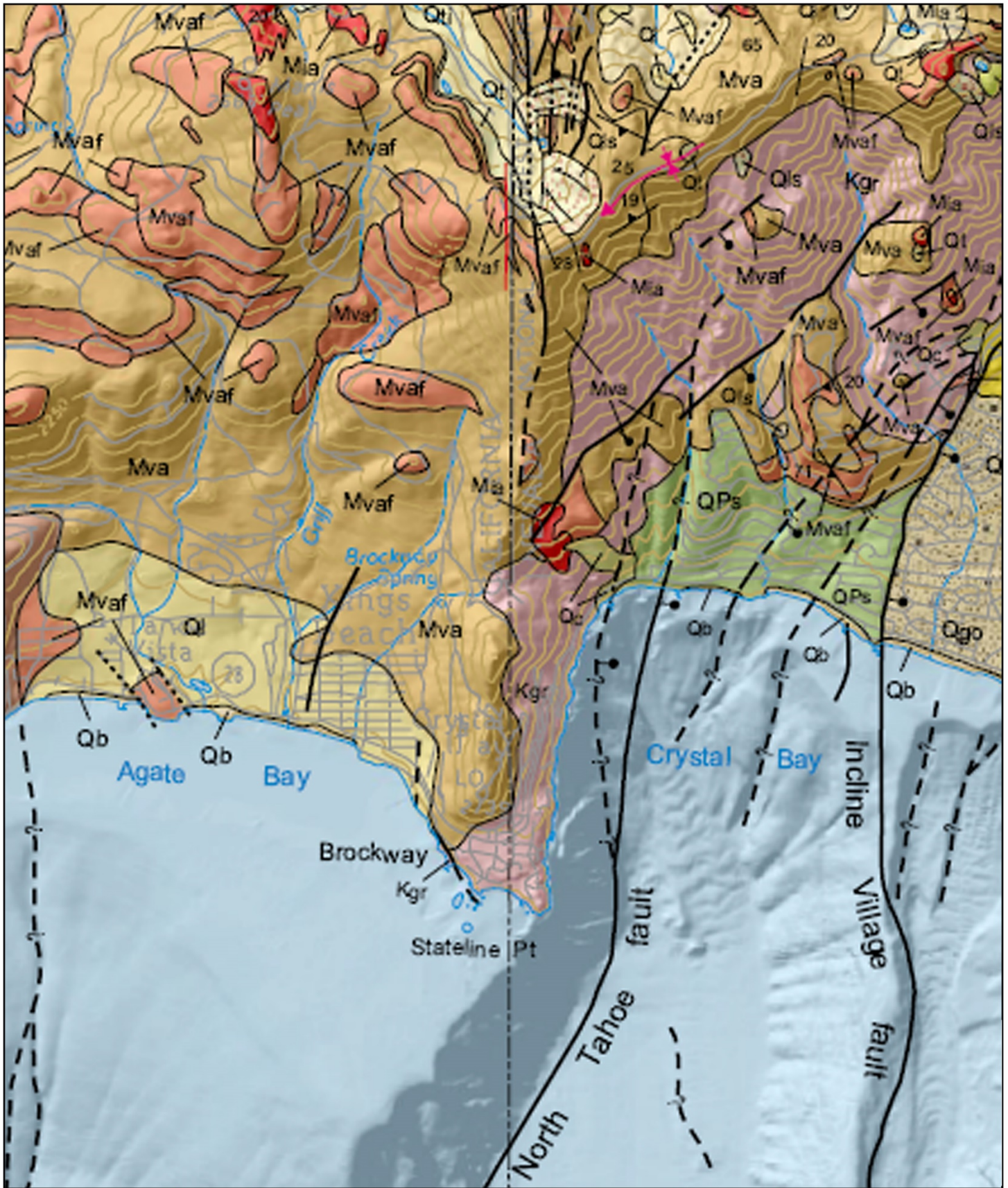
KBSRA includes stormwater infiltration improvements along the parking lots. Some of the stormwater treatment infrastructure for the Placer County Kings Beach Watershed Improvement Project is located within KBSRA, including a detention basin and four filtration vaults and associated outflows to Lake Tahoe.

Soils, Geology, Land Capability, and Coverage

Geologic and Seismic Setting

The geology in the vicinity of KBSRA is characterized by granitic bedrock, overlain by volcanic deposits and mud flows (Exhibit 2.2-2). Shifting lake levels deposited lacustrine sediments far above the modern high-water elevation, where they were later covered by volcanic materials. The interlayering of volcanic and sedimentary parent materials was key in the development of the unique Kings Beach soil type, described in further detail below.

The State Mining and Geology Board defines an active fault as one that has had surface displacement within the last 11,000 years (CGS 2008). Although no active faults are located directly within KBSRA, three active faults occur within 3 miles: the West Tahoe-Dollar Point Fault (the longest in the Basin at approximately 28 miles long); the Stateline-North Tahoe Fault; and the Incline Village Fault (Brothers et al. 2009). Recent studies indicate that all three of these faults have experienced large rupture events within recent geologic time (Dingler 2007; Seitz and Kent 2004). A large earthquake along any of these faults could cause strong seismic shaking within the KBSRA area.



Kings Beach State Recreation Area General Plan

Source: CGS 2005



X13010017 01 051



Exhibit 2.2-2 Geology

Soil Resources

There are three soil types in the Kings Beach SRA:



Source: NZ Soils

Soil profile of a stony silty loam.

- ◆ **Jorge very cobbly fine sandy loam (7156), 5 to 15 percent slopes:** This soil is located on the easternmost section of the KBSRA. The parent material of this soil is colluvium derived from Andesite and forms on mountain slopes and hillslopes (Soil Survey Staff 2017). The soil profile consists of a very cobbly fine sandy loam to 34 inches, underlain by a very cobbly loam to 59 inches. These soils are described as well drained and the surface runoff class is “Low” (NRCS 2007).
- ◆ **Kingsbeach stony sandy loam (7161), 2 to 15 percent slopes:** This soil is located predominantly in the northern and eastern portion of the KBSRA. The parent material of the soil is alluvium and/or colluvium derived from andesite over lacustrine deposits. The soil forms on alluvial fans and lake terraces (Soil Survey Staff 2017). Although the upper portion of the soil profile is coarse textured and well drained, the lakebed sediments (beginning between 20 and 29 inches below the ground surface) restrict water movement through the soil creating a perched, seasonally-high water table. Permeability is described as moderately slow in the subsoil and very slow in the substratum of lakebed sediments, however, the surface runoff class is “Medium.”
- ◆ **Beach (7011):** Beaches are characterized by well-drained, homogenous, gravelly coarse sand.

Natural Hazards

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid (CGS 2008:35-37). Subsidence is generally defined as caving in or sinking of land that may be caused by natural or human influences. Areas of the beach at KBSRA underlain by loose sandy soils combined with a shallow groundwater table (i.e., between the lake and the backshore boundary) could be susceptible to liquefaction, land surface subsidence, and lateral spreading. The likelihood of any of these events occurring is tied to the level and duration of ground motion during a seismic event.

Land Capability and Coverage

Since the 1970s, the TRPA has used a land capability classification system to guide land use planning, policy formulation related to the impacts of development on soil erosion, and permitting of development. The system assigns land capability districts (LCDs) based primarily on soils characteristics and slope. The LCDs reflect the amount of impervious surface or land coverage the site can support without experiencing soil or water quality degradation. The LCDs range from 1 to 7, with 1 being the most environmentally sensitive and 7 being most suitable for supporting development. KBSRA contains LCDs 5, 3, and 1b. Table 2.2-1 shows the extent of TRPA-verified LCDs and existing land coverage within the KBSRA GP area. The majority of the land area within the site is LCD 5, however the beach areas are mapped as LCDs 1b and 3 (Exhibit 2.2-3). Lands below the high-water line of Lake Tahoe are considered part of the water body and are not mapped as a land capability district. Three drainage outfalls are located within the beach area and support some riparian vegetation; however, these areas are not distinguished from the non-riparian LCD 1b areas for the purposes of land coverage regulation.



Source: Ascent Environmental

TRPA regulates the amount of impervious surface, or land coverage, based on the environmental sensitivity of a site.

Table 2.2-1 Existing and Allowable Land Coverage

Land Coverage District	Project Area (sq ft)	Base Allowable Land Coverage	Base Allowable Coverage (sq ft)	Maximum Allowable Transferred Coverage (sq ft)	Existing Coverage (sq ft)	Excess Coverage (existing minus maximum sq ft)
1b	136,764	1%	1,368	1,368	4,660	3,292
3	13,376	5%	669	669	2,080	1,411
5	291,350	25%	72,838	145,675 ¹	151,431	2,675

Note: These figures represent the summation of verified land coverage as determined for individual projects that have occurred within the project area. The data has been updated to reflect the change of the parcel boundary for APN 090-135-043 and the exclusion of the Kings Beach Conference Center.

sq ft = square feet

¹ Approximately 15,405 sq ft of LCD 5 is within the Kings Beach Town Center and located more than 300 ft from Lake Tahoe and would therefore have a maximum allowable coverage of 70 percent under the Placer County Tahoe Basin Area Plan. The remainder of LCD 5 would have a maximum allowable coverage of 50 percent.

Source: KB Foster 2002, JWA Consulting Engineers 1994, DBW 2003




Existing land coverage consists of public parking areas, pedestrian paths, public gathering spaces, a public restroom, and other passive recreation amenities. The amount of existing land coverage exceeds both the base allowable and maximum allowable limits across all LCDs in KBSRA. Some of the excess coverage has previously been accounted for through excess coverage mitigation associated with development of the restrooms and other features.

Kings Beach State Recreation Area General Plan

Legend

-  Project Site
-  Kings Beach SRA General Plan Boundary
-  Existing Land Coverage
-  Backshore Boundary

Land Capability

-  1B
-  3
-  5



Source: Data developed by Ascent in 2016
2015 GoogleEarth Imagery
G13010017 04 021

0 125 250
Feet



Exhibit 2.2-3 Land Coverage

The TRPA regulated backshore generally consists of the LCD 1b and LCD 3 areas of the site. In the area west of the existing pier, the backshore includes the area mapped as LCD 1b (area of wave run-up) plus an additional ten feet. To the east of the pier, the landward edge of the backshore is identified as the border between LCDs 3 and 5. The base allowable coverage within backshore areas is one percent (TRPA Code Section 85.4). Additional land coverage may be permitted for public recreation projects if the project meets the conditions of TRPA Code Section 85.5.5.

Air Quality

Criteria Air Pollutants

Concentrations of ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead are criteria air pollutants (CAPs) and used as indicators of ambient air quality conditions. CAPs are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set by the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB). Counties in California must comply with National Ambient Air Quality Standards (NAAQS) established by the EPA as well as California Ambient Air Quality Standards (CAAQS) set by CARB. The Lake Tahoe Air Basin is unclassified or in attainment with all NAAQS. For CAAQS, the Lake Tahoe Air Basin is in nonattainment-transitional for ozone and nonattainment for PM₁₀.

Concentrations of CAPs are measured at several monitoring stations near KBSRA. Data collected by the monitoring station at 221 Fairway Drive in Tahoe City is generally representative of ambient air quality in the vicinity of KBSRA. The closest station that measures PM₁₀ is located at 3337 Sandy Way in South Lake Tahoe, which is also within the Lake Tahoe Air Basin. Concentrations of CAPs measured at these stations are summarized in Table 2.2-2.

“The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? -- it is the same the angels breathe.”

- Mark Twain, describing Tahoe in *Roughing It*

Table 2.2-2 Summary of Annual Air Quality Data (2012–2014)¹

Ozone ²	2012	2013	2014
Highest Concentration (1-hour/8-hour, ppm)	*	0.049/0.046	0.076/0.068
Second Highest Concentration (1-hour/8-hour, ppm)	*	0.049/0.046	0.070/0.067
Number of days state standard exceeded (1-hour/8-hour)	*	0/0	0/0
Number of days national standard exceeded (1-hour/8-hour)	*	0/0	0/0
Carbon Monoxide (CO) ³	2012	2013	2014
Highest Concentration (8-hour, ppm)	*	*	*
Second Highest Concentration (8-hour, ppm)	*	*	*
Number of days national and state standards exceeded	*	*	*
Respirable Particulate Matter (PM ₁₀) ⁴	2012	2013	2014
Highest Concentration (µg/m ³) (California)	84.1	139.3	58.6
Second Highest Concentration (µg/m ³) (California)	70.1	88.2	50.7
Annual Average (µg/m ³) (California)	*	*	14.6
Number of days national standard exceeded (measured ⁵)	*	*	0
Fine Particulate Matter (PM _{2.5}) ²	2012	2013	2014
Highest Concentration (µg/m ³) (California)	*	10.2	145.5
Second Highest Concentration (µg/m ³) (California)	*	9.2	129.3
Annual Average (µg/m ³) (California)	*	*	8.1
Number of days national standard exceeded (measured ⁵)	0.0	*	*

Notes: µg/m³ = micrograms per cubic meter; NA = data not available; ppm = parts per million; * = Insufficient data to determine the value

¹ The ambient air quality standards and attainment status for these pollutants are included in the *Resources Inventory and Existing Conditions Report*, available on the Kings Beach SRA webpage.

² Ozone and PM_{2.5} measurements are taken from the monitoring station on Fairway Drive in Tahoe City.

³ Insufficient data available for carbon monoxide levels near the KBSRA.

⁴ PM₁₀ measurements are taken from the station on Sandy Way in South Lake Tahoe.

⁵ Measured days are those days that an actual measurement was greater than the level of the daily standard. The number of days above the standard is not necessarily the number of violations of the standard for the year.

Source: CARB 2018a, 2018b, 2018c, 2018d

Existing Emissions Sources

Motor vehicles are the predominant source of CAPs and precursor emissions in and near the KBSRA, including trips made using on-road vehicles to and from KBSRA. Vehicles traveling along SR 28, which runs north along the border of the KBSRA, represent the predominant non-stationary source of air contaminants in KBSRA. Other potential sources of air contaminants in the KBSRA area include diesel-powered maintenance or construction equipment, which emit diesel PM.

Climate

Existing Climate

Kings Beach is characterized as having a warm-summer Mediterranean climate. The area experiences a combination of warm, dry summers and cold, snowy winters. Wind conditions are typically calm to moderate, ranging from 0 to 16 miles per hour and rarely exceeds 24 miles per hour. The strongest winds typically occur in the winter months (Weatherspark 2018).

Summers at KBSRA are dry with precipitation primarily falling in the winter months in the form of snow. Annual average rainfall and snowfall between 1903 and 2015 for the area are 31.46 and 190.7 inches respectively (Western Regional Climate Center [WRCC] 2018).

Summer temperatures at KBSRA have historically been moderately warm with temperatures ranging from the high 30s to 70s (degrees Fahrenheit [°F]). Winter temperatures are typically cold and often drop below freezing (32°F) and snowfall occurs often (WRCC 2018).

Effects of Climate Change

Climate change poses a significant threat to human and natural communities in California. The Lake Tahoe Basin and the Sierra Nevada will experience an increase in temperature and increased frequency and sizes of wildfire, as well as a reduction in snowpack and spring snowmelt. According to Cal-Adapt (a climate change scenario planning tool developed by the California Energy Commission, California Natural Resources Agency, and others), annual average maximum temperatures in KBSRA are projected to rise by 6.3 to 9.5°F by 2100 and annual average minimum temperatures are projected to rise by 5.6 to 8.3°F by 2100, depending on future emission levels (California Energy Commission 2018).

The California Department of Forestry and Fire Protection (CAL FIRE) designates KBSRA as a very high Fire Hazard Severity Zone, a condition that will likely be exacerbated by climate change (CAL FIRE 2007). Anticipated shifts in snowfall and precipitation patterns could alter the existing conditions of KBSRA and the Lake Tahoe region.

Precipitation in the form of rainfall rather than snowfall is likely to become more frequent in the Sierra as temperatures increase throughout the region. Further, rising temperatures could cause accelerated rates of early-season snowmelt resulting in the depletion of the Sierra Nevada snowpack. A decrease in total annual snowfall combined with an earlier snowmelt could deplete



Source: Getty Images

A fire burns near Lake Tahoe in 2007. Climate change has caused recent increases in the frequency and intensity of fires in the Sierra Nevada.

sources of water recharge for Lake Tahoe. Drought conditions are likely to become more common, which could lead to depletion in the water level for Lake Tahoe. These conditions may reduce the availability of recreational opportunities in KBSRA due to reduced access to water-related activities during the summer months. A reduction in water level may render historic docks inadequate for loading and unloading motorized water vehicles for greater periods of time. At the same time, increased summer temperatures, particularly in surrounding lower-elevation areas, could increase demand for water-oriented recreation at KBSRA.

2.2.2 Biological Resources

Land Cover and Habitat Types



Source: Ascent Environmental







KBSRA includes patches of Jeffrey pine forest that are subject to high levels of recreational use.

KBSRA is characterized by a mix of urban land cover and uses (e.g., parking lots, boat launch) and natural habitats subject to high levels of recreation and other disturbances. Four upland and aquatic land cover types covering approximately 13.9 acres were classified and mapped in KBSRA. Upland types are Jeffrey pine (1.6 acres), barren (7 acres), and urban (4.3 acres). Areas classified as barren consist primarily of beach habitat along Lake Tahoe. Aquatic habitat consists of Lake Tahoe. Exhibit 2.2-4 shows the distribution of these habitat types in KBSRA.

Because of the developed or disturbed conditions and land uses in and near KBSRA and the presence of SR 28, the existing level of disturbance on and adjacent to KBSRA is high. Most wildlife species observed or likely to use KBSRA are common species associated with urban and residential areas in the Tahoe Basin, including: Steller's jay (*Cyanocitta stelleri*), pygmy nuthatch (*Sitta pygmaea*) mountain chickadee (*Poecile gambeli*), western gray squirrel (*Sciurus griseus*), and Douglas' squirrel (*Tamiasciurus douglasii*). Special-status species and other sensitive resources are summarized below.

Kings Beach State Recreation Area General Plan

Legend

-  Project Site
-  Kings Beach SRA General Plan Boundary
- Land Cover
-  Barren
-  Jeffrey Pine
-  Lacustrine
-  Urban



Source: Data downloaded from TRPA in 2010 and USFS in 2014; adapted by Ascent in 2016
2015 GoogleEarth Imagery
G13010017 04 014

0 125 250 Feet



Exhibit 2.2-4 Land Cover



Source: Ascent Environmental

At the eastern edge of KBSRA, feed and cover habitat for fish is provided by boulders and shoreline vegetation rocky substrate.

Fish Habitat

TRPA has designated and mapped different types and qualities of fish habitat in Lake Tahoe. “Prime” fish habitat includes spawning habitat and feed and cover habitat: the increase or decrease of prime habitat is one of TRPA’s threshold indicators for fisheries. Spawning habitats are composed of relatively small-diameter, rocky or gravel substrates used by native minnows for spawning and rearing fry. Feed and cover habitats are composed of larger diameter cobbles and boulders that are used by a variety of native and non-native species as foraging habitat and to provide refuge from predation.

Prime fish habitat in KBSRA includes a zone of gravel, cobble, and boulder substrate reaching from locations directly offshore of the existing boat ramp and extending to and east of the eastern edge of the KBSRA project area (Exhibit 2.2-5; Conservancy 2016). To the west, this prime habitat zone is bordered by sand substrate encompassing the existing pier and the remainder of KBSRA. Such areas of sand substrate are considered marginal fish habitat. The majority of the prime habitat zone is considered feed and cover habitat, while the north-eastern edge of the prime habitat is considered spawning habitat.





Nonnative Fish and Aquatic Invasive Species

Nonnative aquatic invasive species have become a priority for prevention and control in the Tahoe Basin (U.S. Army Corps of Engineers [USACE] 2009). Aquatic invasive species of serious concern that are present in the Lake Tahoe area include Asian clam (*Corbicula fluminea*), bullfrog (*Rana catesbeiana*), Eurasian watermilfoil (*Myriophyllum spicatum*); an aquatic weed, and curlyleaf pondweed (*Potamogeton crispus*); an aquatic weed. Currently, no aquatic invasive plant species have been identified in KBSRA.

Nonnative introduced salmonid species that are present in Tahoe area streams and lakes are lake trout (*Salvelinus namaycush*), brook trout (*S. fontinalis*), rainbow trout (*Oncorhynchus mykiss*), and brown trout (*Salmo trutta*). Several warm-water fish species have also been introduced into Lake Tahoe and some tributary streams, including bluegill sunfish (*Lepomis macrochirus*), largemouth bass (*Micropterus salmoides*), smallmouth bass (*M. dolomieu*), and brown bullhead catfish (*Ictalurus nebulosus*) (CSP et. al. 2010). Some of these species have potential to occur in Lake Tahoe within KBSRA.

Kings Beach State Recreation Area General Plan

Legend

-  Project Site
-  Kings Beach SRA General Plan Boundary
-  Prime Fish Habitat
-  Marginal Fish Habitat



Source: Data received from TRPA in 2011 and Cardno in 2015
2015 GoogleEarth Imagery
G13010017 04 017

0 150 300
Feet



Exhibit 2.2-5 Fish Habitat

Sensitive Biological Resources

Sensitive biological resources include those species and biological communities that receive special protection through the TRPA Code of Ordinances, federal Endangered Species Act (ESA), California Endangered Species Act (CESA), the Clean Water Act (CWA), or local plans, policies, and regulations; or that are otherwise considered sensitive by federal, state, or local resource conservation agencies and organizations.



Source: U.S. Fish and Wildlife Service

Tahoe yellow cress (TYC) occurs only on shores of Lake Tahoe and is listed as endangered by the State of California. TYC is not known to occur in KBSRA, but potential habitat exists.

Most types of wetlands and riparian communities are considered sensitive natural communities due to their limited distribution in California. In KBSRA, sensitive natural communities include Lake Tahoe and Stream Environment Zone (SEZ) lands. TRPA defines an SEZ as an area that owes its biological and physical characteristics to the presence of surface water or groundwater. The portion of KBSRA between the backshore boundary and the High Water Line is treated as SEZ.

Special-status species include plants and animals that are legally protected or otherwise considered sensitive by federal, state, or local resource agencies and conservation organizations. No special-status plant species are currently known to occur within KBSRA. The data review identified 22 special-status plant species known to occur in the vicinity of KBSRA. Of these species, KBSRA provides potential habitat for one special-status plant, Tahoe yellow cress (TYC), discussed below.

Special-Status Plants

TYC occurs only on the sandy beaches of Lake Tahoe. This species is designated as a sensitive plant and threshold indicator species by TRPA; and is listed as endangered in California under CESA. Although potential habitat exists in the beach areas of KBSRA, and some TYC occurrences have been documented on beaches near KBSRA, TYC is not known to occur in KBSRA. TYC surveys were conducted at KBSRA by CSP in 2011, 2016, and 2017, and by the Conservancy in 2015 (Conservancy 2016). No TYC plants were found at KBSRA during these surveys. CSP plans to survey for TYC annually at KBSRA in future years.

Special-Status Animals

Ten special-status wildlife species and two special-status fish species have some potential to occur in or near KBSRA. Of these 10 species, seven are not expected to occur or have a low potential to occur, and three (waterfowl, osprey, and bald eagle) have a moderate to high likelihood to occur or are known to occur, as described below:

- ◆ Waterfowl is designated as a special interest guild (i.e., a group of species) by TRPA. Several common waterfowl species occur in the Tahoe Basin during spring and summer months including Canada goose (*Branta canadensis*), mallard (*Anas platyrhynchos*), green-winged teal (*Anas crecca*), common merganser (*Mergus merganser*), and ruddy duck (*Oxyura jamaicensis*). In KBSRA, Lake Tahoe and its beach provides suitable foraging and resting habitat for several waterfowl species during summer and winter. However, waterfowl are not expected to nest in KBSRA due to high levels of disturbance.
- ◆ Bald eagle and osprey are designated by TRPA as special-interest species. Bald eagle is also federally protected by U.S. Fish and Wildlife Service (USFWS) under the Bald and Golden Eagle Protection Act. Neither of these species nests within KBSRA. Ospreys likely forage in Lake Tahoe in the vicinity of KBSRA and could perch in trees along the shoreline in the project area. Bald eagle could also forage or perch in the project area throughout the year, particularly during winter when the abundance of bald eagles in the Tahoe Basin is greatest.
- ◆ Lahontan cutthroat trout is listed as a threatened species under the federal ESA. It is the only salmonid native to lakes and streams in the Tahoe Basin. USFWS considers Lake Tahoe to be occupied habitat and a consultation with USFWS is required for projects that disturb in-lake habitat, such as piers.



Source: U.S. Fish and Wildlife Service

Lake Tahoe is considered occupied habitat for Lahontan cutthroat trout, a federally-threatened species.

2.2.3 Cultural Resources and Tribal Cultural Resources

Ethnographic Setting

KBSRA is located within the traditional territory of the Washoe Tribe. Although, most Washoe historically resided in long-term or “winter” settlements in the lowland valleys east of the Sierra crest, Lake Tahoe was the spiritual and geographic center of the Washoe world.

Cultural Resources in KBSRA

Traces of Kings Beach history exist within KBSRA, including the remnants of several stone retaining walls, planter boxes, walkways, and patios. Surveys performed in 2014 and 2015 assessed KBSRA for archaeologically and architecturally significant elements (Lindström and Marvin 2015).

The archaeological field survey identified three isolated finds: one prehistoric biface fragment, one piece of amethyst bottle glass, and a displaced boulder bedrock milling feature located outside KBSRA. Isolates are defined as one or two artifacts occurring by themselves and not associated with an archaeological site. Because they have no historical context, isolates are generally not eligible for listing in the NRHP, CRHR, or by TRPA. The three isolates discovered during survey are not associated with significant events or persons or distinctive technical, architectural, or artistic characteristics, nor do they possess prehistoric or historic information potential (Lindström and Marvin 2015). Therefore, the three isolates do not qualify for listing in the NRHP, CRHR, or TRPA.



Source: Ascent Environmental

Stone retaining walls at KBSRA. There is speculation that these walls were built by apprentices at the Stewart Indian Colony in Carson City.

The architectural survey revealed the presence of stone retaining walls in KBSRA. There is speculation that these walls could have been built by apprentices of the Stewart Indian School in Carson City. The lack of supporting evidence nullifies the potential historical or cultural significance associated with the involvement of the Stewart apprentices in the construction of King's Beach Resort – a beach resort constructed by Joseph King in 1925 that rented cabins, rooms, and apartments. In addition, due to the nearly complete demolition of the Kings Beach Resort, these remnants do not have sufficient integrity of workmanship, feeling, design, or association to merit listing in the NRHP or CRHR. This conclusion is supported by SHPO Julianne Polanco, in a concurrence letter dated September 16, 2015 (Lindström and Marvin 2015).

The SHPO concurrence letter also agreed with the Lindström and Marvin (2015) report finding that the existing Kings Beach pier (P-31-2763/CA-PLA-1929H) is not eligible for the NRHP due to lack of integrity. Therefore, the existing pier is not considered to be a historical resource.

Tribal Cultural Resources in KBSRA

As part of the 2013/2014 legislative session, Assembly Bill (AB) 52 established a new class of resources under CEQA, tribal cultural resources (TCRs), and requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete.

CSP sent letters to the Shingle Springs Band of Miwok Indians (Nicholas Fonseca, Chairperson); the T'si-Akim Maidu (Don Ryberg, Chairperson and Grayson Coney, Cultural Director); the United Auburn Indian Community of the Auburn Rancheria (Gene Whitehouse, Chairperson); and the Washoe Tribe of Nevada and California (Darrel Cruz, Director Tribal Historic Preservation Office) on February 28, 2016, in compliance with AB 52.

The only response received by CSP within the 30-day response period pursuant to AB 52 was from Mr. Cruz. The response did not identify any tribal concerns or TCRs on the project site. The project area is in Washoe territory; however, it is not known to have any special use.

History of the North Tahoe Event Center

The Kings Beach Center, adjacent to KBSRA, was built in 1958 by Joseph King for the sole purpose of replacing the Knudson family's Jimboy's Taco truck with a more permanent home.

Over time, a large portion of the center became a furniture store before conversion into a bowling alley. In the summer of 1967, the Kings Beach Bowl opened in the same building. The bowling alley had been gutted and the owners let their teenage kids, who had a band called The Creators, begin performing there. A professional booking agent was soon hired who invited top-tier rock 'n' roll artists to the North Shore, many from San Francisco's Fillmore music scene.

The music venue closed down at the end of 1968, and 20 years later the building was renovated with Placer County Transient Occupancy Tax (TOT) funds and the North Tahoe Event Center was established.

2.2.4 Scenic Resources

Existing Scenic Conditions

KBSRA is dominated by views of Lake Tahoe and distant peaks and ridges to the south, and views of commercial development partially screened by vegetation to the north. KBSRA is located within TRPA-designated roadway and shoreline travel units, and it is a designated recreation area evaluated under the TRPA threshold monitoring program (Exhibit 2.2-6). The current state of visual resources at KBSRA is reflected in the most recent scenic threshold monitoring conducted in 2015 (TRPA 2016), as described below.

Roadway Travel Units

Views of KBSRA from the roadway are generally high quality, as they provide relatively unobstructed views of Lake Tahoe and distant mountains when traveling on the south side of the roadway. The removal of commercial buildings that occurred in the 1990's as part of the Conservancy's acquisition of the plaza area in KBSRA expanded views of Lake Tahoe and contributed to the existing high-quality views of the lake from SR 28. The Roadway Unit for Kings Beach (Unit 20B) extends through the commercial center of Kings Beach from east of the intersection of SR 28 and SR 267, to slightly west of KBSRA. This unit showed enhancements had been made in human-made features and











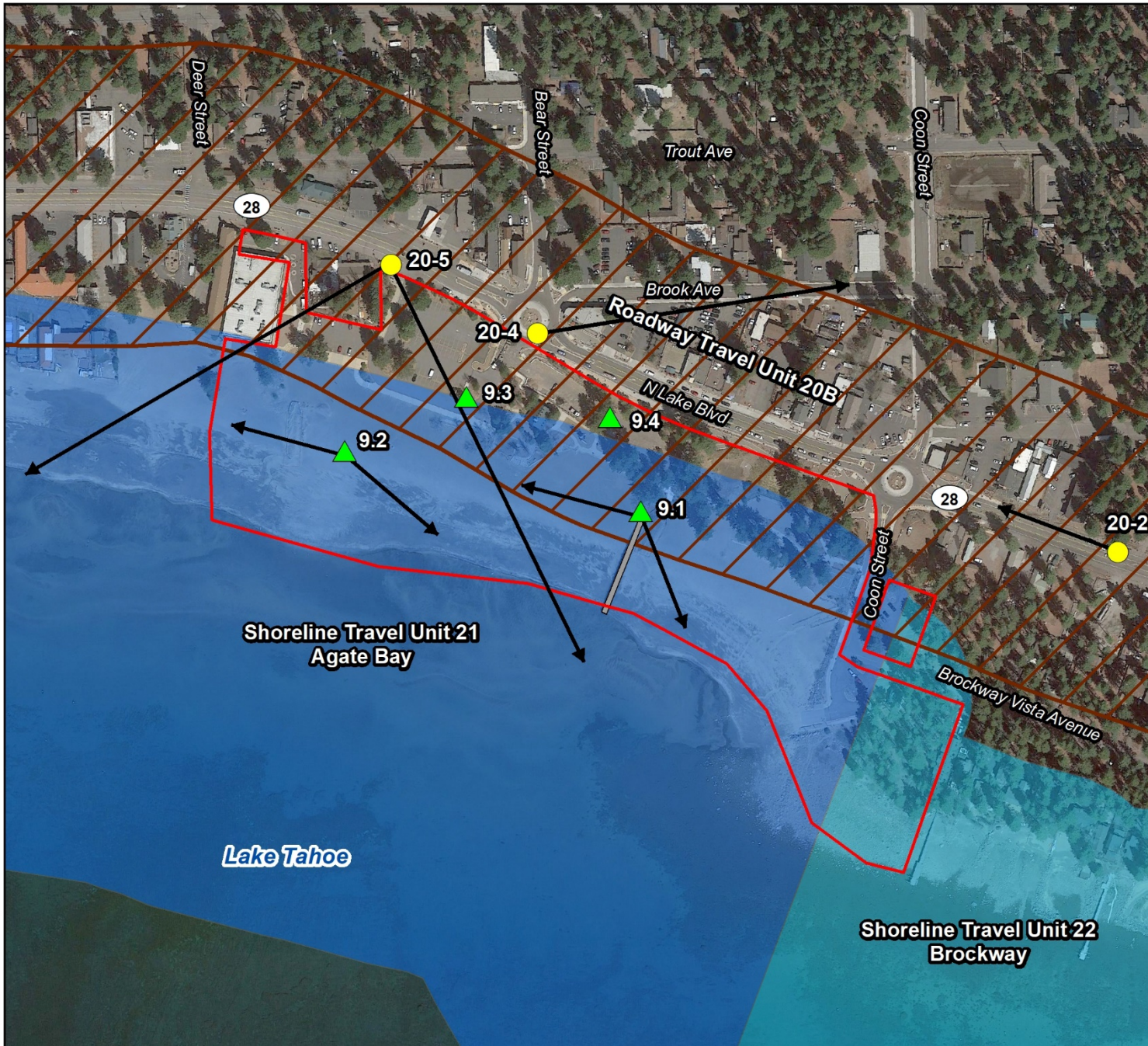
Source: Design Workshop

Views of KBSRA from Lake Tahoe show a mix of trees and development in the foreground with fairly intact views of distant ridges in the middle to background.

Kings Beach State Recreation Area General Plan

Legend

-  Roadway Scenic Resources
-  Recreation Area Scenic Resources
-  Scenic Views
-  Kings Beach SRA General Plan Boundary
-  Existing Pier
- Roadway Travel Unit
 -  20B
- Shoreline Travel Unit
 -  Agate Bay
 -  Brockway



Source: Data received from TRPA in 2015
2015 GoogleEarth Imagery
G13010017 04 015

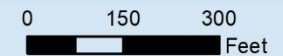


Exhibit 2.2-6 Scenic Resources

roadway structure through implementation of sidewalk medians, roundabouts and landscaping east of the North Tahoe Event Center. As of 2015, the roadway unit is in attainment of TRPA's threshold standard. Continued implementation of Placer County's Kings Beach Commercial Core Project is expected to continue to improve the visual quality of the roadway unit.

Shoreline Travel Units

Views of KBSRA from Lake Tahoe show a mix of trees and development in the foreground with fairly intact views of distant ridges in the middle to background. KBSRA contributes positively to views of this area of shoreline, as it provides a visual break in the surrounding development and provides a more natural character to this section of shoreline. Views of the Kings Beach shoreline can be seen from Shoreline Travel Unit 21 (Agate Bay), and a small portion of the eastern end of KBSRA (east of Coon Street) falls within Shoreline Travel Unit 22 (Brockway). As of 2015, Shoreline Unit 21 remained in attainment of TRPA's threshold standard. In 2015, the composite score for Shoreline Travel Unit 22 was below the score assigned to it in 1982, and is therefore not in attainment of the threshold standard. The only portion of KBSRA within Unit 22 is a small forested area between the Coon Street parking lot and the eastern boundary of the park. Because this area is heavily forested with little visible development, it is unlikely that KBSRA contributes to the non-attainment of this unit.

Roadway Scenic Resources

Roadway Scenic Resource 20-5 includes panoramic views of Lake Tahoe as viewed from SR 28 facing south across the western portion of KBSRA. This view is the least obstructed view of Lake Tahoe within Kings Beach, and is therefore important to travelers on SR 28, pedestrians in Kings Beach, and visitors to KBSRA. Scenic Resource 20-5 is in attainment of the TRPA threshold standard.

Recreation Area Scenic Resources

KBSRA is a recreation area documented in the 1993 Recreation Areas Inventory and Evaluation (TRPA 1993), and subsequently included in TRPA's Other Areas Scenic Threshold category. The TRPA inventory identified important views from the recreation area and designated these as scenic resources, as shown in Exhibit 2.2-5. It identified panoramic views of the lake from the foot of the pier as Resource 9-1, and panoramic views of the lake from mid-beach as area as Resource 9-2. The inventory also identified the beach (Resource 9-3) and trees that punctuate the inland edge of the beach (Resource 9-4), as important natural features. KBSRA is currently in attainment of TRPA's scenic threshold standard.



Source: Ascent Environmental

Western Side of the View from Roadway Scenic Resource 20-5 (see Exhibit 2.2-6 for photo location).



Source: Ascent Environmental

Eastern Side of the View from Roadway Scenic Resource 20-5 (see Exhibit 2.2-6 for photo location).

The Recreation Areas Inventory and Evaluation (TRPA 1993) also identified elements that contribute to, and detract from the scenic quality of KBSRA, and it included recommendations for preserving the scenic quality of KBSRA. The positive and negative elements that still affect the scenic quality of KBSRA are listed below:

- ◆ Elements that Contribute to the Scenic Quality of KBSRA
 - Panoramic views of the lake framed by the sides of Agate Bay
 - Broad expanse of sandy beach
 - Trees that define the edge of the parking lot
 - Stone-covered viewing terrace/entry walk
- ◆ Elements that Detract from the Scenic Quality of KBSRA
 - Development west of the beach is very close to the beach and no attempt has been made to blend structures with the surrounding environment
 - The boat launch at the east end of the recreation area lacks landscaping and looks barren



Source: Design Workshop
View of Lake Tahoe from Scenic Resource 9-2 in KBSRA (see Exhibit 2.2-6 for photo location).



Source: Design Workshop
View of Lake Tahoe from Scenic Resource 9-1 in KBSRA (see Exhibit 2.2-6 for photo location).

Built Environment

The existing facilities within KBSRA include a mix of facilities, some of which have a positive effect on the aesthetic quality of KBSRA, others of which detract from it. Facilities in KBSRA are described in Section 2.3.2, “Recreation Facilities.” The restrooms and plaza area have a positive effect on the scenic quality of KBSRA because they are in good repair and are constructed from natural wood and stone that is consistent with the visual character of KBSRA. The stone and concrete walls and walkways were identified as having a positive effect on scenic quality in TRPA’s 1993 Recreation Areas Inventory and Evaluation. However, the gradual deterioration of these facilities has left them in poor condition and they now detract from the scenic quality of the park. In addition, the concessionaire building and boat launch area have a negative effect on the aesthetic character of KBSRA because they are highly visible features that are constructed from materials that visually conflict with the character of the park.

2.3 State Recreation Area Land Uses and Facilities

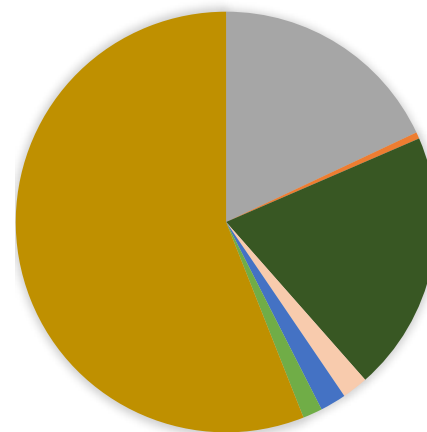
This section provides an overview of the existing land use, facilities, utilities and services, and circulation within KBSRA.

2.3.1 Park Land Uses

KBSRA is comprised of a beach area that includes a pier with parking lots, a picnic area, playground, and basketball court located between SR 28 and the beach. On the southeast side of KBSRA are six parcels that make up the Coon Street boat ramp and boat parking lot. Lands owned by the Conservancy are located in the northeast part of the site, which include nine parcels making up 1.36 acres referred to as the Kings Beach Plaza. In 2014, the Conservancy and CSP entered into an agreement that funds CSP to provide day-to-day management responsibility for the Conservancy parcels, but did not transfer land ownership (Conservancy and CSP 2014).

Lands in KBSRA fall into one of the following seven categories:

- ◆ **Beach:** Over half of KBSRA is undeveloped beach area. The size of the beach varies substantially depending on the lake level. Uses include sunbathing, swimming, paddle craft access, and a variety of lake-and beach-oriented recreation. Provides access to the existing pier.
- ◆ **Vehicular Circulation:** Approximately 18 percent of KBSRA is dedicated to parking and vehicular circulation, including two separate parking lots and associated vehicular access areas, a utility access area near the North Tahoe Event Center (NTEC), and the boat ramp.
- ◆ **Vegetated Area:** Approximately 20 percent of KBSRA consists of mostly undeveloped vegetated areas. These areas include pedestrian paths and a stormwater detention basin. These areas serve as visual buffers between developed features and provide for dispersed recreational uses.
- ◆ **Plaza:** Approximately two percent of KBSRA includes hardscape plaza areas. These plazas are found in four locations: adjacent to the NTEC, along the margin of the beach near the central restroom, in the forested area near the detention basin, and at the pedestrian entry point near the intersection of SR 28 and Coon Street. The plaza areas provide an area for public gatherings.



- Vehicular Circulation, 18%
- Building, 0.5%
- Vegetated Area, 20%
- Plaza, 2%
- Picnic Area, 2%
- Active Recreation, 1.5%
- Beach, 56%

The percent of land in KBSRA dedicated to each use under low lake levels.



Source: Design Workshop

Approximately two percent of KBSRA includes hardscape plaza areas.



Source: Ascent Environmental

Active recreation land uses at KBSRA include the basketball court.

- ◆ **Picnic Areas:** Approximately two percent of KBSRA is dedicated to picnic areas. The picnic areas include dispersed picnic tables for individual or small group use. The majority of the picnic sites are located under trees near the edge of the beach.
- ◆ **Active Recreation:** Less than two percent of KBSRA is dedicated to facility-dependent recreational uses. These areas include a half basketball court, playground, and a portion of the beach that is seasonally dedicated to beach volleyball.
- ◆ **Buildings:** Less than one percent of KBSRA is comprised of buildings. Buildings include two restrooms, a visitor services kiosk, the pier, and a concessionaire building.

2.3.2 Recreation Facilities

KBSRA is a day-use area with a variety of developed facilities (see Exhibit 1.2-1). These include a plaza for public gathering and special events, including music events; a playground, a half basketball court, picnic sites with barbeque pits, boat ramp, and a 207-foot-long pier that extends to the approximate natural lake water level of 6,223 feet above sea level. Neither the pier nor the boat ramp reach Lake Tahoe during periods of low lake levels. A concession is housed in a small building at the base of the pier and offers watercraft rental during the summer months.

The boat launch area at the end of Coon Street includes the boat ramp for launching motorized watercraft, restrooms, and parking for vehicles and trailers. During periods of low water levels (i.e., lake levels below 6,223 feet mean sea level), the boat launch ramp is not accessible for public use; however, commercial users can still access the ramp with specialized equipment.

Pier and Buoys

The pier at KBSRA is a public facility that is used both as a recreation amenity for beach users and as an access point to KBSRA for boaters from elsewhere around Lake Tahoe. The existing pier is 10 feet wide and 207 feet long, with a fixed wooden deck at elevation 6,231.5 feet, supported by 26 paired, outer-edge steel pilings. The pier is functional for boat access only when the water surface elevation is above 6,227 feet. At lake levels of 6,223 feet and lower, the pier is completely out of the water. No catwalks or low freeboard access docks are attached; the total pier deck surface area covers 3,151 square feet (Conservancy 2016).



Source: Ascent Environmental

The existing boat ramp is often unusable due to low water conditions.

Boating access parallel to the shore under the existing fixed pier is not an option at most lake levels, but avoiding the pier requires only a short detour away from the shoreline (approximately 200 feet at high lake levels). The existing pier is approximately 400 feet inside the no wake zone; therefore, swimmers and paddlers navigating around the end of the existing pier experience limited hazards from potential interactions with motorized vessels and wakes.

The California State Lands Commission authorized a lease with North Tahoe Watersports, Inc. (a State Parks concessionaire) for five mooring buoys for a 20-year term beginning June 29, 2015 and ending June 28, 2035. The buoys are arranged in a rectangular pattern with the closest to land located 260 feet from the end of the pier. The concessionaire uses these buoys to store rental watercraft during the summer months.

2.3.3 Utilities and Service Systems

KBSRA is served by the following local utilities and service providers. The street-frontage sidewalks and associated landscaping are Placer County-owned and maintained through the Benefit Assessment District to which CSP and the Conservancy contribute.

Water

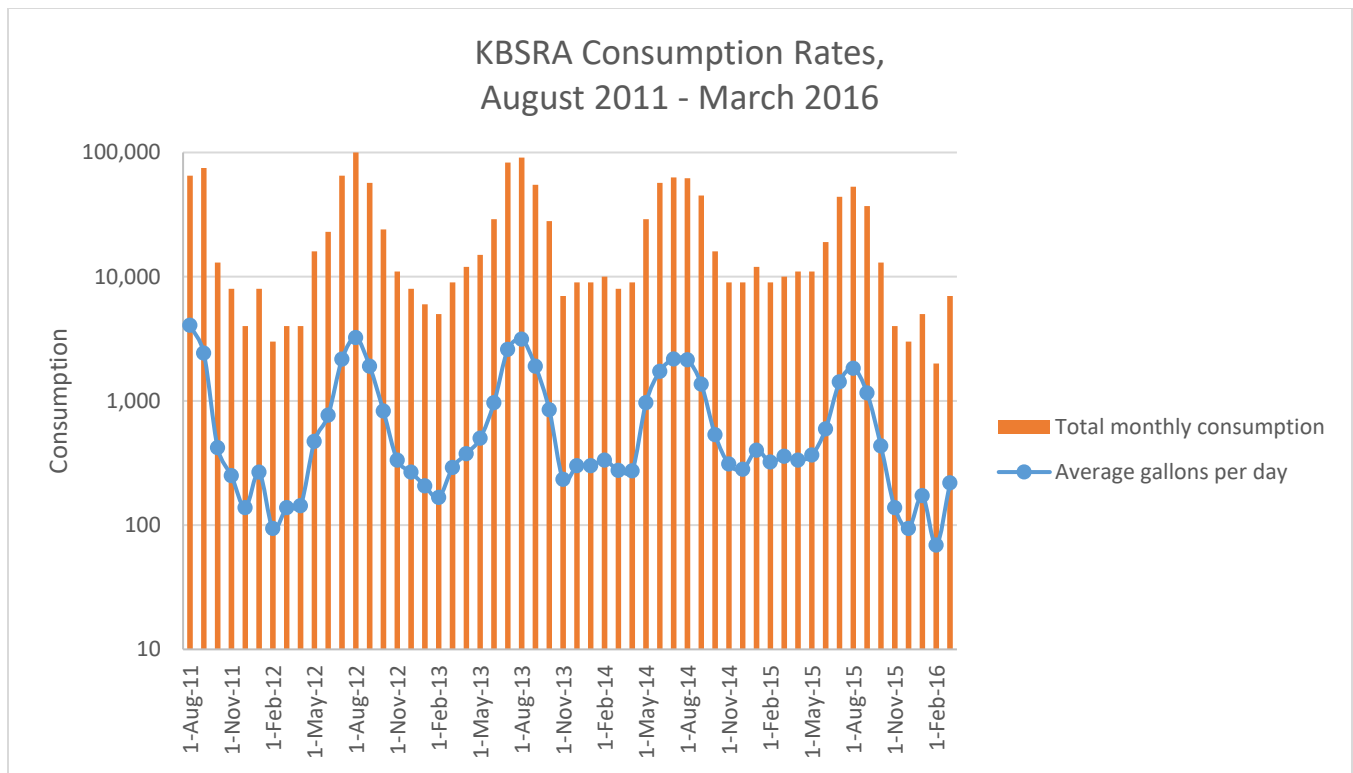
NTPUD is the public utility district that provides water and sewer services to KBSRA. NTPUD's Tahoe Main system draws water from Lake Tahoe, as well as from a groundwater well located in the North Tahoe Regional Park. Water pumped from Lake Tahoe is treated at the National Avenue Water Treatment Plant.

NTPUD services KBSRA through two connections: one at the restroom and one serving irrigation. A separate water service connection is provided at the Conservancy plaza parcels. Water consumption rates are highest in the summer months of July and August, with higher-than-normal usage during June and September as well. Usage at the restroom connection over the course of the last 4 years is displayed in Exhibit 2.3-1.



Source: California Tahoe Conservancy

The existing pier is only functional during periods of high lake levels.



Source: Stelter, pers. Comm., 2016

Exhibit 2.3-I KBSRA Water Consumption Rates, August 2011 – March 2016

Wastewater

Wastewater collection in KBSRA is provided by NTPUD. NTPUD has an easement for their sewer main that generally follows the old Brockway Vista Road right-of-way and runs through the event center plaza and beach areas at KBSRA. All collected raw sewage is conveyed out of the Tahoe Basin through a large diameter gravity pipeline known as the Truckee River Interceptor, which is owned and operated by the Tahoe-Truckee Sanitation Agency. The Truckee River Interceptor conveys all raw sewage 17 miles to Truckee where it is treated at the Truckee Water Reclamation Plant. There is currently ample collection and treatment capacity for all wastewater generated at KBSRA.

Electricity

Liberty Utilities provides electricity in KBSRA. KBSRA has existing electrical connections. A separate electricity service connection is provided at the Conservancy plaza parcels. The existing capacity and planned future improvements would provide adequate capacity for increases in electrical demand at KBSRA.

Natural Gas

Natural gas service is provided to KBSRA by Southwest Gas Corporation. High pressure distribution pipelines are located along SR 267 and down SR 28 along the northern edge of KBSRA (Dagerman, pers. comm., 2016). Additional natural gas distribution pipelines access the North Tahoe Event Center, and the residential areas to the east of Coon Street. Southwest Gas has experienced around 1 percent growth per year in the Lake Tahoe area, which can be accommodated by the existing infrastructure for the foreseeable future.

Law Enforcement

A full-time CSP law enforcement park ranger spends approximately 75 percent of their time at KBSRA providing visitor services and public safety patrols. CSP rangers spend 25 percent of their time at the Conservancy properties in Kings Beach and Tahoe Vista. In addition to CSP law enforcement officers, the Placer County Sheriff's Department (PCSD) provides law enforcement in the KBSRA area. The Tahoe Substation for PCSD is located in Tahoe City (2501 North Lake Boulevard), approximately 12 miles from KBSRA. The Tahoe Substation has over 40 positions, including one field operations lieutenant, 18 patrol deputies, six patrol sergeants, four detectives, one detective sergeant, and one problem-oriented deputy (neighborhood disputes and Placer County code violations), and is commanded by a Sheriff's Captain. Some services provided by the Tahoe Substation include search and rescue coordination, boat patrol, and bike patrol during special events (Placer County Sheriff's Office 2016).



CSP law enforcement officers are responsible for law enforcement and public safety within KBSRA.

Fire Protection and Emergency Services

The North Tahoe Fire Protection District (NTFPD) provides fire, rescue, hazardous materials, lake rescue, technical rope rescue, vehicle extrication, advanced life support ambulance service, pre-fire planning, and public education services within the KBSRA area. NTFPD is staffed by 49 uniformed and support personnel who serve 20,000 residents within the service area of approximately 31 square miles. Station 52, located at 288 North Shore Boulevard, Kings Beach, is the nearest fire station to KBSRA.



Source: Ascent Environmental

A trash and recycling receptacle near the entrance to KBSRA. CSP staff empty waste receptacles and the Tahoe Truckee Sanitation District is responsible for solid waste disposal.

Solid Waste Collection

Solid waste collection and disposal in KBSRA is provided by Tahoe Truckee Sanitation District. Recyclable materials are diverted at the Eastern Regional Landfill, and the remaining solid waste is transferred to the Lockwood Landfill near Reno, Nevada. The most recent permit for the Lockwood Regional Landfill was issued by the Nevada Department of Environmental Protection (NDEP) in December 2013 (NDEP 2013). As permitted, the remaining life of the landfill is 150 years and adequate capacity is available to accept increases in solid waste generation that could occur at KBSRA.

Telecommunications

KBSRA is located in the AT&T service area. AT&T provides telecommunication services, including local, long distance, wireless, data networks, and directory service to the Lake Tahoe area. AT&T communication infrastructure has sufficient capacity to meet expected future demands for service.

2.3.4 Transportation and Circulation

Traffic Volumes

In the KBSRA area, the roadway network is generally characterized by low-volume minor roadways, with SR 28 providing the major through access. Visitors travel to KBSRA throughout the year, with peak visitor days occurring during the summer season. Intersection counts were collected over Labor Day weekend in 2015 to reflect peak travel conditions on roadways surrounding KBSRA. Intersection turning movements at the SR 28/Bear Street intersection were recorded separately on Saturday, July 11, 2015. During these traffic counts, a portion of the KBSRA parking lot was closed, which could have a minor effect on traffic patterns in the vicinity.

Based on the collected vehicle count data, peak traffic volumes near KBSRA occur during the 4:00 p.m. hour on Friday and the 12:00 p.m. hour on Saturday. Peak hour traffic volumes were approximately 5 percent greater on Friday than Saturday. Exhibit 2.3-2 illustrates the rolling traffic volume (i.e., number of vehicles on the roadway) on SR 28 between Deer Street and Bear Street near the entrance to KBSRA.

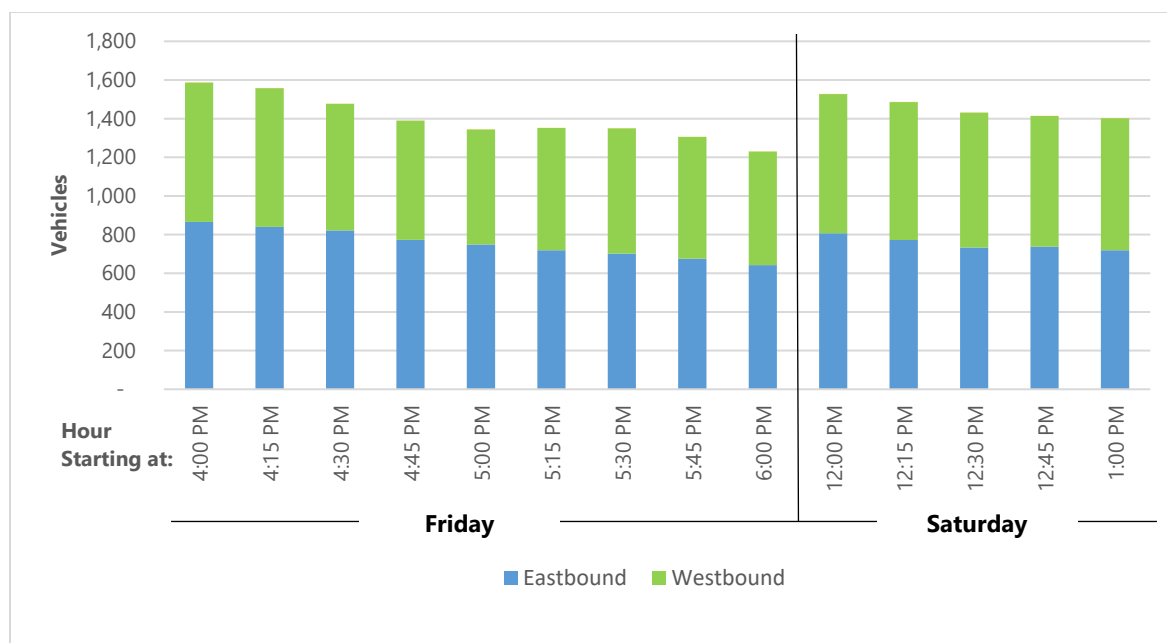


Exhibit 2.3-2 Hourly Vehicle Volume on SR 28

Along SR 28, side street volumes are low, with fewer than 150 vehicles per hour traveling on most local roadways during the peak-hour period. Coon Street displayed the highest peak-hour traffic volumes of all the local side streets, with well over 200 vehicles per hour during peak periods. A separate analysis of intersection LOS found that during peak periods (e.g., a weekend afternoon in August), the intersections that provide vehicular access into KBSRA from SR 28 operate at acceptable levels (i.e., LOS B and LOS C).

Access to Kings Beach State Recreation Area

KBSRA attracts a mix of local and regional visitors who access the recreation area through a variety of transportation modes. Regional visitors most likely drive to KBSRA, while local visitors may walk or ride bicycles from the surrounding community. Many visitors bring beach equipment (e.g., paddle boards, umbrellas, coolers, inflatable toys, etc.), which may make it impractical for these visitors to walk or bicycle to KBSRA.

Vehicle Access

Vehicle access to KBSRA is available from several locations along SR 28, providing motorists with access to the two on-site parking lots. From SR 28, vehicles may access the KBSRA Bear Street parking lot at the Bear Street roundabout. Access to the KBSRA Coon Street parking lot is available from SR 28 at the Coon Street roundabout and at the western terminus of Brockway Vista Avenue.



Source: Ascent Environmental

Vehicle access is available to the two parking lots near Bear and Coon Streets. Parking demand often exceeds capacity during summer weekends.

Public Transportation Access

Two TART bus routes serve Kings Beach—the Mainline Route and the Hwy. 267 Route. The Mainline Route operates year-round along SR 28 between Incline Village and the Placer County–El Dorado County line, providing transfer opportunities with connecting bus service into Truckee at the Tahoe City Transit Center. The Hwy. 267 Route currently operates during the summer and winter months only, providing service between Crystal Bay, Northstar Village, and Truckee on SR 267.

Visitors may utilize TART to access KBSRA, with multiple bus stops located near KBSRA entrances along SR 28 at Bear Street and Coon Street.



Source: Ascent Environmental

Crosswalks and streetscape improvements provide easy pedestrian circulation between KBSRA and the adjacent commercial core of Kings Beach.

Bicycle Access

Bicycles can access KBSRA from a Class II bike lane¹ that is present along SR 28 through Kings Beach. Additionally, a Class III bike route² is located along SR 267, which connects cyclists from more distant areas to KBSRA. Bike parking is available throughout KBSRA as well as in downtown Kings Beach.

Pedestrian Access

Paved walkways are available for pedestrian use throughout KBSRA - connecting visitors to the on-site parking lots, beach, and other KBSRA recreational amenities. Six pedestrian access points are available from SR 28 and Coon Street into KBSRA, which facilitate pedestrian travel between KBSRA and surrounding destinations. Recent observations suggest a substantial number of visitors walk between KBSRA and the surrounding community, with an estimated 385 pedestrians crossing SR 28 at the Bear Street and Coon Street intersections during the Saturday peak hour. Recent streetscape improvements have introduced enhanced pedestrian crossings to further support safe pedestrian movement across SR 28.

Parking

CSP offers paid parking to the general public at the two KBSRA surface lots at Bear Street and Coon Street. A total of 155 parking spaces are located at the Bear Street parking lot, including four Americans with Disabilities Act (ADA)-compliant spaces and two spaces reserved for authorized vehicles only. The Coon Street parking lot includes 22 trailer parking spots.



Source: Ascent Environmental

Parking at Coon Street is intended for use by boat trailers, but is often filled with automobiles at an early hour of the day.

¹ Class II bicycle facilities, commonly referred to as Bike Lanes, are dedicated facilities for bicyclists immediately adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings and signage.

² Class III bicycle facilities, commonly referred to as Bike Routes, are on-street routes where bicyclists and automobiles share the road. They are identified with pavement markings and signage, and are typically assigned to low-volume and/or low-speed streets.

LSC Transportation Consultants conducted the *North Tahoe Parking Study*, an examination of current public and private parking utilization and future parking demand in Kings Beach and Tahoe City. The study indicates that parking areas south of SR 28 display the highest utilization rates, particularly at locations adjacent to KBSRA, where parking demand frequently surpasses available parking capacity. Conversely, the study indicates that parking utilization rates in areas north of SR 28 rarely approach available capacity, and the peak parking period is generally between the 11:00 a.m. and 4:00 p.m. hours.

2.4 Visitor Experience

2.4.1 Visitor Profile

Visitors to KBSRA tend to be a blend of local residents who use KBSRA as a community park, and visitors from elsewhere in California, Nevada and beyond. Observations by CSP staff and Kings Beach residents indicate a high level of use throughout the summer months, with lower numbers in the winter, which is supported by CSP monthly attendance reporting estimates for 2002 through 2016 (see Table 2.4-1). The underlying data used to prepare Table 2.4-1 demonstrates that visitation at KBSRA has increased in recent years.



Source: Ascent Environmental

Park visitors enjoy spending time on the pier at KBSRA.

Table 2.4-1 Estimated Peak and Annual Visitation at KBSRA from 2002 – 2016

Visitation	Low	High	Average
Peak Month (July)	15,008	137,786	32,192
Annual	30,986	278,639	85,194

^a Reflects data from 2002 and 2003, when visitation numbers were lower than they are today.

^b Reflects data from 2014, when visitation numbers were higher than any other year on record. The second highest month of visitation occurred in July 2015, where peak visitation was estimated at 60,670. Annual visitation was at 177,598 in 2015. All other years during this period (including 2016) experienced 60,000 visitors fewer annually than these estimates.

Source: CSP 2017

Demographic information about residents of Kings Beach are included in Section 2.8.3, Demographics, Trends, and Projections.

A visitor survey conducted in summer 2014 on behalf of the North Lake Tahoe Resort Association provides a glimpse into the characteristics of summer visitors who come to the north shore of Lake Tahoe. The survey methods included short interviewer intercept surveys administered in selected places around North

Lake Tahoe. Respondents to the short intercept survey were then sent an email link to a follow-up online survey. Additionally, a kiosk survey was placed in the North Lake Tahoe Visitors Center.

Seventy-eight percent of respondents were overnight visitors, with seven percent of those staying in Kings Beach, either in hotel/motels or vacation rental homes. One third of all survey respondents indicated visiting KBSRA during their stay, which points to KBSRA as an important recreational attraction in the region.

One third of all visitors to the north shore of Lake Tahoe reported visiting KBSRA during their stay.

- North Lake Tahoe Resort Association 2014

Sixty percent of all visitors to the north shore of Lake Tahoe were from California; most of these were from northern California. Almost half (47 percent) of visitors were visiting family or friends during their trip. The average age was 47 years, with most visitors aged 25 and older. The family status was dominated by households with children, followed by travelers (couple or single) without children and empty nesters (grown children no longer at home) (North Lake Tahoe Resort Association 2014).

2.4.2 Recreation Opportunities

KBSRA is a popular destination for walking, sunbathing, recreating in watercraft, watching the sunrise and sunset, or simply touching the lake. The south-facing expanse of sandy beach is the main attraction of this year-round destination. In the summer, it is popular with families with small children, sunbathers, and leisurely beachcombers. The largest publicly accessible sandy beach on the north shore, KBSRA is also one of the warmest spots to swim because of its gradually sloping lake floor. Fishing is allowed at KBSRA, but because of the shallow shelf, deep water is difficult to reach. The boat ramp, pier, and beach allow for kayaking, canoeing, inflatable boating, stand-up paddle boarding, and launching of larger boats when the lake water level permits.

During the winter, many visitors come for the scenic vistas or for snow play on the beach. Others enjoy active recreation pursuits such as metal detecting in the shallow waters along the beach. In the winter months, KBSRA's south-facing lakefront makes it relatively warmer than other Tahoe beaches and popular for walks and enjoying panoramic views of Lake Tahoe.

In addition to the beach, a playground offers activities for children and families and is popular with nearby residents and visitors alike. Picnic areas are equipped with barbeque grills and picnic tables; one of these areas is available for group rentals, and the others are available on a first-come, first-served basis. Leashed dog walking is allowed on the eastern portion of the KBSRA and is popular with local residents.



Source: Ascent Environmental

Visitors enjoy the beach and lake at KBSRA during the fourth of July weekend. The beach and lake are the primary attractions at KBSRA.



Source: Ascent Environmental

The playground at KBSRA is popular with visitors and nearby residents.

Special events are permitted by CSP at KBSRA. On the beach area of KBSRA, events include swim clinics, paddleboard races and festivals, ironman and adventure races, and concerts and theater presentations. The Ta-Hoe Nalu stand up paddleboard festival is hosted out of KBSRA each summer and is advertised as the world's oldest paddle festival. The Music on the Beach concert series every Friday through the summer has been a popular event for 10 years at KBSRA. The parking lots and the Coon Street and boat ramp areas have been used for barbeques and car shows.

2.5 Operations and Maintenance Functions

2.5.1 Facility Management

CSP is responsible for many aspects of the operation and management of both the CSP lands at KBSRA and the adjacent Conservancy lands described as the Plaza (Conservancy and CSP 2014). KBSRA is managed on a day-to-day basis by CSP operational staff consisting of two full-time employees: one Park Maintenance Worker and one Park Maintenance Assistant. These employees spend approximately 75 percent of their time managing KBSRA itself, and the remaining 25 percent of their time on the other six north shore Conservancy parcels under agreement with the Conservancy (Conservancy and CSP 2014).

In addition, CSP usually employs 10 seasonal staff to assist with both maintenance and visitor services from April to November each year. Maintenance staff are responsible for trash and litter collection and disposal, restroom maintenance, sand management, stormwater basin management, and landscaping. Visitor services staff are responsible for fee collection at the visitor kiosk, directing traffic near the entrance on peak summer days, law enforcement, and special event coordination (Linkem, pers. comm., 2016).

2.5.2 Visitor Services and Safety

A full-time Park Ranger is assigned to the KBSRA to provide for visitor services and park safety. As with maintenance personnel, the Ranger spends approximately 75 percent of the time directly on KBSRA, and about 25 percent time on the other six north shore parcels owned by the Conservancy (Conservancy and CSP 2014).

KBSRA contains some features that are generally accessible to disabled visitors, such as the parking areas and paths that meet current accessibility standards. However, improvements necessary to comply with accessibility requirements were identified by CSP in 2012 and are being implemented as funding allows.



Source: Ascent Environmental

The Conservancy plaza at KBSRA is a multi-purpose space that can support special events. This space is underutilized during much of the year.



Source: Ascent Environmental

Visitor information is provided at a temporary visitor contact station during busy summer weekends.

2.6 Interpretation and Education

KBSRA has no existing fixed interpretive features and no regularly scheduled personal interpretive opportunities, although the site has been used for interpretive events and programming in the past. Public information is provided on an as-needed basis at the visitor kiosk and in the entry foyer of the NTEC. CSP strives to make interpretive and educational information available to all visitors regardless of ability or primary language.

The Sierra State Parks Foundation is currently supporting CSP in developing an interpretation program for KBSRA. The interpretation program will provide park users with an informational resource regarding park rules and regulations, public facilities, park events, recreation activities, the local ecosystem, and history of the park.

2.7 Park Support and Partnerships

CSP and the Conservancy collaborate in the management of KBSRA as described in the *Agreement Between the California Tahoe Conservancy and the State of California, Department of Parks and Recreation for the Kings Beach State Recreation Area and certain California Tahoe Conservancy-Owned Recreation Property in Placer County* that was signed by both state agencies on October 1, 2014 (Conservancy and CSP 2014). The agreement tasks the Conservancy with leading the development and coordination of a public process to consider and evaluate additional improvements that may be needed for KBSRA, including Conservancy lands associated with the park. The agreement identifies CSP as the lead in preparing the General Plan revision for KBSRA (Conservancy and CSP 2014). This agreement also details the operations and maintenance responsibilities of CSP and the Conservancy for the Kings Beach Plaza portion of KBSRA and the Coon Street Asset Parcel among several other properties outside of KBSRA.

CSP also has a concession agreement with North Tahoe Watersports at KBSRA (CSP 2014). This agreement allows the concessionaire to rent watercraft, including paddle craft and jet skis, from KBSRA.



Source: Ascent Environmental

North Tahoe Water Sports partners with CSP to provide a watercraft rental concessionaire at KBSRA.

The Foundation generates funding for eight California CSP park units, located in the Lake Tahoe Basin and Truckee, California. They support CSP in providing park users opportunities to experience educational and interpretive programs which connect visitors with the unit or region’s history, culture, and environment.

NTPUD, which formerly managed KBSRA, is also an active partner at KBSRA. In exchange for two parking places in the parking lot for administrative use, NTPUD plows the parking lot in winter (Linkem, pers. comm., 2016). NTPUD owns the North Tahoe Event Center, which is immediately adjacent to KBSRA. The Event Center is “used only for park purposes”, according to a deed condition, serves as a community center for Kings Beach, and accommodates a variety of events that often include use of the beaches and facilities of KBSRA.

2.8 Planning Influences

This section provides an overview of CSP planning efforts as well as federal, state, and TRPA regulations that could influence development and implementation of the KBSRA General Plan.

2.8.1 System-wide Planning

Long-range, management level planning extends beyond the scope and scale of a single State Park unit. System-wide planning typically addresses issues and trends, needs and deficiencies, roles and responsibilities, or actions and opportunities for a whole range of issues of interest to CSP. System-wide planning policies and objectives are considered during the General Plan process so KBSRA can support, and be consistent with, the desired long-range goals of CSP and other agencies.

The Mission of California State Parks is to “Provide for the health, inspiration and education of the people of California by helping to preserve the state’s extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.” Each unit’s Declaration of Purpose and Vision Statement, as well as the General Plan’s management goals and guidelines, must be within the context of the Department’s Mission Statement.



The mission of the Sierra State Parks Foundation is to provide critically needed financial and professional support to the Lake Tahoe-Donner Sierra State Parks for education, restoration, and cultural and environmental preservation in partnership with California State Parks.



North Tahoe Public Utility District manages the adjacent North Tahoe Event and is a partner in the management of KBSRA.

State Park System Plan

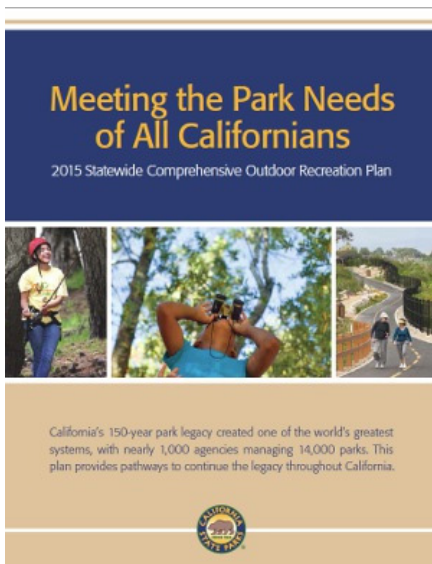
The California State Park System Plan describes both the challenges that face the State Park system as well as the goals, policies, objectives and proposals for new programs and initiatives needed to guide the State Park system. The latest Plan in 2002 identified priorities relevant to KBSRA such as:

- ◆ Develop an urban interface management strategy to provide adequate protection of park resource values at parks in and near major urban and suburban areas.
- ◆ The on-site development of new recreation facilities and the renovation of existing ones should reflect responsiveness to public demand tempered by a concern for compatibility with the natural and cultural resources of the area.
- ◆ Continue to develop and rehabilitate interpretive facilities such as museums, visitor centers, outdoor interpretive panels, campfire centers and interpretive trails.

California Outdoor Recreation Plan

The Statewide Comprehensive Outdoor Recreation Plan (SCORP) is the state’s strategy for identifying the wide range of ways in which recreation providers can deal with obstacles and create the outdoor recreation opportunities to meet public demand now and in the coming years. The SCORP and associated research, updated every five years, provide strategies for all public agencies – federal, state, local, and special districts engaged in providing outdoor recreation lands, facilities and services throughout the state -- for meeting the outdoor recreation needs of Californians.

The SCORP presents valuable information about participation in, and demand for, water-dependent outdoor recreation activities including fishing and motor boating, paddle sports, and swimming. The SCORP inventories protected lands throughout the state, compiles public opinions about outdoor recreation and the management of public waters and lands, and discusses California’s Recreation Policy. Relevant recommendations from the SCORP include: informing communities of the importance of parks; improving the use, safety, and condition of existing parks; and sharing success stories to advance park and recreation services.



The Statewide Comprehensive Outdoor Recreation Plan (SCORP) and associated research provide policy guidance to all public agencies – federal, state, local, and special districts – engaged in providing outdoor recreational lands, facilities and services throughout the California.

Transformation Action Plan

In 2015, a Transformation Team (Team) was formed to help strengthen CSP and better serves California's diverse population and create a more inviting and relevant state park system through a two-year tactical Transformation Action Plan. The plan set forth 30 initiatives that support four strategic goals for improving the state park system:

1. Protect and enhance natural and cultural resources.
2. Develop excellent management systems.
3. Maintain high-quality operations and public service.
4. Create meaningful connections and relevancy to people.

The Transformation Action Plan was completed in 2017. However, a sustainability strategy has been developed to encourage continued implementation of the goals and initiatives developed by the Transformation Action Plan. The State Parks system can use this plan to continuously make improvements through new and improved park and recreation programs, services and systems into the future.

California Water Plan

The California Water Plan is the State's strategic plan for sustainably managing and developing water resources for current and future generations. The California Water Plan Update 2013 provides a comprehensive and diverse set of 30 resource management strategies (RMSs) that can help meet the water-related resource management needs of each region and the state. Water-dependent recreation RMS strategies in the California Water Plan address issues such as lack of public access, climate change, lack of funding, natural resources degradation, and agency/organization consultation.

Public Resources Code

California Public Resources Code (PRC) Section 5019.50-5019.80, Classification of Units of the State Park System, provides for the designation of State Park units and offers guiding principles for State Park improvements. The PRC classifies different types of State Park units and provides guidance for the upkeep and improvements. This code is used as a reference to plan appropriate improvements within KBSRA.



Final Transformation Progress Report
California Department of Parks and Recreation
May 2017



Source: California State Parks

CSP's Transformation Action Plan identifies initiatives supporting four strategic goals that will create a more inviting and relevant state park system.

2.8.2 Regulatory Influences

Federal

Clean Water Act (Public Law 92-500)

The CWA consists of the Federal Water Pollution Control Act of 1972 and subsequent amendments. Section 404 of the act prohibits the discharge of fill material into waters of the United States, including wetlands, except as permitted under separate regulations by USACE and EPA. To discharge dredged or fill material into waters of the United States, including wetlands, Section 404 requires projects to receive authorization from the Secretary of the Army, acting through the USACE.



Source: Ascent Environmental

Lake Tahoe's designation as an Outstanding National Resource Water affords it the highest level of protection under the anti-degradation policy of EPA.

Under CWA Section 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the United States must obtain certification for the discharge. All projects that have a federal component and may affect state water quality (including projects that require federal agency approval, such as issuance of a Section 404 permit) must also comply with CWA Section 401. Water quality certification requires evaluation of potential impacts in light of water quality standards and CWA Section 404 criteria governing discharge of dredged and fill materials into waters of the United States. The federal government delegates water pollution control authority under CWA Section 401 to the states (and in California, ultimately to the regional water quality control boards [RWQCBs]).

Federal Antidegradation Policy

Lake Tahoe's designation as an Outstanding National Resource Water affords it the highest level of protection under the anti-degradation policy of EPA. The federal policy directs states to adopt a statewide policy that includes the following primary provisions:

- ◆ existing in-stream uses and the water quality necessary to protect those uses shall be maintained and protected;
- ◆ where existing water quality is better than necessary to support fishing and swimming conditions, that quality shall be maintained and protected unless the state finds that allowing lower water quality is necessary for important local economic or social development; and
- ◆ where high-quality waters constitute an outstanding national resource, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected.

Federal Endangered Species Act

Pursuant to the federal Endangered Species Act (ESA) (16 U.S.C. Section 1531 et seq.), the U.S. Fish and Wildlife Service (USFWS) regulates the taking of terrestrial and freshwater species listed in the ESA as threatened or endangered. In general, persons subject to ESA (including private parties) are prohibited from “taking” endangered or threatened fish and wildlife species. Under Section 9 of the ESA, the definition of “take” is to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” USFWS has also interpreted the definition of “harm” to include significant habitat modification that could result in take.

State

California Environmental Quality Act

The California Environmental Quality Act of 1970 (CEQA) requires state agencies to analyze and disclose the potential environmental effects, both direct and indirect, of a proposed discretionary action. The Environmental Impact Report (EIR) is an integral component of this General Plan.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act grants the State Water Resources Control Board and each of the nine RWQCBs power to protect water quality, and is the primary vehicle for implementation of California’s responsibilities under the CWA. The applicable RWQCB for the proposed project is the Lahontan RWQCB. Under its regulatory authority established by this act, Lahontan RWQCB has adopted a Basin Plan that contains water quality standards and control measures for the Lake Tahoe Basin.

Access for Visitors with Disabilities

One of the goals of California State Parks is to make sure that everyone – including visitors with mobility challenges – has access to the natural and cultural wonders that make up the system. The *Access to Parks Guidelines*, first issued in 1994 and revised in 2015, details the procedure to make state parks more accessible while maintaining the quality of park resources. Recommendations and regulations for complying with ADA and state regulations are also included in the guidelines. The *All Visitors Welcome: Accessibility in State Park Interpretive Programs and Facilities* was issued in 2003, providing guidance on developing accessible interpretive programs and facilities. Most KBSRA facilities were constructed before ADA and state regulations were implemented.



Source: California Tahoe Conservancy

Access to the existing pier at KBSRA. A pier connected to a paved walkway can provide access to Lake Tahoe for visitors with disabilities.

California Endangered Species Act

The California Endangered Species Act (CESA) prohibits the taking of state-listed endangered or threatened species, as well as candidate species being considered for listing. “Take,” under CESA, is defined as an activity that would directly or indirectly kill an individual of a species.

Assembly Bill 32, Senate Bill 32, and the Climate Change Scoping Plan Update

On December 14, 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, which lays out the framework for achieving the 2030 reductions as established in more recent legislation, such as Senate Bill 32 and Assembly Bill 197 of 2016. The 2017 Climate Change Scoping Plan Update identifies the GHG reductions needed by each emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030 as well as a general framework to meet the 2050 target of 80 percent below 1990 levels of GHG as directed by Executive Order S-3-05. The Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA. Specifically, it recommends that achieving “no net increase” in GHG emissions should be the overall objective of land use projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. The Plan also acknowledges that the “no net increase” thresholds or consistency with a local GHG reduction plan may not be applicable to all projects. In such cases, CARB recommends that air quality management districts develop specific thresholds in consideration of 2030 GHG reduction targets (CARB 2017).

AB 52 CEQA Guidelines Update for Tribal Cultural Resources

As part of the 2013/2014 legislative session, AB 52 established a new class of resources under CEQA, TCRs, and requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete. CEQA also requires lead agencies to consider whether projects will impact tribal cultural resources. Public Resources Code, Section 21074 states the following:

- a) “Tribal cultural resources” are either of the following:
 - l) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - A) Included or determined to be eligible for inclusion in the CRHR.
 - B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.



Source: Dick Pellek

Objects with cultural value include chert arrowheads.

- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Tahoe Regional Planning Agency

TRPA is the bi-state planning agency with regulatory authority over development in the Lake Tahoe Basin including along the shoreline of Lake Tahoe. TRPA is the agency responsible for regional planning, development and redevelopment oversight, regulatory enforcement, and implementation of environmental protection and restoration of the Lake Tahoe Basin. This unique authority is spelled out in the Tahoe Regional Planning Compact, a legislative agreement approved by California, Nevada, and the federal government in 1969, and revised in 1980.

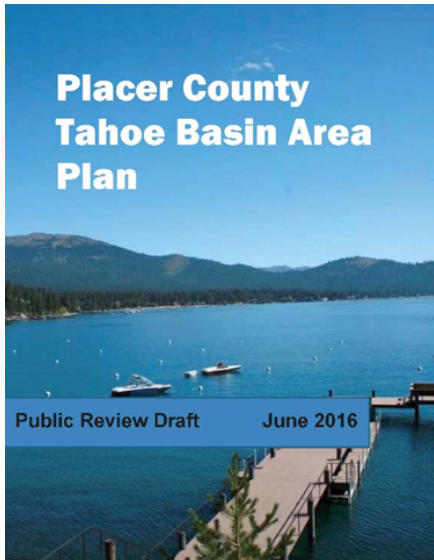
Environmental Threshold Carrying Capacities

TRPA adopted Environmental Threshold Carrying Capacities (thresholds) to improve and maintain the various resources of the Lake Tahoe Basin. Thresholds are standards or environmental quality targets to be achieved in the Tahoe Basin. TRPA cannot approve projects that would cause a significant adverse effect on a threshold standard without appropriate mitigation. The thresholds are organized by threshold category, which is further broken down into reporting categories that contain numerical standards, management standards, or policy statements. The nine threshold categories include:

- ◆ Water Quality,
- ◆ Soil Conservation,
- ◆ Air Quality,
- ◆ Vegetation Preservation,
- ◆ Wildlife,
- ◆ Fisheries,
- ◆ Noise,
- ◆ Recreation, and
- ◆ Scenic Resources.



The Tahoe Regional Planning Agency leads the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region, while improving local communities, and people's interactions with our irreplaceable environment.



The Placer County Tahoe Basin Area Plan governs land use and zoning in the KBSRA vicinity. It designates KBSRA as a Mixed-Use Waterfront Recreation zone.



Source: California Tahoe Conservancy

The TMPO RTP is Lake Tahoe’s blueprint for a regional transportation system that enhances quality of life in the region, promotes sustainability, and offers improved mobility options for people and goods.

Lake Tahoe Regional Plan

The Lake Tahoe Regional Plan identifies goals and policies to guide decision making as it affects the Tahoe Basin’s resources and environmental objectives, expressed through the thresholds. Goals and policies are addressed in six major elements of the Regional Plan including land use, transportation, conservation, recreation, public services and facilities, and implementation. The Regional Plan includes KBSRA within the Kings Beach Town Center, an area of mixed use for which zoning is defined in more detail in the Tahoe Basin Area Plan. The Regional Plan is implemented by the Code of Ordinances, which includes provisions to which Tahoe Basin projects and programs must comply in support of achievement and maintenance of the adopted threshold standards.

Tahoe Basin Area Plan

TRPA and Placer County adopted the Placer County Tahoe Basin Area Plan in January 2017 and December 2016, respectively (Placer County and TRPA 2017). The Area Plan implements TRPA’s regional planning framework and applies regional policies at the community scale. It provides the legal structure for TRPA to delegate review of certain land use proposals and applications to Placer County. In keeping with the Regional Plan Update Mixed-Use designation, KBSRA is zoned as Mixed Use – Waterfront Recreation in the Area Plan.

Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy

The Tahoe Metropolitan Planning Organization (TMPO) and TRPA jointly developed the *Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy: Mobility 2035* (TMPO and TRPA 2012) as Lake Tahoe’s blueprint for a regional transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and offers improved mobility options for people and goods. Important objectives of the Regional Transportation Plan (RTP) are to reduce the overall environmental impact of transportation in the Region, create walkable and vibrant communities, and provide alternatives to driving. The RTP update included a Sustainable Communities Strategy (SCS), in accordance with California Senate Bill 375, statutes of 2008 (Sustainable Communities and Climate Protection Act). TMPO updated the 2012 RTP in 2017; the update includes a review of the actions included to carry out the existing goals, so it reflects the same overall direction for transportation throughout the Region and is a refinement of the previous plan’s implementation approach.

2.8.3 Demographics, Trends, and Projections

Existing and projected regional demographics play an important part in planning for the future of KBSRA. The heaviest users of KBSRA tend to be from the local community, by virtue of proximity to the park. However, the Lake Tahoe area tends to draw visitors from a broad area, including from neighboring counties, the Sacramento region, the San Francisco Bay area, and the Reno/Sparks area of Nevada.

Population

The regional population includes the population in the Tahoe Basin, and the population in the corridors along SR 267 and SR 89 to Truckee, and SR 431 to the Galena Creek Visitor Center. From 2000 to 2014, the regional population has declined from 79,605 in 2000, to 71,832 in 2014. During the same period, Placer County's population grew from 248,399 to 361,518, an average annual growth rate (AAGR) of 9.8 percent. Table 2.8-1 depicts recent population trends of all communities in the region surrounding KBSRA.

Table 2.8-1 Population Projections for Placer and Neighboring Counties

County	Population ¹				
	2010	2015	2020	2030	2040
Placer County	350,230	373,503	396,203	447,625	509,936
Nevada County	98,938	98,633	101,767	108,111	111,885
El Dorado County	181,567	184,833	190,850	201,509	208,092
Washoe County, Nevada	421,407 ²	443,745 ²	484,304 ²	559,843 ²	Not Available
Sacramento County	1,421,236	1,475,381	1,554,022	1,730,276	1,912,838

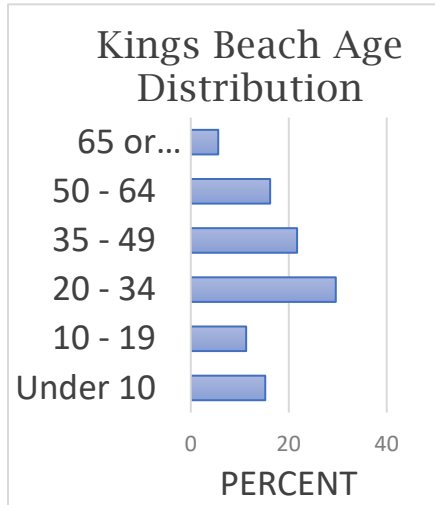
¹ Population projections for California counties are from the Department of Finance Total Population Projections for California and Counties prepared in December 2014.

² Projections for Washoe County in Nevada are from the Nevada County Population Projections prepared by the Nevada State Demographer's Office.

Sources: California Department of Finance 2015; Nevada State Demographer's Office 2014

According to California Department of Finance projections, from 2010 to 2040, the population of Placer County is projected to increase by 136,433 persons, or at an AAGR of 3.7 percent. The surrounding counties of Nevada, El Dorado, and Washoe are also projected to experience growth, but at a slower rate than Placer County. Overall, areas that feed visitation to north Lake Tahoe and KBSRA are expected to experience very rapid growth.

Age and Ethnicity



Source: Census Bureau 2010

In 2010, the median age for the Kings Beach area was 32.6 years old, younger than the median age in Placer County generally (34.5), El Dorado County (43.6), Nevada County (47.6), and Washoe County (37).

The Kings Beach area is home to many people of Hispanic ethnicity, encompassing 49 percent of the population, compared with Placer County on the whole, where only 13 percent of the population is of Hispanic ethnicity (U.S. Census Bureau 2010). Placer, Nevada, and El Dorado Counties in California tend to have fewer people of Hispanic ethnicity overall (13, 9, and 12 percent, respectively), while Washoe County is more so, with 22 percent of the population identifying as such. No other ethnicities comprise a substantial portion of the Kings Beach population.

Income and Education



Source: Tahoe Truckee Unified School District

Local elementary school students in Kings Beach. Approximately 15 percent of the local population is less than 10 years old.

The median household income in Washoe County in 2010 was \$52,910, in Placer County \$73,747, in Nevada County \$56,949, and in El Dorado County \$68,507 (U.S. Census Bureau QuickFacts). The poverty rates in Placer, Nevada, and El Dorado Counties are low relative to the California statewide average. The poverty rate in Washoe County is generally consistent with the poverty rate in Nevada.

Educational attainment in Placer, Nevada, and El Dorado Counties tend to be relatively high (U.S. Census Bureau QuickFacts). Almost a third of individuals in all three counties have a bachelor's degree or higher (35.7, 32.1, and 32.8 percent, respectively), and over 92 percent of individuals in all three counties are high school graduates. In Washoe County, 86.5 percent of individuals have a high school diploma, and 27.9 percent have a bachelor's degree or higher.