

Appendix A

Goals and Policies Consistency Analysis

Goals and Policies Consistency Analysis

Table I identifies the TRPA Regional Plan goals and policies and Area Plan policies that are applicable to the proposed Kings Beach General Plan Revision and Pier Rebuild Project. The Goals and Policies document contains six elements: land use, transportation, conservation, recreation, public services and facilities, and implementation.

Table I. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Regional Plan		
Land Use Element		
Community Design		
Goal CD-1: Ensure preservation and enhancement of the natural features and qualities of the region, provide public access to scenic views, and enhance the quality of the built environment.		
Policy CD-1.1: <i>The scenic quality ratings established by the environmental thresholds shall be maintained or improved.</i>	<p>Alternative 1: Not Applicable</p> <p>Alternative 2: Consistent</p> <p>Alternative 3: Not Consistent</p> <p>Alternative 4: Not Consistent</p>	<p>As discussed under Impact 5.3.12-1 in Section 5.3.12, Scenic Resources, implementation of the General Plan revision under Alternatives 2 and 3 would affect visual conditions by modifying man-made upland features visible from State Route (SR) 28 and Lake Tahoe, and altering views of Lake Tahoe from SR 28; however, the visual changes would not reduce the TRPA scenic quality ratings for the applicable roadway or shoreline travel units. In addition, the visual quality of the recreation area would remain intact or be improved.</p> <p>The General Plan revision under Alternative 4 would include shade structures that would degrade an existing view of Lake Tahoe from KBSRA and reduce the TRPA scenic threshold score for Scenic Resource 20-5. Mitigation is proposed that would remove the shade structures, thereby reducing this impact.</p> <p>Under Alternative 2, the pier rebuild component would involve removal of the existing pier and construction of a new pier at the eastern end of KBSRA. The proposed eastern pier alternative would not substantially degrade the visual quality of the site or views of scenic vistas, and although the pier would modify man-made features visible from Lake Tahoe, the change would not degrade the scenic quality ratings for the affected shoreline travel units.</p> <p>The pier rebuild component of Alternative 3 would involve construction of a centrally situated pier, and under Alternative 4 the pier would be located on the western end of KBSRA. These alternatives would reduce the scenic quality rating for TRPA Scenic Resource 9-2 due to the prominence of the pier structure, even after implementation of mitigation.</p> <p>Alternative 1 would be a continuation of existing conditions, with maintenance of existing facilities in their current condition and therefore no change to the scenic or visual quality of KBSRA.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Noise		
Goal N-1: Single-event noise standards shall be attained and maintained.		
Policy N-1.6: Permit uses only if they are consistent with the noise standards. Noise mitigation measures may be required on all structures containing uses that would otherwise be adversely impact the prescribed noise levels.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed in Section 5.3.9, Impact 5.3.9-4, implementation of the General Plan revision under Alternatives 2, 3, and 4 would result in noise generated from new recreational amenities, but would not expose nearby sensitive land uses to noise levels that exceed Area Plan noise limits. Noise generated by temporary special events would not conflict with TRPA CNEL standards. The pier rebuild component of Alternatives 2 through 4 would similarly not expose sensitive land uses to motorized watercraft noise, because there are no existing land uses near the proposed pier locations that boat noise could be heard. Alternative 1 would not change any uses within KBSRA, and as such this policy is not applicable. Moreover, the noise generated by KBSRA facilities is currently below noise limits identified in the Placer County Tahoe Basin Area Plan.
Natural Hazards		
Goal NH-1: Risks from natural hazards (e.g., flood, fire, avalanche, earthquake, seiche) will be minimized.		
Policy NH-1.2: Prohibit additional development, grading, and filling of lands within the 100-year flood plain and in the area of wave run-up except for public recreation facilities, public service facilities, necessary crossings, restoration facilities, and as otherwise necessary to implement the goals and policies of the plan. Require all facilities located in the 100-year flood plain and area of wave run-up to be constructed and maintained to minimize impacts on the flood plain.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Section 5.3.7, Impact 5.3.7-5 indicates that while implementation of the General Plan revision under Alternatives 2, 3, and 4 would modify portions of KBSRA that are within flood hazard areas, these facilities are exclusively public recreation facilities (including the waterfront promenade, beach access ramps, and pedestrian entry point) and are therefore exempt from TRPA Code Section 35.4.2, which prohibits development, grading, or fill within the 100-year floodplain. Additionally, the Placer County Flood Protection Prevention Regulations require that projects located within the 100-year floodplain be evaluated by a civil engineer. The pier rebuild project of Alternatives 2, 3, and 4 of the would not affect the 100-year floodplain because of the relatively small volume of pier components compared with Lake Tahoe, and because lake levels are controlled by the dam at Tahoe City. Alternative 1 would be a continuation of existing conditions, and therefore there would be no changes to existing structures, or new structures within the 100-year floodplain or area of wave run-up.
Water Quality		
Policy WQ-2.7: Reduce the impacts of motorized watercraft on water quality.	Alternative 1: Not Applicable Alternative 2: Not Applicable Alternative 3: Not Applicable Alternative 4: Not Applicable	Changes in the pattern and frequency of motorized watercraft use could occur from construction of the floating pier alternatives proposed under Alternatives 2, 3, and 4. All proposed pier options would involve a longer, floating pier that is accessible during all lake water levels, and would therefore accommodate additional boater visits. While the result would be an increase in local boater visits and idling, there would not be an increase in boating capacity on the lake, and would therefore not affect lake water quality. Alternative 1 would not result in any change to the facilities at KBSRA, and therefore, similarly to Alternatives 2, 3, and 4, would not increase boater capacity and affect water quality on the lake.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
Transportation Element		
Goal 1: Environment. Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.		
<p>Policy 1.2: Leverage transportation projects to benefit multiple environmental thresholds through integration with the Environmental Improvement Program [EIP].</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Reconstruction of the Kings Beach Pier is identified as an EIP project. The General Plan revision for Alternatives 2, 3, and 4 proposes a new 12-foot wide shared-use path/waterfront promenade that provides internal circulation by extending to the eastern and western park edges, allowing for future extension of the Kings Beach Promenade project by Placer County, and allows for bicycle and pedestrians use.</p> <p>Alternatives 2 and 4 would implement a reduced and reconfigured parking scheme to improve on-site circulation, reduce queueing onto SR 28, and increase the area available for recreational amenities. This would support reduced car idling and promote additional recreational facilities for the community.</p> <p>Alternative 3 would keep the parking scheme largely the same, with the addition of six new parking spaces. Under Alternative 1, the existing parking lot would remain unchanged. The parking schemes under both of these alternatives would be a continuation of existing conditions by allowing current queueing and congestion issues to continue.</p> <p>Alternatives 2, 3, and 4 would involve implementation of KBSRA Guideline RES 6.2, which includes a provision to adjust parking fee schedules to respond to changes in visitor use with the objective of promoting sustainability and adapt to climate change.</p> <p>Alternative 1 would maintain the existing network of roads, parking facilities, and multiple-use paths throughout KBSRA and would therefore not provide any new sustainable infrastructure with environmental or community benefits.</p>
Goal 2: Connectivity. Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.		
<p>Policy 2.8: Make transit and pedestrian facilities ADA-compliant and consistent with Coordinated Human Services Transportation Plans.</p>	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>As described in Impact 5.3.13-4 in Section 5.3.13, Traffic and Transportation, the proposed access improvements (e.g., promenade, sidewalks, and drop-off areas) would be ADA compliant. Additionally, the proposed deck, gangway, and low float docks proposed for Alternatives 2, 3, and 4 would also all be compliant with the Americans with Disabilities Act (ADA); thus, the proposed pier would enhance public access to the lake for those with disabilities.</p> <p>Alternative 1 would be a continuation of existing conditions in which improvements are needed to comply with accessibility requirements identified for KBSRA. These improvements could be implemented with Alternative 1 as funding allows.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
<p>Policy 2.14: <i>Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.</i></p>	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Bicycle and pedestrian facilities would be expanded with Alternatives 2, 3, and 4 to include a 12-foot-wide shared-use path, or waterfront promenade, for pedestrian and bicycle traffic travelling through KBSRA, connecting the east and west entrances to the park. These facilities would accommodate more pedestrians and bicycles and would encourage diversion of bicycle traffic from SR 28 to the shared-use path in KBSRA. It would also accommodate future extension of the Kings Beach Promenade project by Placer County. This development would assist in achieving the following goals of the Active Transportation Plan:</p> <ul style="list-style-type: none"> ▪ Increase connectivity by completing the active transportation network ▪ Improve safety for bicyclists and pedestrians <p>Alternative 1 would maintain the existing network of sidewalks and pedestrian paths throughout KBSRA and would therefore remain consistent with the Active Transportation Plan.</p>
<p>Policy 2.16: <i>Encourage parking management programs that incentivize non-auto modes and discourage private auto-mobile use at peak times in peak locations, alleviate circulating vehicle trips associated with parking availability, and minimize parking requirements through the use of shared-parking facilities while potentially providing funding that benefits infrastructure and services for transit, pedestrians, and bicyclists.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>As discussed above in Policy 1.2, Alternatives 2 and 4 would implement a reduced and reconfigured parking scheme to improve on-site circulation and reduce queueing onto SR 28. Alternatives 2, 3, and 4 would also adopt the following guidelines consistent with Policy 2.16:</p> <ul style="list-style-type: none"> ▪ Guideline OP 2.1: Enter into partnerships or agreements with other regional and local agencies such as the Conservancy, TRPA, Placer County, NTPUD, North Tahoe Fire Protection District, and Placer County Sheriff to clarify management responsibilities, share resources, and more efficiently achieve goals and guidelines. Partnerships and agreements could address snow removal, interpretive programs, shared parking, emergency response, and/or other operational needs. ▪ Guideline OP 3.1: Coordinate with Placer County to evaluate shared parking opportunities. Shared-use parking strategies should preserve parking capacity for KBSRA visitors, make use of excess parking capacity during off-peak periods, and continue to generate revenue to fund operations. ▪ Guideline OP 3.2: Develop an incentive program to reduce parking demand in coordination with Placer County, the North Lake Tahoe Resort Association, NTPUD, and/or Tahoe Truckee Area Regional Transit. ▪ Guideline OP 3.3: Institute variable-priced parking to make efficient use of parking capacity, generate revenue, and incentivize non-automobile modes of transportation. Parking fees should be highest when parking demand is greatest and lower when parking demand decreases.

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Goal or Policy	Consistency Determination	Rationale
<p>Goal 4: Operations and Congestion Management. Provide an efficient transportation network through</p>		coordinated operations, system management, technology, monitoring, and targeted investments.
<p>Policy 4.5: Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>KBSRA Guideline OP 4.3 promotes installation and operation of automatic payment machines or mobile-phone-based payment systems to allow visitors to pay after they have parked their vehicle. Alternatives 2 through 4 would implement the goals and guidelines of the Plan, and would therefore achieve this policy outcome.</p> <p>Alternative 1 would maintain the existing parking payment system at KBSRA which involves fee payment via envelopes provided at kiosks within the parking lots at Bear Street and Coon Street.</p>
<p>Goal 5: Economic Vitality and Quality of Life. Support the economic vitality of the Tahoe Region to</p>		enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.
<p>Policy 5.2: Provide multimodal access to recreation sites. Encourage collaboration between public lands managers, departments of transportation, transit providers, and other regional partners to improve year-round access to dispersed recreation activities. Strategies could include active transportation end-of-trip facilities, transit services, parking management programs, and incentives to use multi-modal transport. This policy was added as it is the major theme of the 2016 regional transportation plan and responds to public input.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Alternatives 2, 3, and 4 propose improvements at KBSRA that would improve non-motorized travel connections to surrounding areas, provide opportunities to work with partners to incentivize use of nonmotorized modes of travel. While not a proposed element of any of the project alternatives, water taxi (not ferry) service could be accommodated as part of a separate transportation project in the future.</p> <p>Alternatives 2, 3, and 4 would implement the following guidelines that would enhance multi-modal access at KBSRA and with surrounding areas:</p> <ul style="list-style-type: none"> ▪ Guideline SD 5.1: Increase pedestrian and bicycle connectivity with surrounding areas. Provide additional pedestrian paths connecting KBSRA to adjacent transit shelters and to the commercial core of Kings Beach. ▪ Guideline SD 5.2: Provide current wayfinding and transit information at kiosks, in signage, and at entrance stations. ▪ Guideline SD 5.3: Encourage small water shuttle services to provide access to KBSRA. ▪ Guideline SD 5.4: Provide an adequate number of bicycle racks distributed throughout KBSRA. Monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, assess the need and feasibility to install additional bicycle racks. ▪ Guideline SD 6.6: Provide all season pedestrian and bicycle circulation, once off-site connections to the promenade have been constructed. Coordinate with Placer County to determine the most efficient snow removal approaches to provide access through KBSRA and to nearby areas accessed by the promenade. ▪ Guideline RES 9.1: Coordinate with Placer County and other public agencies to maintain and expand bicycle, pedestrian, and transit access to KBSRA. Provide infrastructure for alternative energy vehicles that have reduced or no greenhouse gas emissions.

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		<ul style="list-style-type: none"> ▪ Guideline OP 3.1: Coordinate with Placer County to evaluate shared parking opportunities. Shared-use parking strategies should preserve parking capacity for KBSRA visitors, make use of excess parking capacity during off-peak periods, and continue to generate revenue to fund operations. ▪ Guideline OP 3.2: Develop an incentive program to reduce parking demand in coordination with Placer County, the North Lake Tahoe Resort Association, NTPUD, and/or Tahoe Truckee Area Regional Transit. ▪ Guideline OP 3.3: Institute variable-priced parking to make efficient use of parking capacity, generate revenue, and incentivize non-automobile modes of transportation. Parking fees should be highest when parking demand is greatest and lower when parking demand decreases. <p>Alternative 1 would be a continuation of existing conditions, and as such would not include changes to promote increased multimodal access at KBSRA.</p>
Conservation Element		
Vegetation		
Goal VEG-3: Conserve threatened, endangered, and sensitive plant species and uncommon plant communities of the Lake Tahoe region.		
<p>Policy VEG-3.1: <i>Uncommon plant communities shall be identified and protected for their natural values.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Not Applicable Alternative 3: Not Applicable Alternative 4: Not Applicable</p>	<p>No uncommon plant communities occur on the project site. Therefore, none of the action alternatives (Alternatives 2, 3, and 4) would affect uncommon plant communities. Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative.</p> <p>Alternative 1 would be a continuation of existing conditions and uses and would not affect uncommon plant communities.</p>
<p>Policy VEG-3.2: <i>The population sites and critical habitat of all sensitive plant species in the Lake Tahoe region shall be identified and preserved.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Impacts to special-status species and other sensitive biological resources are addressed in Section 5.3.2, Biological Resources. No sensitive plant species are known or expected to occur on the project site, or be affected by any of the action alternatives (Alternatives 2, 3, and 4).</p> <p>Potential habitat for Tahoe yellow cress (TYC), which is designated by TRPA as a sensitive species and listed as endangered under the California Endangered Species Act, is present on the Lake Tahoe beach in KBSRA (discussed further for Policy VEG-3.3, below). Although unlikely, if the species becomes established at KBSRA in the future, CSP standard project requirements and General Plan guidelines RES 3.1, RES 3.2, and RES 3.3 would provide protection of TYC. These requirements and guidelines require monitoring of the beach area for the presence of TYC and protecting any occurrences with signage, fencing, or other measures as identified in the TYC Conservation Strategy.</p> <p>Alternative 1 would be a continuation of existing conditions and uses and would not affect sensitive plant species.</p>

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<p>Policy VEG-3.3: <i>The conservation strategy for Tahoe yellow cress in the Lake Tahoe region shall foster stewardship for this species by:</i></p> <ul style="list-style-type: none"> A. <i>Providing education to landowners;</i> C. <i>Providing technical and planning assistance to landowners with Tahoe Yellow Cress to develop stewardship plans;</i> C. <i>Streamlining the Tahoe Yellow Cress project review process, while protecting the species and its habitat; and</i> D. <i>Supporting propagation efforts.</i> 	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Although potential habitat for TYC 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. The TYC Adaptive Management Working Group (AMWG) conducts regular population surveys at known and potential TYC population sites. KBSRA is not regularly surveyed for TYC by the AMWG because of lack of prior presence and heavy recreational use (Conservancy 2015). However, KBSRA was surveyed in 2015 by California Tahoe Conservancy staff. No TYC plants were found during the 2015 survey (Conservancy 2015). Although unlikely, if the species becomes established at KBSRA in the future, CSP standard project requirements and General Plan guidelines RES 3.1, RES 3.2, and RES 3.3 would provide protection of TYC. These requirements and guidelines require monitoring of the beach area for the presence of TYC and protecting any occurrences with signage, fencing, or other measures as identified in the TYC Conservation Strategy.</p> <p>None of the project alternatives (Alternatives 1, 2, 3, and 4) would conflict with this policy to foster stewardship of TYC.</p>
Fisheries		
Goal FI-1: Improve aquatic habitat essential for the growth, reproduction, and perpetuation of existing and threatened fish resources in the Lake Tahoe region.		
<p>Policy FI-1.2: <i>Unnatural blockages and other impediments to fish movement shall be prohibited and removed wherever appropriate.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Potential effects of the proposed General Plan Revision and Pier Rebuild Project on fish are addressed in Section 5.3.2, Biological Resources. With Alternatives 2, 3, and 4, removal of the existing Kings Beach pier, construction of a new pier, and replacement of the existing boat ramp with non-motorized access would directly affect fish habitat in Lake Tahoe. However, the removal of the existing pier, and construction and operation of the new pier and non-motorized access, would not create any new barriers to fish movement between important habitats within Lake Tahoe, or between Lake Tahoe and its tributaries.</p> <p>Alternative 1 would be a continuation of existing conditions and uses and would not affect fish habitat or movement.</p>
Soils		
Goal S-1: Minimize soil erosion and the loss of soil productivity.		
<p>Policy S-1.2: <i>No new land coverage or other permanent disturbance shall be permitted in land capability districts 1-3 except for those uses as noted in a, b, and c below:</i></p> <ul style="list-style-type: none"> A. <i>Single family dwellings may be permitted in land capability districts 1-3 when reviewed and approved pursuant to the individual parcel evaluation system (IPES).</i> 	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Per Impact 5.3.4-1 in Section 5.3.4, Geology, Soils, Land Capability, and Coverage, Implementation of Alternatives 2, 3, and 4 would result in a decrease in TRPA-regulated coverage within LCDs 1b and 3. Alternative 1 is a continuation of existing conditions under the General Plan; therefore, no future projects would create new coverage in LCDs 1-3.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
<p><i>B. Public outdoor recreation facilities may be permitted in land capability districts 1-3 if:</i></p> <ul style="list-style-type: none"> <i>i. The project is a necessary part of a public agency's long range plans for public outdoor recreation;</i> <i>ii. The project is consistent with the recreation element of the Regional Plan;</i> <i>iii. The project, by its very nature must be sited in land capability districts 1-3;</i> <i>i. There is no feasible alternative which avoids or reduces the extent of encroachment in land capability districts 1-3;</i> <i>ii. The impacts are fully mitigated;</i> <i>iii. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey coefficients; and</i> <i>iv. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.</i> <p><i>To the fullest extent possible, recreation facilities must be sited outside of Land Capability Districts 1-3. However, the six-part test established by the policy allows encroachment of these lands where such encroachment is essential for public outdoor recreation, and precautions are taken to ensure that such lands are protected to the fullest extent possible. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.</i></p> <p><i>A. Public service facilities are permissible uses in land capability districts 1-3 if:</i></p> <ul style="list-style-type: none"> <i>i. The project is necessary for public health, safety or environmental protection;</i> <i>ii. There is no reasonable alternative, which avoids or reduces the extent of encroachment in land capability districts 1-3;</i> 		

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Goal or Policy	Consistency Determination	Rationale
<p>iii. The impacts are fully mitigated;</p> <p>iv. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey co-efficients; and</p> <p>v. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.</p> <p>Development within Land Capability Districts 1-3 is not consistent with the goal to manage high hazard lands for their natural qualities and shall generally be prohibited except under extraordinary circumstances involving public works. Each circumstance shall be evaluated based on the above four-point test of this policy. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.</p>		
Shorezone		
Goal SZ-1: Provide for the appropriate shorezone uses of Lake Tahoe, Cascade Lake, and Fallen Leaf Lake while preserving their natural and aesthetic qualities.		
<p>Policy SZ-1.3: The use of lawns or ornamental vegetation in the shorezone shall be discouraged.</p>	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Reconfiguration of the KBSRA under Alternatives 2, 3, and 4 involves redevelopment of park space, including a natural lawn or turf area and landscaping above the backshore boundary, and outside of the shorezone.</p> <p>Alternative 1 would involve a continuation of existing conditions and would not result in landscaping, lawns, or ornamental vegetation of any kind within the shorezone.</p>
<p>Policy SZ-1.7: Water dependent recreational facilities and residential buildings are acceptable uses in class 6, 7, and 8 capability shorezones so long as such uses (1) provide for the natural equilibrium of the shoreline interface, (2) do not accelerate nearshore shelf erosion, (3) minimize disturbance of vegetation, (4) consider visual amenities, and (5) comply with other relevant policies of this subelement.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Not Consistent Alternative 4: Not Consistent</p>	<p>Alternatives 2, 3, and 4 would implement the General Plan, including the reconfiguration of existing and installation of new recreational facilities at KBSRA to meet the purpose and vision of the General Plan. These facilities would be limited to a non-motorized watercraft rental area, vehicle-access drop off area, and a leashed dog park. Alternative 4 also includes an extended motorized boat ramp. These facilities, including the extended boat ramp, are minor and would not disrupt the natural equilibrium of the shoreline interface or accelerate nearshore erosion, nor would they involve significant removal or disruption of vegetated areas. The new or reconfigured amenities would be visually consistent with existing conditions, including the extended boat ramp, since the extended portion would be submerged below the low water mark of the lake.</p>

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Goal or Policy	Consistency Determination	Rationale
		<p>The primary shorezone feature under all action alternatives is the pier rebuild project. As discussed in Section 5.3.7, Hydrology and Water Quality, Impact 5.3.7-3, the pier rebuild component of Alternatives 2, 3, and 4 would result in significant changes to littoral or wave processes, nor would they significantly impact vegetation communities, as described in Section 5.3.2, Biological Resources. Additionally, as previously discussed under Community Design Policy CD-1.1 above, the proposed eastern pier alternative (Alternative 2) would not substantially degrade the visual quality of the site or views of scenic vistas. However, Alternatives 3 and 4 would reduce the scenic quality rating for TRPA Scenic Resource 9-2 due to the prominence of the pier structure, even after implementation of mitigation.</p>
Energy		
<p>Goal E-1: Promote energy conservation programs and development of alternative energy sources to lessen dependence on scarce and high- cost energy supplies.</p>		
<p>Policy E-1.2: <i>Development of alternative energy sources should be encouraged when such development is both technologically and environmentally feasible.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Section 5.3.10, Public Services and Utilities, Impact 5.3.10-6 addresses energy supply and consumption at KBSRA and notes that the project action alternatives would include renewable energy sources such as solar photovoltaic systems to power general plan-related facilities such as administrative buildings and restrooms. Project-related buildings would be required to meet California’s Title 24 standards for building efficiency.</p> <p>Alternative 1, the No Action alternative, would maintain existing facilities and energy sources.</p>
Recreation Element		
<p>Goal R-4: Provide for the appropriate type, location, and rate of development of outdoor recreational uses.</p>		
<p>Policy R-4.1: <i>Expansion of recreational facilities and opportunities should be in response to demand.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Implementation of the KBSRA General Plan and Pier Rebuild Project Alternatives 2, 3, and 4 would achieve the intended purpose of “[providing] public access to the unique experience of Lake Tahoe and the recreational opportunities offered by its waters, shoreline, and beach, and adjacent community setting.” The redevelopment would provide a different mix of recreational opportunities in response to local and regional demand, and could accommodate up to 10 percent more visitors which would absorb some of the recent and projected growth and commensurate recreational demand in the region.</p> <p>Alternative 1 would not implement the General Plan and would involve maintenance of existing facilities; therefore, it would not accommodate either existing demand or projected regional growth.</p>

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Policy R-4.3: <i>Public boat launching facilities shall be expanded, where appropriate, and when consistent with environmental constraints.</i>	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Alternatives 2 and 3 would involve removal of the existing boat launch. Although this policy calls for the expansion of boat launching facilities, the expansion of the KBSRA boat ramp is constrained not only by shallow substrates, but also prime fish habitat. Therefore, expansion of the boat ramp is not appropriate at KBSRA. Alternative 4 would involve expansion of the existing boat launch lakeward by an estimated 100 feet, making it functional during certain periods. However, even with the Alternative 4 boat ramp expansion, the boat ramp would only extend to the low water elevation of 6223 feet mean sea level. Any expansion beyond that depth would encroach on prime fish habitat. Alternative 1 would be a continuation of existing conditions and expansion of the boat ramp would not be applicable.
Policy R-4.9: <i>Parking along scenic corridors shall be restricted to protect roadway views and roadside vegetation.</i>	Alternative 1: Not Consistent Alternative 2: Consistent Alternative 3: Not Consistent Alternative 4: Consistent	Implementation of the General Plan under Alternatives 2, 3, and 4 would include structured, scaled fees for the parking lots at KBSRA to alleviate some of the issues associated with roadside parking on SR 28 during non-peak times. Reduced parking fees during non-peak times of the year may encourage use of the parking lots instead of street side parking. Additionally, Alternatives 2 and 4 would implement a reduced and reconfigured parking scheme to improve on-site circulation, reduce queuing onto SR 28, which would support reduced car idling and reduce periods of impeded lake views from queues. This would also reduce the overall number of cars in the parking lot during peak periods, which would also support better lake views from the road. Alternative 3 would keep the parking scheme largely the same, with the addition of six new parking spaces. Under Alternative 1, the existing parking lot would remain unchanged. The parking schemes under both of these alternatives would represent a continuation of existing conditions, wherein KBSRA parking fees encourage visitors to utilize roadside parking instead of the designated parking lots.
Policy R-4.10: <i>Transit operations, including shuttle-type boat service, should serve major recreation facilities and attractions.</i>	Alternative 1: Not Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed above under Transportation Element Policy 5.2, Alternatives 2, 3, and 4 would enhance multi-modal access at KBSRA. These alternatives would also provide year-round, consistent access between the lake and shore through development of a rebuilt and extended pier. While not a proposed element of any of the project alternatives, water taxi (not ferry) service could be accommodated as part of a separate transportation project in the future. Alternative 1 would be a continuation of existing conditions, and as such would maintain the 207-foot-long pier to the approximate natural lake water level of 6,223 feet above mean sea level. The pier does not reach Lake Tahoe during periods of low lake levels and would therefore not accommodate water taxi service.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Goal R-6: Provide for the efficient use of outdoor recreation resources.		
Policy R-6.2: <i>Seasonal facilities should provide opportunities for alternative uses in the off-season, wherever appropriate.</i>	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Most amenities and facilities proposed at KBSRA under Alternatives 2, 3, and 4 are summertime or seasonal in character. However, the multi-purpose lawn and event center could host year-round events with the right weather conditions. Placement of artificial turf on the multi-purpose lawn would allow a durable surface for year-round use, including ice skating in the winter. KBSRA Guideline V 2.8 under Alternatives 2, 3, and 4 would implement a provision to evaluate and when appropriate, provide for winter recreation at KBSRA. Under Alternative 1, existing facilities would be maintained. At present, these facilities are single-season.
Public Services & Facilities Element		
Goal PS-2: Consider the existence of adequate and reliable public services and facilities in approving new development under the plan.		
Policy PS-2.1: <i>No additional development requiring water should be allowed in any area unless it can be demonstrated that there is adequate water supply within an existing water right.</i>	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Section 5.3.10, Public Services and Utilities, Impact 5.3.10-1 notes that while General Plan revision for Alternatives 2 through 4 would result in a marginal increase in water demand from the North Tahoe Public Utility District (NTPUD), implementation of the General Plan would also implement water-saving features in the design of new facilities design to meet California Title 24 standards. NTPUD reserves the rights to 5,873 acre-feet per year (afy), which is well below the projected 2030 demand of 3,079 afy. Alternative 1 would be a continuation of existing conditions, and would therefore result in no change in water consumption at KBSRA.
Implementation Element Development and Implementation Priorities		
Goal DP-4: Condition approval of new development and redevelopment in the Tahoe region on positive improvements in off-site erosion and runoff control and air quality.		
Policy DP-4.1: <i>New and redeveloped residential, commercial, and public projects shall completely offset their water quality impacts through one of the following methods:</i> A. <i>Implementing on-site and/or off-site erosion and runoff control projects concurrent with the impact from the project as a condition of project approval and subject to Agency concurrence as to effectiveness, or</i> B. <i>Contributing to a water quality mitigation fund for implementing off-site erosion and runoff control projects.</i>	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed in Section 5.3.7, all action alternatives would comply with the CSP Standard Project Requirements for Hydrology, summarized below: ▪ Prior to the start of construction involving ground-disturbing activities, CSP will prepare and submit a storm water pollution prevention plan (SWPPP) to Lahontan Regional Water Quality Control Board (Lahontan RWQCB) in compliance with the Clean Water Act Section 401 certification process administered by Lahontan RWQCB. The SWPPP will identify temporary best management practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent BMPs (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
<p><i>The amount of such contributions is established by Agency ordinance.</i></p> <p><i>This policy continues the water quality mitigation funds established as part of TRPA's Lake Tahoe Basin Water Quality Management Plan. The fee schedules and distribution formula shall be reviewed and revised as part of the Agency's implementing ordinances and programs.</i></p>		<p>disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a spill prevention and control plan, as appropriate.</p> <ul style="list-style-type: none"> ▪ All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination. ▪ The project will comply with all applicable water quality standards as specified in the Lahontan RWQCB Basin Plan. ▪ All construction activities will be suspended during heavy precipitation events (i.e., at least 1/2 inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast. ▪ If construction activities extend into the rainy season (October 15 through May 1) or if an unseasonal storm is anticipated, the site will be properly winterized by covering (tarping) any stockpiled materials or soils and by constructing silt fences, straw bale barriers, fiber rolls, or other structures around stockpiles and graded areas. ▪ Appropriate energy dissipaters will be installed at water discharge points, as appropriate.
Area Plan		
Air Quality		
Air Quality Policies		
<p>Policy AQ-P-7: <i>Implement building design standards and design capital improvements to reduce energy consumption and where feasible to incorporate alternative energy production</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>As discussed above, in Energy Policy E-1.2, Section 5.3.10, Public Services and Utilities, Impact 5.3.10-6 notes that the project action alternatives would include renewable energy sources such as solar photovoltaic systems to power general plan-related facilities such as administrative buildings and restrooms. Project-related buildings would be required to meet California's Title 24 standards for building efficiency.</p> <p>Alternative 1, the No Action alternative, would maintain existing facilities and energy sources.</p>
Scenic Resources		
<p>Policy SR-P-4: <i>Protect and enhance existing scenic views and vistas.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Not Consistent Alternative 4: Not Consistent</p>	<p>As discussed in above under Community Design Policy CD-1.1, and in Section 5.3.12, Impact 5.3.12-1, implementation of the General Plan revision under Alternatives 2 and 3 would affect visual conditions by modifying man-made upland features visible from SR 28 and Lake Tahoe, and altering views of Lake Tahoe from SR 28. Overall, the nature of the new facilities would be similar to existing facilities at KBSRA, and the character of the site would be preserved. The visual quality of the site would be slightly improved through implementation of the following General Plan revision aesthetic guidelines:</p> <ul style="list-style-type: none"> ▪ Guideline RES 8.1: Locate and design facilities, including the pier and upland structures, to minimize their visible mass and potential to detract from scenic views from within KBSRA.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
		<ul style="list-style-type: none"> ▪ Guideline RES 8.2: Minimize the visibility of facilities from Lake Tahoe by designing new or relocated facilities in locations that are screened from views, using materials and colors that blend with the natural background, and incorporating vegetative screening to obscure views of human-made facilities from the lake. ▪ Guideline RES 8.3: Locate and design new facilities and improvements to minimize encroachment into views of Lake Tahoe from State Route 28. Preserve views of Lake Tahoe from TRPA-designated scenic resource 20-5, on SR 28 near the west side of KBSRA. <p>The General Plan revision under Alternative 4 is largely the same in visual character as under Alternatives 2 and 3, but would include shade structures that would degrade an existing view of Lake Tahoe from KBSRA; however, mitigation is proposed that would remove the shade structures, thereby reducing this impact.</p> <p>Under Alternative 2, the pier rebuild component would involve removal of the existing pier and construction of a new pier at the eastern end of KBSRA. The new pier would, like the existing pier, block views of the surface of the lake and be clearly prominent from various viewpoints on the lake and from within KBSRA. However, the new pier would be more streamlined and would have a low-profile appearance and therefore would not substantially degrade the visual quality of the site or views of scenic vistas.</p> <p>The pier rebuild component of Alternative 3 would involve construction of a central pier in the same location as the existing pier, and under Alternative 4 the pier would be located on the western end of KBSRA. Both of these alternatives involve a substantially longer pier design and vastly increase the visual mass of the pier relative to the existing pier, degrading scenic views, even with mitigation.</p> <p>Alternative 1 would be a continuation of existing conditions, with maintenance of existing facilities in their current condition and therefore there would be no change to the scenic or visual quality of KBSRA.</p>
<p>Policy SR-P-6: <i>Manage development located between designated scenic corridors and Lake Tahoe to maintain and improve views of Lake Tahoe from the corridors.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>KBSRA is located between SR 28 and Lake Tahoe. As discussed above under Community Design Policy CD-1.1, and under Impact 5.3.12-1 in Section 5.3.12, Scenic Resources, implementation of the General Plan revision for Alternatives 2 and 3 would affect visual conditions by altering views of Lake Tahoe from SR 28. Man-made features visible from the road would be similar in character to existing features along that segment of SR 28, and their visual quality would increase slightly due to new landscaping and implementation of scenic and aesthetic guidelines. Therefore, there would be little change, or a slight improvement to the lakeward view from SR 28 through KBSRA.</p> <p>The General Plan revision under Alternative 4 is largely the same in visual character as under Alternatives 2 and 3, but would include shade structures that would degrade an existing view of Lake Tahoe from KBSRA; however, mitigation is proposed that would remove the shade structures, thereby reducing this impact.</p> <p>Alternative 1 would be a continuation of existing conditions, with maintenance of existing facilities in their current condition and therefore there would be no change to the scenic or visual quality of KBSRA.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Vegetation		
Policy VEG-P-4: Support protection of the Tahoe yellow cress (<i>Rorippa subumbellata</i>) species consistent the Tahoe Yellow Cress Conservation Strategy.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed above under Policies VEG-3.2 and VEG-3.3, potential habitat for Tahoe yellow cress (TYC), which is designated by TRPA as a sensitive species and listed as endangered under the California Endangered Species Act, is present on the Lake Tahoe beach in KBSRA (discussed further for Policy VEG-3.3, below). Although unlikely, if the species becomes established at KBSRA in the future, CSP standard project requirements and General Plan guidelines RES 3.1, RES 3.2, and RES 3.3 would provide protection of TYC. These requirements and guidelines require monitoring of the beach area for the presence of TYC and protecting any occurrences with signage, fencing, or other measures as identified in the TYC Conservation Strategy. Alternative 1 would be a continuation of existing conditions and uses and would not affect TYC or potential TYC habitat.
Transportation		
Transportation Network		
Policy T-P-1: Encourage use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Bicycle and pedestrian facilities within KBSRA are discussed in Section 2.1.3, Regional Transportation. As described in Impact 5.3.13-4, Alternatives 2, 3, and 4 include an expanded waterfront promenade for pedestrian and bicycle traffic travelling through KBSRA, and beach access from the promenade via stairs and ramps. Alternative 2 also offers a new point of entry for pedestrians and cyclists from SR 28 into KBSRA and a promenade with beach overlooks and ramps. See also discussion under Policy 2.14 above. Alternative 1 would maintain the existing network of sidewalks and pedestrian paths throughout KBSRA and would therefore maintain the objective of connectivity of the pedestrian and bicycle network.
Policy T-P-6: Maintain consistency with Level of Service (LOS) and quality of service standards identified in the Regional Transportation Plan (RTP), with the exception of intersections and roadway segments within the Town Center boundaries where LOS F is acceptable during peak periods. The RTP allows for possible exceptions to the LOS standards outside the Town Center boundaries when provisions for multi-modal amenities and/or services (such as transit, bicycling and walking facilities) are incorporated and found to be consistent with policy T-10.7 of the RTP.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	KBSRA is located within the Kings Beach Town Center boundary, where LOS F is acceptable during peak periods. Level of service standards are addressed under Impacts 5.3.13-1 and 5.3.13-2 in Section 5.3.13, Traffic and Transportation. The project will not worsen levels of service at any of the study intersections and would not worsen peak hour levels of service at any of the study roadway segments. The project would have a minimal impact on roadway segment operations outside of peak periods. Alternative 1 would not implement the project and would therefore not change any of the existing traffic volumes in response.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Parking		
Policy T-P-13: Encourage shared use parking facilities to more efficiently utilize parking lots.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Alternatives 2, 3, and 4 would adopt Guideline OP 2.1, which promotes partnerships with other regional and local agencies such as the Conservancy, TRPA, Placer County, NTPUD, North Tahoe Fire Protection District, and Placer County Sheriff to clarify management responsibilities, share resources, and more efficiently achieve goals and guidelines. Partnerships and agreements could address shared parking and other operational needs. Alternatives 2, 3, and 4 would also involve adoption of Guideline OP 3.1, which supports coordination with Placer County to evaluate shared parking opportunities to preserve parking capacity for KBSRA visitors, make use of excess parking capacity during off-peak periods, and generate revenue to fund operations. Alternative 1 would be a continuation of existing conditions, including the existing parking scheme in which events center and KBSRA parking are shared.
Policy T-P-16: Provide suitable parking facilities for recreational areas while encouraging major commercial with recreational and/or excursion activities to provide transit services and/or incentives to patrons, such as proximate bicycle parking facilities.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Alternatives 2, 3, and 4 would provide year-round, consistent access between lake and shore through development of a rebuilt and extended floating pier. While not a proposed element of any of the project alternatives, water taxi (not ferry) service could be accommodated as part of a separate transportation project in the future. Taxi service could be used as an alternative mode of transportation to personal automobiles that could bring pedestrians to the beach for events. These alternatives would also adopt guideline OP 3.2, which would develop an incentive program to reduce parking demand in coordination with the North Lake Tahoe Resort Association. Alternative 1 would not provide new policies for coordination between commercial recreational operators and KBSRA to facilitate incentives for non-automobile use; however, continued implementation of the existing General Plan would not preclude coordination to facilitate incentives for non-automobile use.
Transit, Bicycle, and Pedestrian		
Policy T-P-23: Create bicycle- and pedestrian-oriented facilities and street designs to provide safe travel throughout the Plan area.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Bicycle and pedestrian facilities within KBSRA are discussed in Section 2.1.3, Regional Transportation. Impact 5.3.13-4 states that Alternatives 2, 3, and 4 include an expanded waterfront promenade for pedestrian and bicycle traffic travelling through KBSRA, and beach access from the promenade via stairs and beach access ramps. Alternative 2 also offers a new point of entry for pedestrians and cyclists from SR 28 into KBSRA and a promenade with beach overlooks and ramps. See also discussion under Policy 2.14 above. Alternative 1 would maintain the existing network of sidewalks and pedestrian paths throughout KBSRA and would therefore maintain the objective of connectivity of the pedestrian and bicycle network.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
<p>Policy T-P-24: Require installation of bicycle racks or secured lockers as a condition of approval for projects and encourage transit providers to offer bicycle racks on their buses.</p>	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Implementation of the General Plan revision under Alternatives 2, 3, and 4 would adopt the following guideline regarding installation of bicycle racks:</p> <ul style="list-style-type: none"> ▪ Guideline SD 5.4: Provide an adequate number of bicycle racks distributed throughout KBSRA. Monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, install additional bicycle racks. <p>Alternative 1 would be a continuation of existing conditions, which would not preclude the implementation of future projects that would require bicycle racks or lockers as a condition of approval.</p>
<p>Policy T-P-31: The County shall require fair share funding contributions by new development subject to discretionary approval or redevelopment that increases density, overall square footage and/or occupancy load for implementation of transit services to meet future demand. On-site systems as well as off-site transit alternatives and park and ride facilities must be demonstrated to be a viable transportation alternative and result in vehicle trip reductions for each new development.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>The General Plan revision under Alternatives 2 through 4 would involve adoption of a design layout for upland features that would be implemented on a project-by-project basis by California State Parks. During future implementation of various features of the General Plan revision, the County may determine that specific elements are subject to fair share contributions if they increase visitation or decrease the availability of parking.</p> <p>Alternative 1 would be a continuation of existing conditions, which would involve maintenance of the existing facilities at KBSRA, and no redesign of upland features, or implementation of a new pier.</p>
Recreation		
<p>R-P-2: Continue to enhance recreation facilities through coordinated interagency planning and funding programs.</p>	<p>Alternative 1: Not Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>All action alternatives for the KBSRA General Plan would aim to implement the General Plan's state purpose to, "provide public access to the unique experience of Lake Tahoe and the recreational opportunities offered by its waters, shoreline, beach, and adjacent community setting," and vision to, "provide exceptional recreational opportunities centered around Lake Tahoe..." Alternatives 2 through 4 would incorporate new recreational amenities to achieve the stated vision and purpose.</p> <p>Alternative 1 would be a continuation of existing conditions, which would involve maintenance of the existing facilities at KBSRA, including the pier and boat ramp, which cannot be used during periods of low water levels in the lake.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
Public Services and Facilities		
<p>PS-P-7: <i>Ensure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for its protection, including providing adequate water supplies and ingress and egress.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>While Section 5.3.10, Impact 5.3.10-7 notes that North Tahoe Fire Protection District (NTFPD) has indicated that a 10 percent increase in visitation over existing conditions would not result in an increased demand for fire protection services, the final design plans for the pier and KBSRA adopted with the General Plan would be submitted for review by NTFPD.</p> <p>Alternative 1 would not implement the proposed project and would therefore not involve any redesign of upland features or implementation of a new pier.</p>

Note: This table reflects the Goals and Policies of the TRPA Regional Plan as adopted on December 12, 2012, the Placer County Tahoe Basin Area Plan as adopted in January 2017, and the Linking Tahoe Regional Transportation Plan adopted in April 2017.

NA = Not applicable

Source: Compiled by Ascent Environmental, Inc. in 2017

Appendix B

Visual Magnitude Drawings
and Calculations



VIEW 1-MATCHLINE
VIEW 2-MATCHLINE



VIEWPOINT KEY MAP

**EXISTING VISIBLE LAKE VIEW
ELEVATION (VIEW 1) = 446.5 total sf**

Painted Concrete	= 6 sf	1.4%
Painted Handrail	= 3.5 sf	0.8%
Wood Fence	= 104 sf	23%
Concrete Culvert	= 12 sf	2.7%
Rock Rip Rap	= 20 sf	4.5%
Sign (1-1)	= 2.5 sf	0.5%
Sign (1-2)	= 4 sf	0.9%
Trash Receptacle	= 12.5 sf	2.9%
Volleyball Post	= 11.5 sf	2.5%
Light Post (1-1)	= 12 sf	2.8%
Concrete Wall	= 258.5 sf	58%

1 VIEW 1-PHOTOGRAPH, 300' OFFSET FROM HW (39°14'7.64"N / 120° 1'35.00"W)



VIEW 1-MATCHLINE
VIEW 2-MATCHLINE

1 VIEW 1

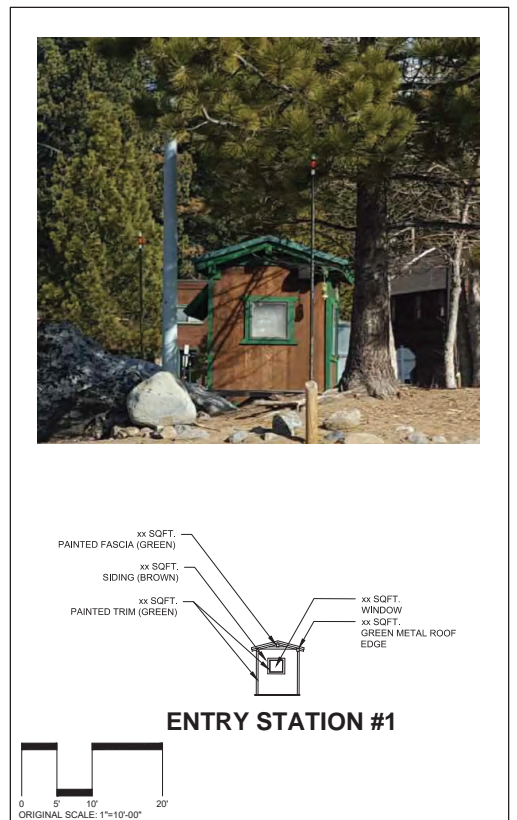
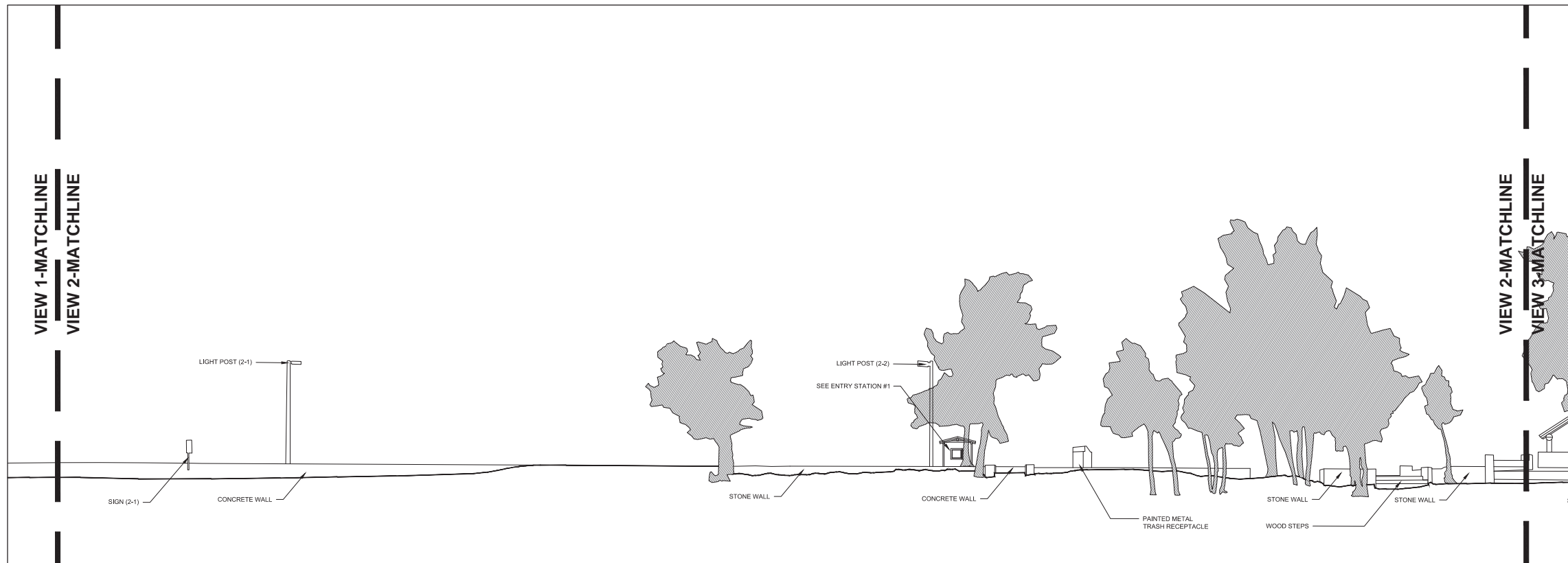


VIEWPOINT KEY MAP

EXISTING VISIBLE LAKE VIEW
ELEVATION (VIEW 2) = 608.5 total sf

Sign (2-1)	= 4 sf	0.6%
Light Post (2-1)	= 17.5 sf	2.8%
Light Post (2-2)	= 15.5 sf	2.6%
Concrete Wall	= 312 sf	51.3%
Stone Wall	= 183 sf	30.1%
Trash Receptacle	= 16 sf	2.6%
Wood Steps	= 27 sf	4.4%
ENTRY STATION #1		
Roof Edge	= 2 sf	0.3%
Painted Fascia	= 2 sf	0.3%
Siding	= 21 sf	3.5%
Painted Trim	= 5.5 sf	0.9%
Window	= 3 sf	0.5%

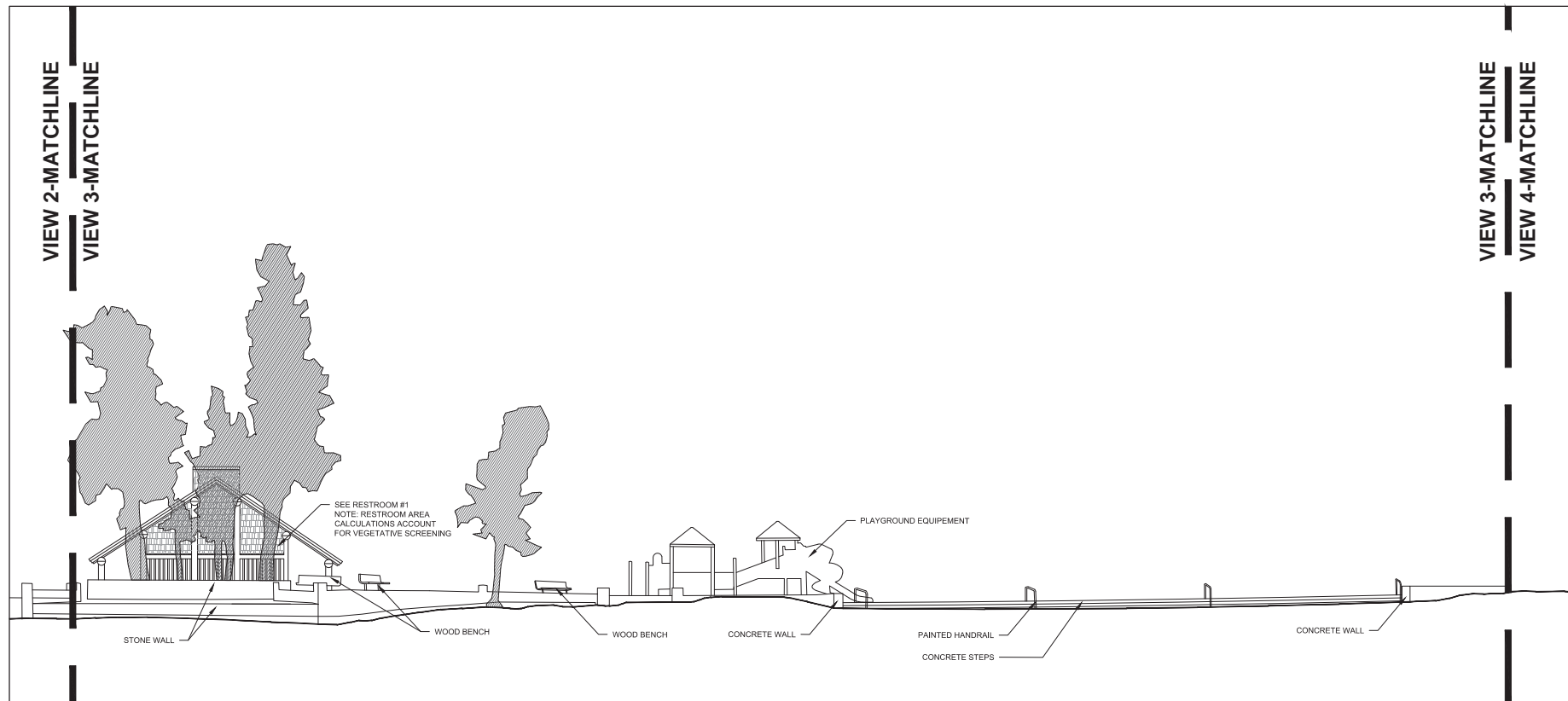
2 VIEW 2-PHOTOGRAPH, 300' OFFSET FROM HW (39°14'7.18"N / 120° 1'31.44"W)



2 VIEW 2



3 VIEW 3-PHOTOGRAPH, 300' OFFSET FROM HW (39°14'6.95"N / 120° 1'29.95"W)



3 VIEW 3



VIEWPOINT KEY MAP

EXISTING VISIBLE LAKE VIEW
ELEVATION (VIEW 3) = 1,005.7 total sf

Stone Wall	= 414 sf	41.2%
Wood Bench	= 25 sf	2.5%
Playground	= 177 sf	17.6%
Concrete Wall	= 47 sf	4.6%
Painted Handrail	= 5.8 sf	0.5%
Concrete Steps	= 118 sf	11.7%

RESTROOM #1

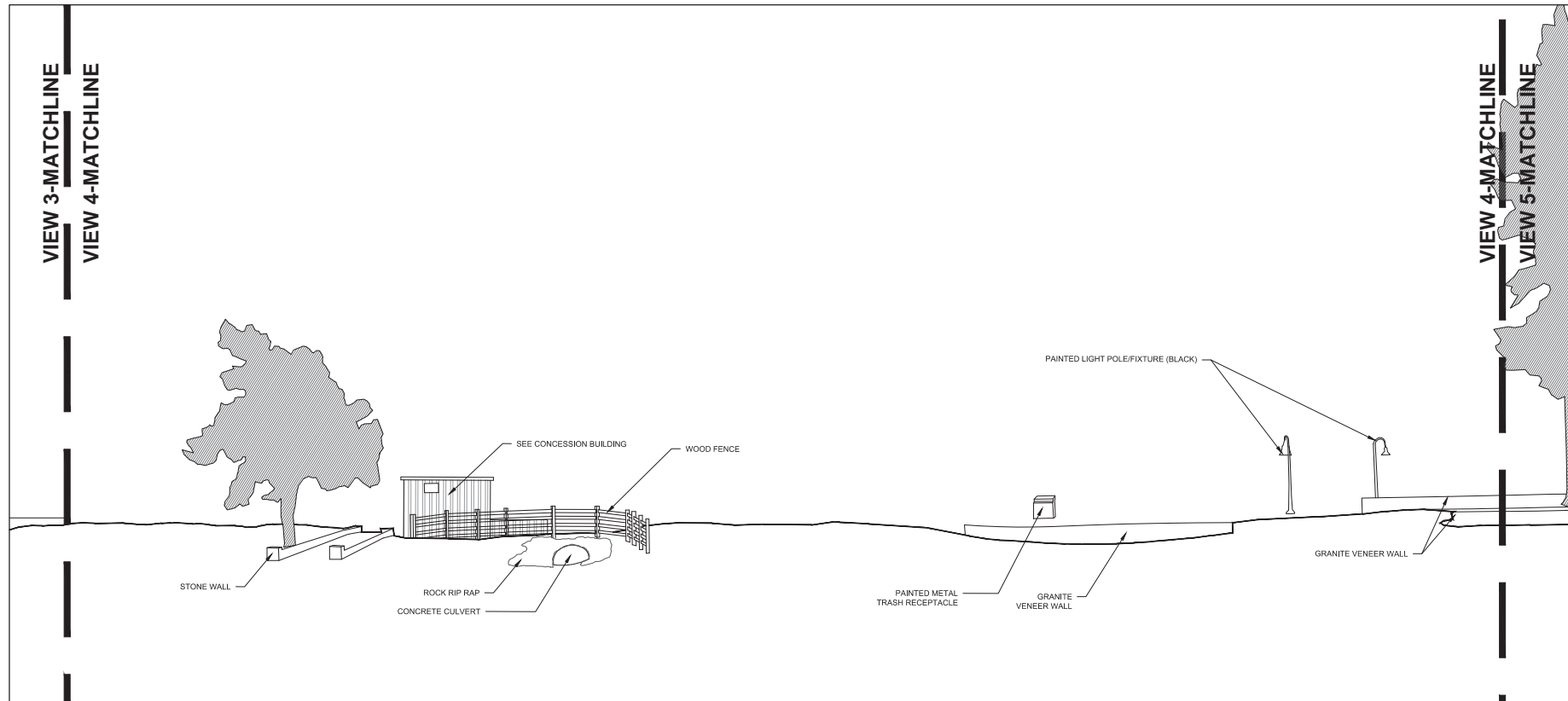
Stone Veneer	= 0 sf	0%
B&B Siding (Plane1)	= 40.5 sf	4.0%
B&B Siding (Plane2)	= 54.0 sf	5.4%
Shingle Siding (Plane1)	= 35.0 sf	3.5%
Shingle Siding (Plane2)	= 37.6 sf	3.7%
Shingle Siding (Plane3)	= 3.1 sf	0.3%
Fascia	= 21.2 sf	2.0%
Metal Roof Edge	= 13.7 sf	1.4%
Logs	= 13.8 sf	1.4%



VISUAL MAGNITUDE ELEVATIONS - VIEW 3



4 VIEW 4-PHOTOGRAPH, 300' OFFSET FROM HW (39°14'5.41"N / 120° 1'26.50"W)



4 VIEW 4



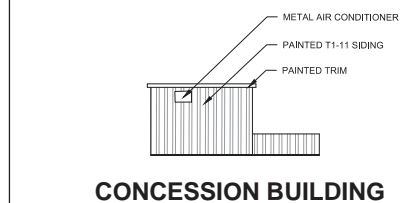
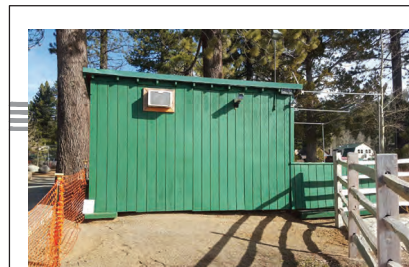
VIEWPOINT KEY MAP

EXISTING VISIBLE LAKE VIEW
ELEVATION (VIEW 4) = 585.9 total sf

Stone Wall	= 35.4 sf	6.0%
Rock Rip Rap	= 50 sf	8.5%
Wood Fence	= 95.5 sf	16.3%
Concrete Culvert	= 15 sf	2.5%
Trash Receptacle	= 13 sf	2.2%
Granite Veneer Wall	= 189.6 sf	32.4%
Light Fixtures	= 12.5 sf	2.1%

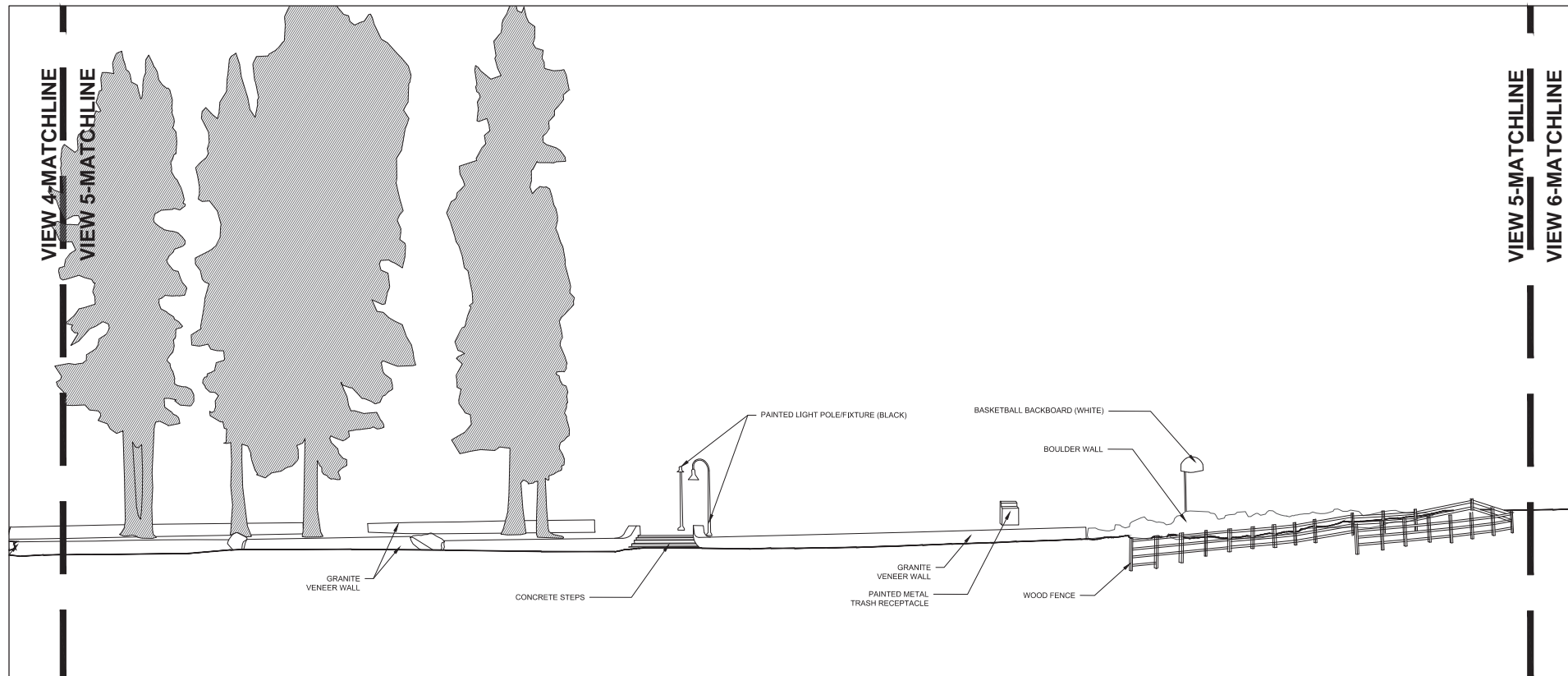
CONCESSION BUILDING

T1-11 Siding	= 163.6 sf	28.0%
Trim	= 7.7 sf	1.3%
Air Conditioner	= 3.6 sf	0.6%





5 VIEW 5-PHOTOGRAPH, 300' OFFSET FROM HW (39°14'4.77"N / 120° 1'25.39"W)



5 VIEW 5



VIEWPOINT KEY MAP

EXISTING VISIBLE LAKE VIEW
ELEVATION (VIEW 5) = 860 total sf

Granite Veneer Wall	= 505 sf	59%
Concrete Steps	= 23.5 sf	2.6%
Painted Light Pole	= 10.5 sf	1.2%
Trash Receptacle	= 13 sf	1.5%
Basketball Backboard	= 10 sf	1.1%
Boulder Wall	= 169 sf	19.6%
Wood Fence	= 129 sf	15%



6 VIEW 6-PHOTOGRAPH, 300' OFFSET FROM HW (39°14'4.32"N / 120° 1'25.34"W)



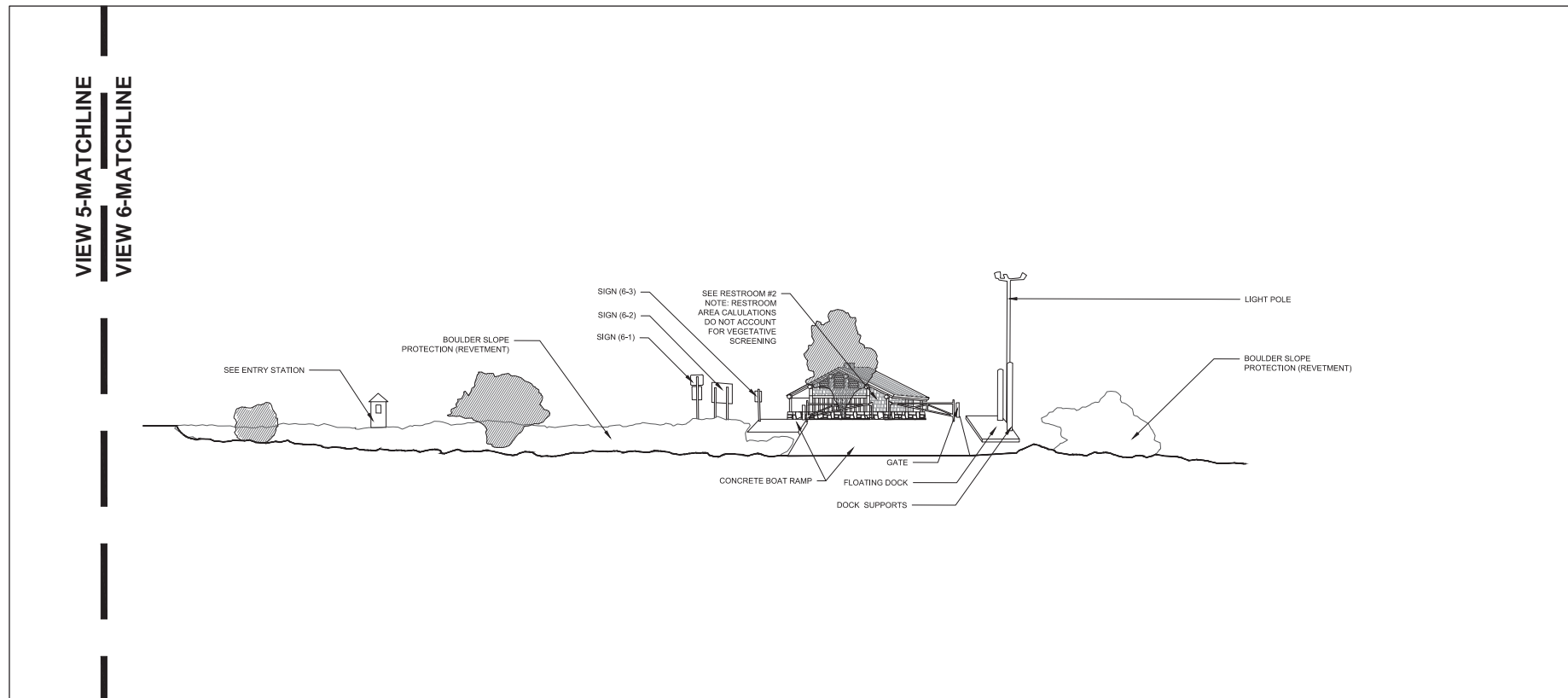
VIEWPOINT KEY MAP

EXISTING VISIBLE LAKE VIEW
ELEVATION (VIEW 6) = 1,263.9 total sf

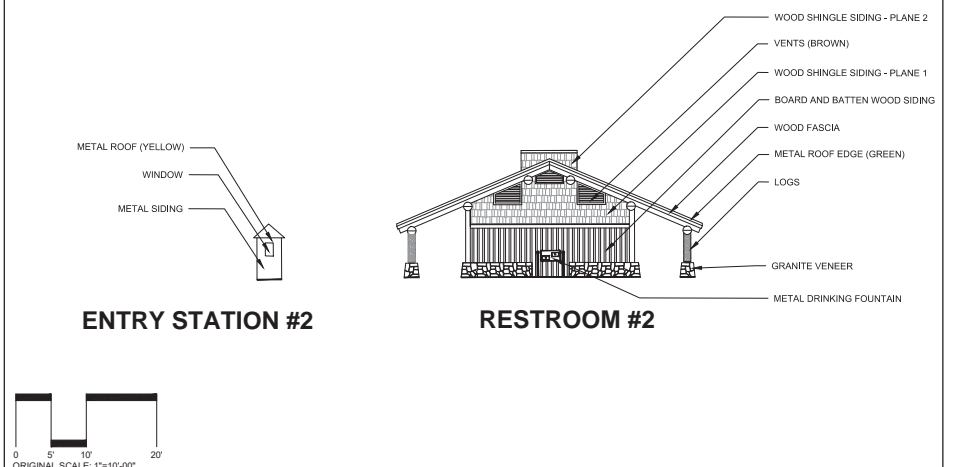
Revetment	= 503 sf	39.8%
Sign (6-1)	= 21 sf	1.6%
Sign (6-2)	= 24 sf	1.9%
Sign (6-3)	= 12.8 sf	1.0%
Conc. Boat Ramp	= 188.5 sf	14.9%
Gate	= 15.4 sf	1.2%
Floating Dock	= 26.5 sf	2.1%
Dock Supports	= 18 sf	1.4%
Light Fixtures	= 16 sf	1.3%

ENTRY STATION #2

Metal Roof	= 4.3 sf	0.3%
Window	= 2.0 sf	0.2%
Metal Siding	= 18.5 sf	1.5%
RESTROOM #2		
Drinking Fountain	= 5.0 sf	0.4%
Granite Veneer	= 48.3 sf	3.8%
Logs	= 15 sf	1.3%
Metal Roof Edge	= 15.7 sf	1.2%
Wood Fascia	= 50.4 sf	4.0%
B&B Siding	= 140 sf	11.0%
Shingle Siding (Plane-1)	= 97.5 sf	7.7%
Shingle Siding (Plane-2)	= 16 sf	1.3%
Vents	= 26.0 sf	2.0%



6 VIEW 6



CONTRAST RATING SHEET

APN and TRPA File No.
View 1

	Painted Concrete	Painted Handrail	Wood Fence	Concrete Culvert	Rock Rip Rap	Sign 1	Sign 2	Trash Bin	Vball Post	Light Post	Concrete Wall			Total Lakefront Façade
Area SF	6.0	3.5	104.0	12.0	20.0	2.5	4.0	12.5	11.5	12.0	258.0			446
Percentage	1.3%	0.8%	23.3%	2.7%	4.5%	0.6%	0.9%	2.8%	2.6%	2.7%	57.8%	0.0%	0.0%	
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	x 1	x 7	x 1	x 2	x 7	x 2	x 15	x 15	x 2	x 2	x 7	x	x	
	Gley 1 8/1	Gley 2 6/5	Gley 1 8/1	Gley 1 6/N	2.5Y 6/1	Gley 1 6/N	5YR 4/3	5YR 4/3	Gley 1 6/N	Gley 1 6/N	2.5Y 6/1			
	0.0	0.1	0.2	0.1	0.3	0.0	0.1	0.4	0.1	0.1	4.0	0.0	0.0	5.4
Surface Plane/Texture Score² Texture # of Planes: >7	x 2	x 1	x 4	x 3	x 4	x 2	x 2	x 3	x 1	x 1	x 2	x	x	+
	Minimal	Minimal	Moderate	Moderate	Heavy	Minimal	Minimal	Minimal	Minimal	Minimal	Minimal			
	0.0	0.0	0.9	0.1	0.2	0.0	0.0	0.1	0.0	0.0	1.2	0.0	0.0	2.5
														+
			Percent of Perimeter Visible: 90%			Perimeter Score³	x				Perimeter Score³			2
			X' of Y'			CONTRAST RATING					CONTRAST RATING			10



CONTRAST RATING SHEET

APN and TRPA File No.
View 2

	Sign 1	Light Post 1	Light Post 2	Concrete Wall	Stone Wall	Trash Bin	Wood Steps	Roof Edge	Painted Fascia	Siding	Painted Trim	Window	Total Lakefront Façade	
Area SF	4.0	17.5	15.5	312.0	183.0	16.0	27.0	2.0	2.0	21.0	5.5	3.0	608.5	
Percentage	0.7%	2.9%	2.5%	51.3%	30.1%	2.6%	4.4%	0.3%	0.3%	3.5%	0.9%	0.5%	0.0%	
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	x 12	x 7	x 7	x 7	x 8	x 17	x 7	x 11	x 13	x 12	x 13	x 1	x	
	5YR5/3	Gley 1 6/1	Gley 1 6/1	2.5Y 6/1	10YR 7/3	2.5YR 3/3	10YR 6/1	Gley1 5/2	Gley 1 4/2	5YR 5/3	Gley 1 4/2	Glass >15		
	0.1	0.2	0.2	3.6	2.4	0.4	0.3	0.0	0.0	0.4	0.1	0.0	7.7	
Surface Plane/Texture Score² Texture # of Planes: X	x 2	x 1	x 1	x 3	x 4	x 3	x 5	x 2	x 2	x 3	x 2	x 1	x	
	Minimal	Minimal	Minimal	Minimal	Heavy	Minimal	Moderate	Minimal	Minimal	Moderate	Minimal	Minimal		
	0.0	0.0	0.0	1.5	1.2	0.1	0.2	0.0	0.0	0.1	0.0	0.0	3.1	
	Percent of Perimeter Visible: 80% X' of Y'						Perimeter Score³			Percent of Perimeter Visible: X X' of Y'			Perimeter Score³	
							CONTRAST RATING			CONTRAST RATING			14	



CONTRAST RATING SHEET

APN and TRPA File No.

[View 3](#)

	Stone Wall	Wood Bench	Play ground	Concrete Wall	Painted Handrail	Concrete Steps	Stone Veneer	B&B Siding Plane 1	B&B Siding Plane 2	Shingle Siding Plane 1	Shingle Siding Plane 2	Shingle Siding Plane 3	Fascia	Metal Roof Edge	Logs	Total Lakefront Façade
Area SF	414.0	25.0	177.0	47.0	5.8	118.0	1.0	40.5	54.0	35.0	37.6	3.1	21.2	13.7	13.8	993
Percentage	41.7%	2.5%	17.8%	4.7%	0.6%	11.9%	0.1%	4.1%	5.4%	3.5%	3.8%	0.3%	2.1%	1.4%	1.4%	
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	8	12	10	1	7	7	7	12	12	17	17	17	12	11	12	
	10YR 7/3	10YR 5/3	10YR 6/3	Gley 1 7/1	Gley 2 6/5	2.5Y 6/1	Gley 1 6/N	5YR 4/3	5YR 4/3	5YR 3/3	5YR 3/3	5YR 3/3	5YR 4/3	Gley 1 5/2	5YR 4/3	
	3.3	0.3	1.8	0.0	0.0	0.8	0.0	0.5	0.6	0.6	0.6	0.1	0.3	0.2	0.2	9.5
Percentage	41.7%	2.5%	17.8%	4.7%	0.6%	11.9%	0.1%	4.1%	5.4%	3.5%	3.8%	0.3%	2.1%	1.4%	1.4%	
Surface Plane/Texture Score² Texture # of Planes: <u>X</u>	6	4	7	2	1	4	6	5	5	5	5	5	2	1	4	+
	Heavy	Moderate	Moderate	Minimal	None	Minimal	Heavy	Heavy	Heavy	Moderate	Moderate	Moderate	Minimal	None	Heavy	
	2.5	0.1	1.2	0.1	0.0	0.5	0.0	0.2	0.3	0.2	0.2	0.0	0.0	0.0	0.1	5.4
																+
																6
																
																21

Percent of Perimeter Visible: 50%
X' of Y'

Perimeter Score³
CONTRAST RATING

Percent of Perimeter Visible: 50%
X' of Y'

Perimeter Score³
CONTRAST RATING

Perimeter Score³
CONTRAST RATING



CONTRAST RATING SHEET

APN and TRPA File No.
View 4

	Stone Wall	Rock Rip Rap	Wood Fence	Concrete Culvert	Trash Bin	Granite Veneer Wall	Light Fixtures	T1-11 Siding	Trim	Air Cond.				Total Lakefront Façade	
Area SF	35.4	50.0	95.5	15.0	13.0	189.6	12.5	163.6	7.7	3.6				585.9	
Percentage	6.0%	8.5%	16.3%	2.6%	2.2%	32.4%	2.1%	27.9%	1.3%	0.6%	0.0%	0.0%	0.0%		
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	x 8 10YR 7/3 0.5	x 7 2.5Y 6/1 0.6	x 1 Gley 1 8/1 0.2	x 2 Gley 1 6/N 0.1	x 17 2.5YR 3/3 0.4	x 5 10YR 7/1 1.6	x 12 10YR 4/1 0.3	x 11 Gley 1 5/2 3.1	x 11 Gley 1 5/2 0.1	x 6 Gley 1 6/1 0.0	x 0.0	x 0.0	x 0.0		6.9
Surface Plane/Texture Score² Texture # of Planes: X	x 4 Heavy 0.2	x 4 Heavy 0.3	x 4 Minimal 0.7	x 2 Minimal 0.1	x 3 Minimal 0.1	x 4 Heavy 1.3	x 1 Minimal 0.0	x 4 Heavy 1.1	x 2 Minimal 0.0	x 3 Moderate 0.0	x 0.0	x 0.0	x 0.0		3.8
					Percent of Perimeter Visible: 75% X' of Y'	Perimeter Score³			Percent of Perimeter Visible: X X' of Y'	Perimeter Score³				3	
						CONTRAST RATING				CONTRAST RATING				14	



CONTRAST RATING SHEET

APN and TRPA File No.
View 5

	Granite Veneer Wall	Concrete Steps	Painted Light Pole	Trash Bin	BBall Backboard	Boulder Wall	Wood Fence								Total Lakefront Façade
Area SF	505.0	23.5	10.5	13.0	10.0	169.0	129.0								860
Percentage	58.7%	2.7%	1.2%	1.5%	1.2%	19.7%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	x 5 10YR 7/1 2.9	x 7 2.5Y 6/1 0.2	x 12 10YR 4/1 0.1	x 17 2.5YR 3/3 0.3	x 7 Gley 2 6/1 0.1	x 12 2.5YR 5/2 2.4	x 10 2.5YR 6/2 1.5	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	7.5
Surface Plane/Texture Score² Texture # of Planes: X	x 5 Heavy 2.9	x 4 Minimal 0.1	x 1 Minimal 0.0	x 3 Minimal 0.0	x 1 None 0.0	x 8 Heavy 1.6	x 5 Moderate 0.8	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	5.4
				Percent of Perimeter Visible: 90% X' of Y'	Perimeter Score³			Percent of Perimeter Visible: X X' of Y'	Perimeter Score³					2	
					CONTRAST RATING				CONTRAST RATING					15	



CONTRAST RATING SHEET

APN and TRPA File No.

[View 6](#)

	Revetment	Sign 1	Sign 2	Sign 3	Concrete Boat Ramp	Gate	Floating Dock	Dock Supports	Light Fixtures	Metal Roof	Window	Metal Siding	Drinking Fountain	Granite Veneer	Logs	Metal Roof Edge	B&B Siding	Shingle Siding Plane 1	Shingle Siding Plane 2	Vents	Total Lakefront Façade			
Area SF	503.0	21.0	24.0	12.8	188.5	15.4	26.5	18.0	16.0	4.3	2.0	18.5	5.0	48.3	15.0	15.7	140.0	97.5	16.0	26.0	1213.5			
Percentage	41.5%	1.7%	2.0%	1.1%	15.5%	1.3%	2.2%	1.5%	1.3%	0.4%	0.2%	1.5%	0.4%	4.0%	1.2%	1.3%	11.5%	8.0%	1.3%	2.1%	0.0%			
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	7	2	15	7	5	7	5	12	2	2	1	2	1	7	12	11	12	17	17	17				
	5YR 6/1	Gley 1 6/N	10YR 4/2	5YR 6/1	Gley 2 5PB	7.5YR 6/1	7.5YR 7/1	7.5YR 4/1	Gley 1 6/N	2.5Y 7/8	Glass >15	2.5Y 8/2	Gley 2 8/10B	Gley 1 6/N	5YR 4/3	Gley 1 5/2	5YR 4/3	5YR 3/3	5YR 3/3	10R 2.5/1				
Percentage	2.9	0.0	0.3	0.1	0.8	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.1	1.4	1.4	0.2	0.4	0.0			
Surface Plane/Texture Score² # of Planes: X	4	2	2	2	3	2	4	2	2	3	1	1	1	4	4	2	4	4	4	4				
	Heavy	Minimal	Minimal	Minimal	Minimal	Minimal	Moderate	Minimal	Minimal	Minimal	None	None	None	Heavy	Heavy	None	Heavy	Heavy	Heavy	Heavy				
	1.7	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.3	0.1	0.1	0.0			
	Percent of Perimeter Visible: 50% X' of Y'				Perimeter Score³				Percent of Perimeter Visible: X X' of Y'				Perimeter Score³				Percent of Perimeter Visible: X X' of Y'				Perimeter Score³			
	CONTRAST RATING																							
	+																							
	6																							
	18																							



COMPOSITE CONTRAST RATING

APN and TRPA File No.

	<i>View 1</i>	<i>View 2</i>	<i>View 3</i>	<i>View 4</i>	<i>View 5</i>	<i>View 6</i>	<i>Total Visible Lakefront Façade</i>
Area SF	446	609	993	586	860	1214	4708
Percentage	9%	13%	21%	12%	18%	26%	0%
CONTRAST RATING	10	14	21	14	15	18	
	0.9	1.8	4.4	1.7	2.7	4.7	16.2
	COMPOSITE CONTRAST RATING						16

EXISTING
 LAKEFRONT FAÇADE: X
 SCREENED AREA: Y
 VISIBLE AREA: X-Y

VISIBLE S.F. ALLOWED **340**
 L.F. of Shoreline > 100' **1565**
 Possible Allowed Vis. S.F. **4318**



VIEWPOINT KEY MAP

PROPOSED VISIBLE FEATURES
ELEVATION (VIEW 1) = 783.4 total sf

Concrete Ramp	= 50 sf	6.4%
Painted Guardrail	= 19.4 sf	2.5%
Wood Fence	= 104 sf	13.3%
Concrete Culvert	= 12 sf	1.5%
Rock Rip Rap	= 20 sf	2.5%
Granite Veneer Wall	= 578 sf	73.8%

1 VIEW 1-SIMULATION, 300' OFFSET FROM HW (39°14'7.64"N / 120° 1'35.00"W)



1 VIEW 1



VIEWPOINT KEY MAP

PROPOSED VISIBLE FEATURES
ELEVATION (VIEW 2) = 1,195 total sf

Concrete Ramp	= 44 sf	3.7%
Painted Guardrail	= 23 sf	2.0%
Granite Veneer Wall	= 1,033 sf	86.4%

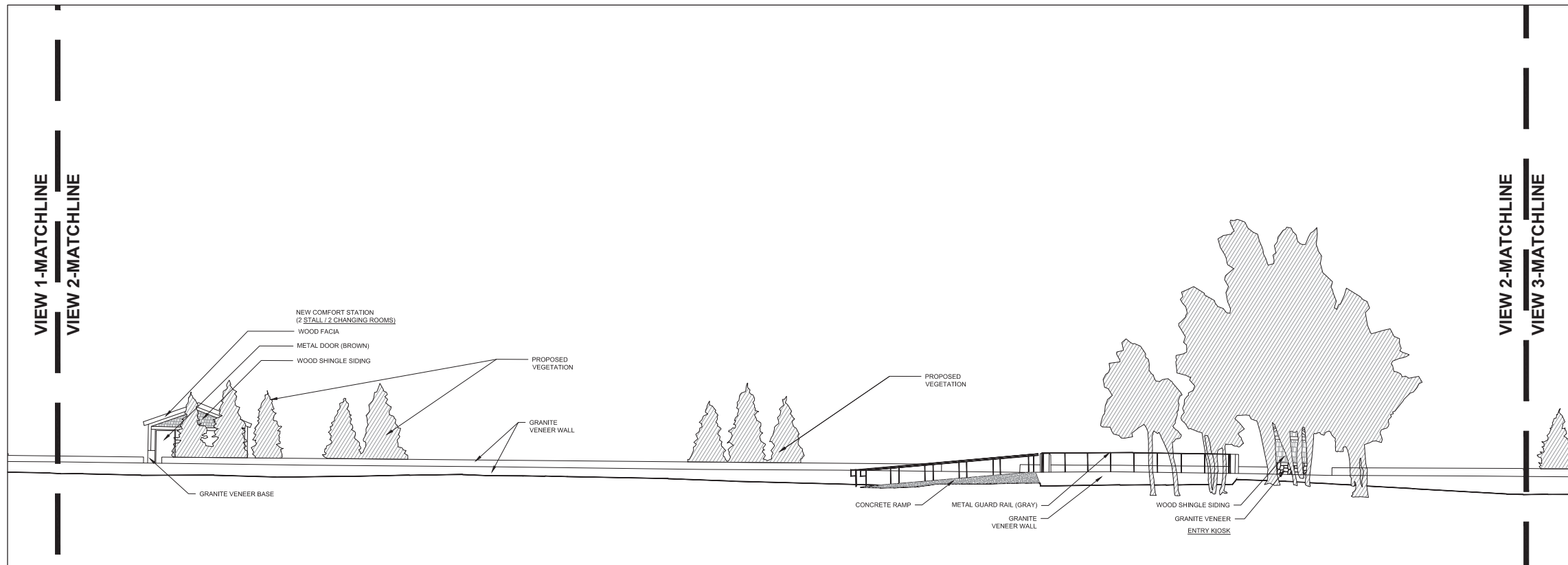
COMFORT STATION

Wood Fascia	= 15 sf	1.3%
Stone Veneer Base	= 5 sf	0.4%
Wood Shingle Siding	= 17.5 sf	1.5%
Door	= 22 sf	1.8%

ENTRY KIOSK

Stone Veneer Base	= 10.5 sf	0.8%
Wood Shingle Siding	= 25 sf	2.0%

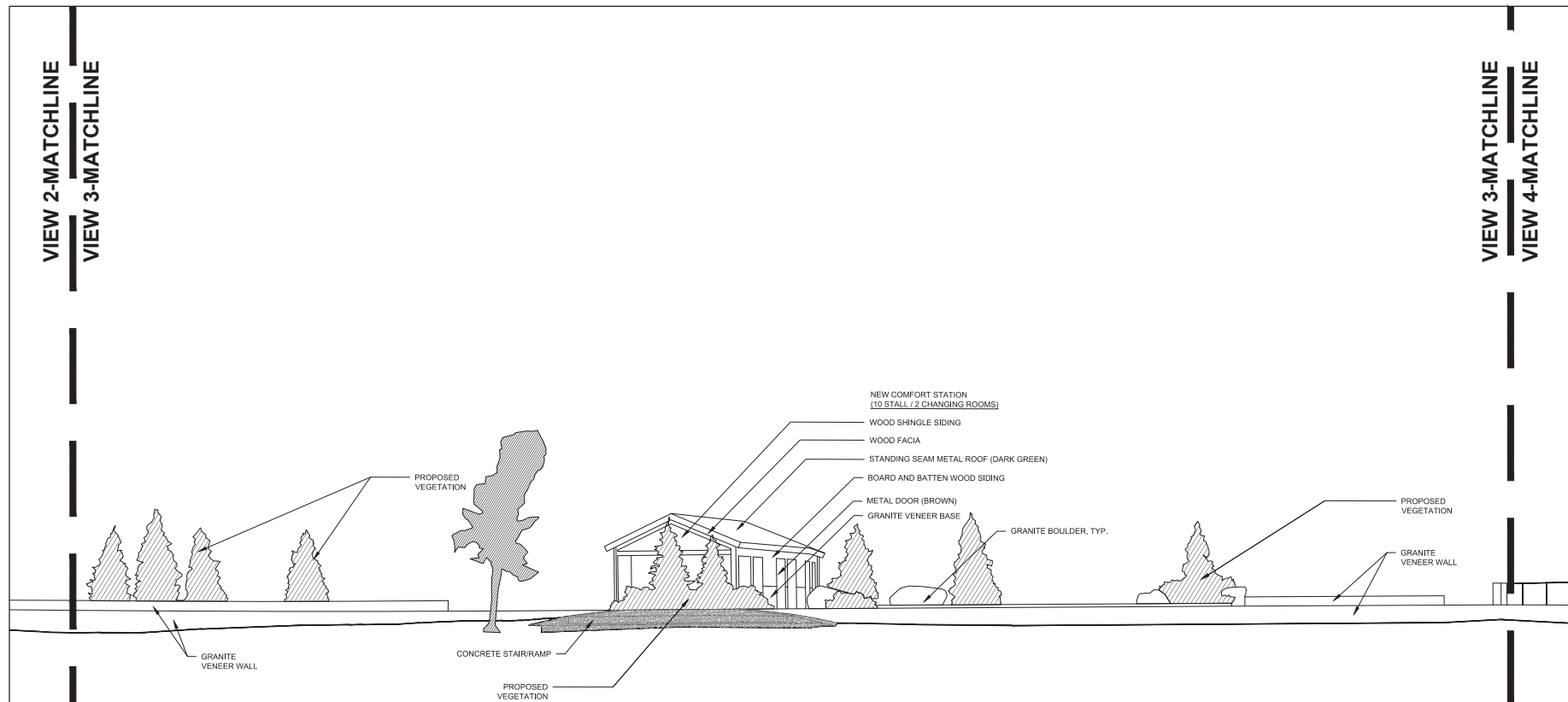
2 VIEW 2-SIMULATION, 300' OFFSET FROM HW (39°14'7.18"N / 120° 1'31.44"W)



2 VIEW 2



3 VIEW 3-SIMULATION, 300' OFFSET FROM HW (39°14'6.95"N / 120° 1'29.95"W)



3 VIEW 3



VIEWPOINT KEY MAP

PROPOSED VISIBLE FEATURES
ELEVATION (VIEW 3) = 1,142 total sf

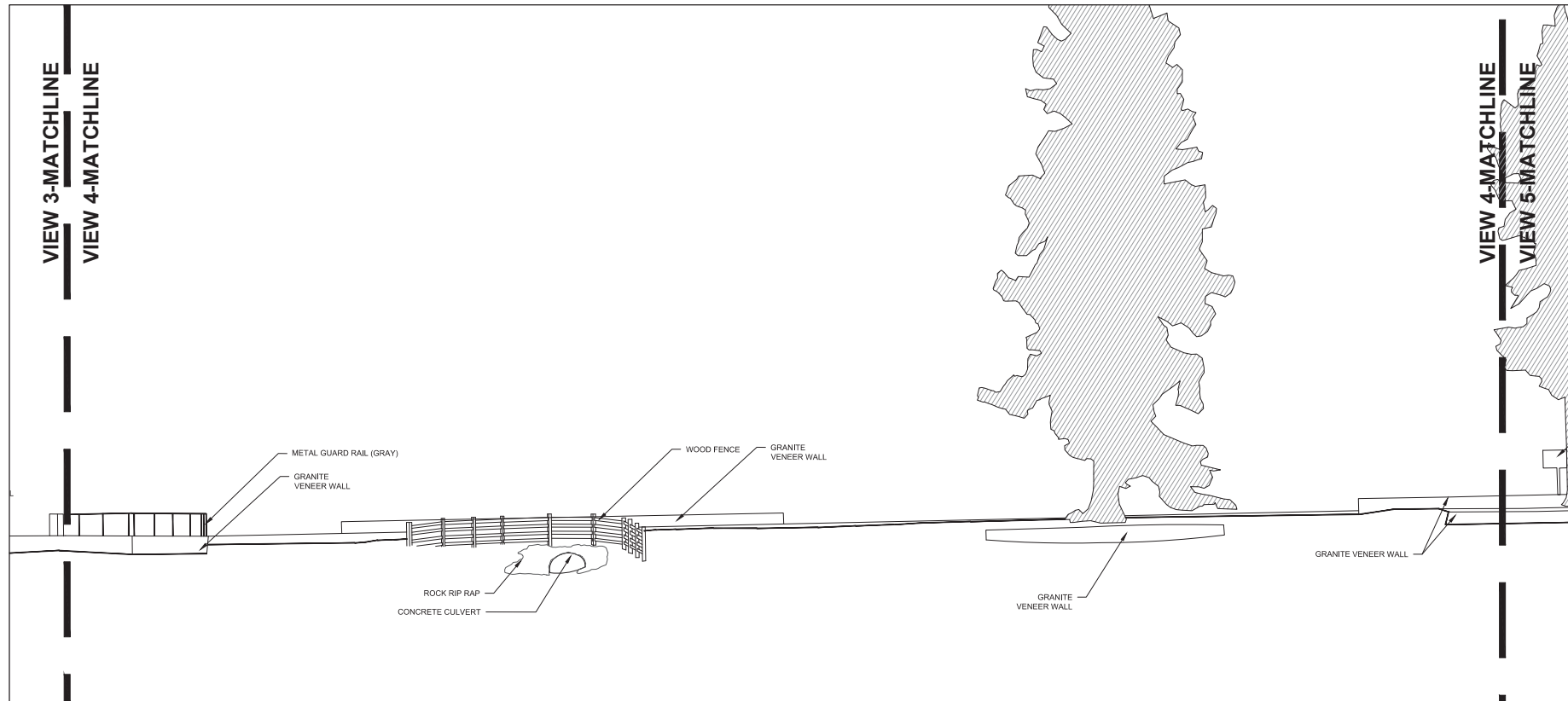
Conc. Stair/Ramp	= 128 sf	11.2%
Painted Guardrail	= 25 sf	2.2%
Granite Veneer Wall	= 712 sf	62.3%

COMFORT STATION

Wood Facia	= 36 sf	3.2%
Painted Metal Roof	= 42 sf	3.6%
B&B Siding	= 105 sf	9.2%
Shingle Siding	= 30 sf	2.6%
Door	= 50 sf	4.4%
Stone Veneer Base	= 14 sf	1.2%



4 VIEW 4-SIMULATION, 300' OFFSET FROM HW (39°14'5.41"N / 120° 1'26.50"W)



4 VIEW 4



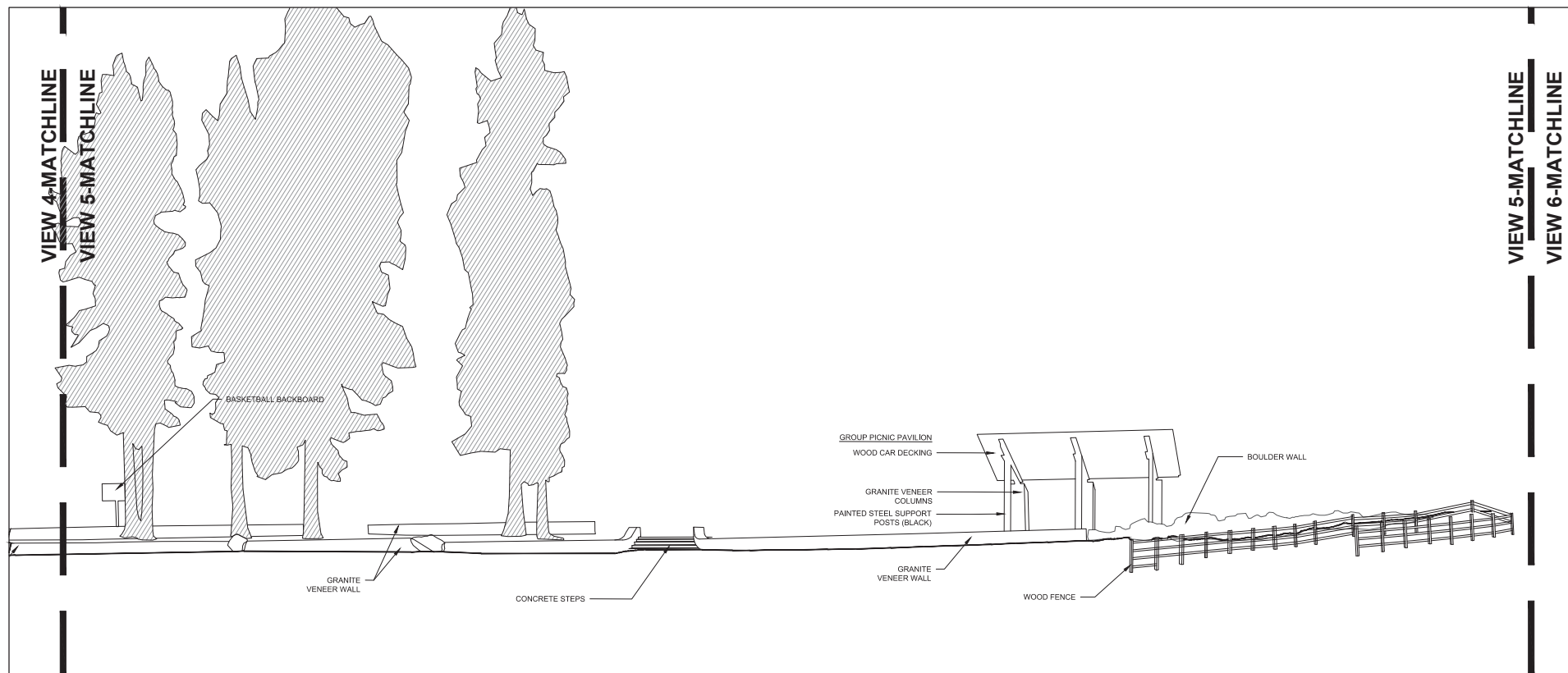
VIEWPOINT KEY MAP

PROPOSED VISIBLE FEATURES
ELEVATION (VIEW 4) = 519.4 total sf

Painted Guardrail	= 6.9 sf	1.3%
Rock Rip Rap	= 50 sf	9.6%
Wood Fence	= 95.5 sf	18.4%
Concrete Culvert	= 15 sf	2.3%
Granite Veneer Wall	= 352 sf	67.8%



5 VIEW 5-SIMULATION, 300' OFFSET FROM HW (39°14'4.77"N / 120° 1'25.39"W)



5 VIEW 5



VIEWPOINT KEY MAP

PROPOSED VISIBLE FEATURES
ELEVATION (VIEW 5) = 1,186.4 total sf

Granite Veneer Wall	= 505 sf	42.5%
Concrete Steps	= 23.5 sf	2.0%
Basketball Backboard	= 13.5 sf	1.1%
Boulder Wall	= 169 sf	14.2%
Wood Fence	= 129 sf	10.1%

GROUP PICNIC PAVILION

Wood Car Decking	= 237 sf	20.0%
Granite Veneer Column	= 55.6 sf	4.6%
Painted Steel	= 53.8 sf	4.5%



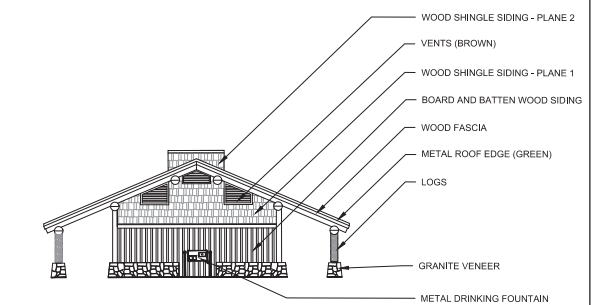
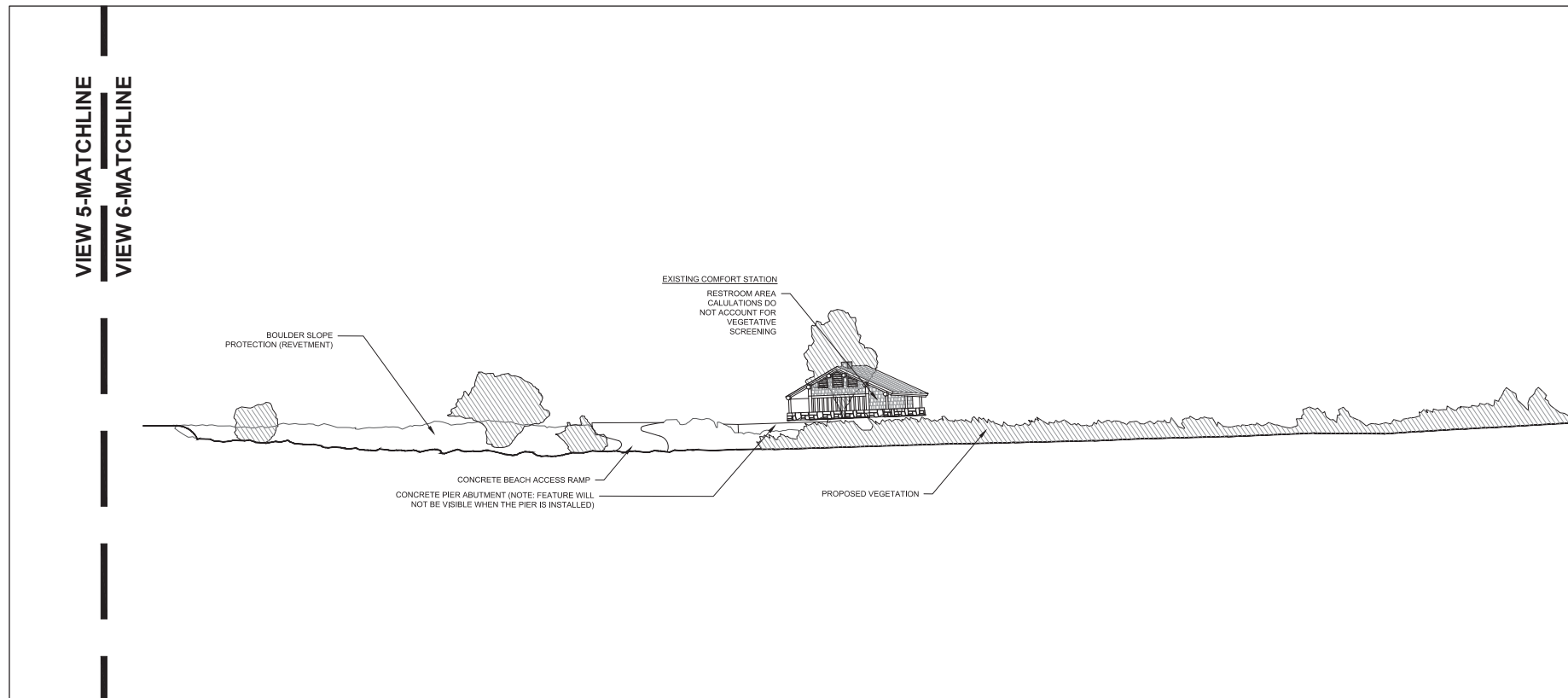
VIEWPOINT KEY MAP

PROPOSED VISIBLE FEATURES
ELEVATION (VIEW 6) = 824.6 total sf

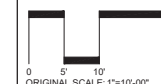
Revetment	= 341 sf	41.3%
Conc. Ramp	= 42 sf	5.0%
Pier Abutment	= 27.7 sf	3.3%

EX. COMFORT STATION		
Drinking Fountain	= 5.0 sf	0.6%
Granite Veneer	= 48.3 sf	5.9%
Logs	= 15 sf	1.9%
Metal Roof Edge	= 15.7 sf	1.9%
Wood Fascia	= 50.4 sf	6.1%
B&B Siding	= 140 sf	16.9%
Shingle Siding (Plane-1)	= 97.5 sf	11.8%
Shingle Siding (Plane-2)	= 16 sf	1.9%
Vents	= 26.0 sf	3.2%

6 VIEW 6-SIMULATION, 300' OFFSET FROM HW (39°14'4.32"N / 120° 1'25.34"W)



EXISTING COMFORT STATION



6 VIEW 6

CONTRAST RATING SHEET

APN and TRPA File No.
View 1

	Concrete Ramp	Painted Handrail	Wood Fence	Concrete Culvert	Rock Rip Rap	Granite Veneer Wall									Total Lakefront Façade
Area SF	50.0	19.4	104.0	12.0	20.0	587.0									792.4
Percentage	6.3%	2.4%	13.1%	1.5%	2.5%	74.1%									
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	x 7 Gley 2 5/1 0.4	x 7 Gley 2 5/1 0.2	x 1 10YR 8/1 0.1	x 1 Gley 2 7/1 0.0	x 2 Gley 2 6/1 0.1	x 17 10YR 6/1 12.6	x	x	x	x	x	x	x	x	
Surface Plane/Texture Score² Texture # of Planes:	2 Minimal 0.1	1 None 0.0	4 Moderate 0.5	3 Moderate 0.0	4 Heavy 0.1	7 Heavy 5.2									5.9
	Percent of Perimeter Visible: 99%													Perimeter Score³	1
														CONTRAST RATING	20



CONTRAST RATING SHEET

APN and TRPA File No.
View 2

	Comfort Station								Existing Entry Kiosk				Total Lakefront Façade	
	Concrete Ramp	Painted Guardrail	Granite Veneer Wall	Wood Fascia	Stone Veneer Base	Wood Shingle Siding	Board & Batten Siding	Door	Wood Fascia and Trim	Stone Veneer Base	Wood Shingle Siding	Board & Batten Siding		
Area SF	44.0	23.0	1075.0	52.8	18.4	31.8	48.3	40.4	20.2	18.5	10.4	44.3	1427.1	
Percentage	3.1%	1.6%	75.3%	3.7%	1.3%	2.2%	3.4%	2.8%	1.4%	1.3%	0.7%	3.1%		
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	7	7	17	10	7	12	12	17	10	7	12	12		
	Gley 2 5/1	Gley 2 5/1	10YR 6/1	10YR 6/3	10YR 6/1	10YR 5/4	10YR 5/4	10YR 3/3	10YR 6/3	10YR 6/1	10YR 5/4	10YR 5/4		
	0.2	0.1	12.8	0.4	0.1	0.3	0.4	0.5	0.1	0.1	0.1	0.4	15.5	
Surface Plane/Texture Score² Texture # of Planes: X	2	1	7	3	5	4	4	2	3	4	4	4		
	Minimal	None	Heavy	Minimal	Heavy	Heavy	Heavy	Minimal	Minimal	Heavy	Heavy	Heavy		
	0.1	0.0	5.3	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.1	6.1	
	Percent of Perimeter Visible: 92%												Perimeter Score³	1
													CONTRAST RATING	23



CONTRAST RATING SHEET

APN and TRPA File No.

[View 3](#)

	Concrete Stair & Ramp	Granite Veneer Wall	Wood Timbers	Wood Fascia & Trim	Stone Veneer Base	Metal Roof	B&B Siding	Door									Total Lakefront Façade
Area SF	128.0	839.0	93.0	36.4	91.0	42.2	175.4	39.0									1444
Percentage	8.9%	58.1%	6.4%	2.5%	6.3%	2.9%	12.1%	2.7%									
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	7	17	17	12	7	16	12	17									
	Gley 2 5/1	10YR 6/1	10YR 3/3	10YR 5/4	10YR 6/1	Gley1 3/2	10YR 5/4	10YR 3/3									
	0.6	9.9	1.1	0.3	0.4	0.5	1.5	0.5									14.8
Percentage	8.9%	58.1%	6.4%	2.5%	6.3%	2.9%	12.1%	2.7%									
Surface Plane/Texture Score² Texture # of Planes: <u>X</u>	3	7	5	3	4	2	4	2									+
	Minimal	Heavy	Heavy	Moderate	Heavy	Minimal	Heavy	Minimal									
	0.3	4.1	0.3	0.1	0.3	0.1	0.5	0.1									5.8
																	+
																	Perimeter Score ³ = 1
																	CONTRAST RATING = 22

Percent of Perimeter Visible: 95%

Perimeter Score³

Perimeter Score³ = 1
CONTRAST RATING = 22



CONTRAST RATING SHEET

APN and TRPA File No.
View 4

	Painted Guardrail	Rock Rip Rap	Wood Fence	Concrete Culvert	Granite Veneer Wall										Total Lakefront Façade
Area SF	6.9	50.0	95.5	15.0	352.5										519.9
Percentage	1.3%	9.6%	18.4%	2.9%	67.8%										
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	x 7 Gley 2 5/1 0.1	x 2 Gley 2 6/1 0.2	x 1 10YR 8/1 0.2	x 1 Gley 2 7/1 0.0	x 17 10YR 6/1 11.5	x	x	x	x	x	x	x	x		12.0
Surface Plane/Texture Score² Texture # of Planes: X	x 1 None 0.0	x 4 Heavy 0.4	x 3 Minimal 0.6	x 2 Minimal 0.1	x 7 Heavy 4.7	x	x	x	x	x	x	x	x		5.8
															+
															Perimeter Score³ = 1
															CONTRAST RATING = 19

Percent of Perimeter Visible: 100%



CONTRAST RATING SHEET

APN and TRPA File No.
View 5

Group Picnic Pavilion

	Granite Veneer Wall	Concrete Steps	BBall Backboard	Boulder Wall	Wood Fence	Wood Car Decking	Granite Veneer Column	Painted Steel							Total Lakefront Façade
Area SF	514.8	22.3	14.0	169.0	129.0	237.0	55.5	54.0							1195.6
Percentage	43.1%	1.9%	1.2%	14.1%	10.8%	19.8%	4.6%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Color and Reflectance Rating¹ Munsell Color for surface and Reflectance for glass	x 17 10YR 6/1 7.3	x 7 Gley 2 5/1 0.1	x 11 Gley1 5/2 0.1	x 9 5YR 5/2 1.3	x 8 10YR 7/3 0.9	x 12 10YR 5/3 2.4	x 7 10YR 6/1 0.3	x 17 10YR 2/1 0.8	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	13.2
Surface Plane/ Texture Score² Texture # of Planes: X	x 7 Heavy 3.0	x 4 Minimal 0.1	x 1 None 0.0	x 4 Heavy 0.6	x 5 Moderate 0.5	x 3 Moderate 0.6	x 5 Heavy 0.2	x 2 None 0.1	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	x 0.0	5.1
	Percent of Perimeter Visible: 96%													Perimeter Score³	1
														CONTRAST RATING	19



CONTRAST RATING SHEET

APN and TRPA File No.
View 6

	Boulder Slope Protection	Concrete Ramp	Drinking Fountain	Granite Veneer	Logs	Metal Roof Edge	Wood Fascia	B&B Siding	Shingle Siding (Plane 1)	Shingle Siding (Plane 2)	Vents												Total Lakefront Façade
Area SF	268.0	41.0	5.0	48.3	15.0	15.7	50.4	140.0	97.5	16.0	26.0												722.9
Percentage	37.1%	5.7%	0.7%	6.7%	2.1%	2.2%	7.0%	19.4%	13.5%	2.2%	3.6%												
Color and Reflectance Rating ¹	X	X	X	X	X	X	X	X	X	X	X												
Munsell Color for surface and Reflectance for glass	12	7	15	7	15	16	17	17	17	17	17												
	7.5YR 5/2	Gley 2 5/1	10YR 4/2	10YR 6/1	10YR 4/2	Gley1 3/2	2.5YR 3/3	2.5YR 3/3	2.5YR 3/3	2.5YR 3/3	2.5YR 3/3	2.5Y 8/2	Gley 2 8/10B	Gley 1 6/N	5YR 4/3	Gley 1 5/2	5YR 4/3	5YR 3/3	5YR 3/3	5YR 3/3	10R 2.5/1		
	4.5	0.4	0.1	0.5	0.3	0.4	1.2	3.3	2.3	0.4	0.6												14.0
Percentage	37.1%	5.7%	0.7%	6.7%	2.1%	2.2%	7.0%	19.4%	13.5%	2.2%	3.6%												
Surface Plane/ Texture Score ²	X	X	X	X	X	X	X	X	X	X	X												
Texture	4	2	2	4	4	2	4	2	2	2	2												+
# of Planes: X	Heavy	Minimal	Minimal	Heavy	Heavy	Minimal	Moderate	Heavy	Heavy	Heavy	Heavy												
	1.5	0.1	0.0	0.3	0.1	0.0	0.3	0.4	0.3	0.0	0.1												3.1
																							+
																							Perimeter Score ³ = 2
																							CONTRAST RATING = 19

Percent of Perimeter Visible: 88%



COMPOSITE CONTRAST RATING

APN and TRPA File No.

	<i>View 1</i>	<i>View 2</i>	<i>View 3</i>	<i>View 4</i>	<i>View 5</i>	<i>View 6</i>	<i>Total Lakefront Façade</i>
Area SF	792	1427	1444	520	1196	723	6102
Percentage	13%	23%	24%	9%	20%	12%	
CONTRAST RATING	X	X	X	X	X	X	X
	20	23	22	19	19	19	
	II	II	II	II	II	II	II
	2.6	5.3	5.3	1.7	3.8	2.3	21.0
							II
							COMPOSITE CONTRAST RATING
							21

EXISTING

LAKEFRONT FAÇADE: 6102
 SCREENED AREA: 498
 VISIBLE AREA: 5604

ALLOWED VISIBLE AREA: 7616
 PROPOSED VISIBLE AREA: 5604

VISIBLE S.F. ALLOWED **680**

L.F. of Shoreline > 100' **1360**

Possible Allowed Vis. S.F. **7616**

Appendix C

Public Comments on the
Draft EIR/EIS and Responses

Public Comments on the Draft EIR/EIS and Responses

This appendix contains comments received during the public review period for the Draft EIR/EIS, which concluded on June 29, 2018. Comments include comment letters, reproduced in their entirety, and summary notes of comments received during the public hearings before the TRPA Advisory Planning Commission (APC) on June 13, 2018 and before the TRPA Governing Board on June 27, 2018. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft EIR/EIS.

List of Commenters on the Draft GP EIR/ Pier Draft EIR/EIS

Table C-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

Letter Number	Commenter	Date
1	North Tahoe Public Utility District Tim Ferrel, P.E., Board President	June 20, 2018
2	County of Placer Todd Leopold, Executive Officer	June 29, 2018
3	North Tahoe Business Association Joy M. Doyle, Executive Director	June 26, 2018
4	Tahoe Area Sierra Club Laurel Ames	June 25, 2018
5	Sean, Paula, Theodore, and Coraline Bossler	May 7, 2018
6	Scott Green	June 29, 2018
7	Katy and Tim Jordan	July 9, 2018
8	Tim LaFleur	May 2, 2018
9	Jim Sajdak	May 26, 2018
10	Melissa and Tony Spiker	May 17, 2018
11	Tahoe Local	May 7, 2018
12	Ellie Waller	June 13, 2018
13	Ellie Waller	June 13, 2018
14	Public hearing notes from the TRPA APC meeting	June 13, 2018
15	Public hearing notes from the TRPA Governing Board meeting	June 27, 2018

Comments and Responses

CSP and TRPA received comments during the public review period for the Draft EIR/EIS that address a range of topics. All comment letters and a summary of oral comments made at the two public hearings are reproduced in their entirety, followed by written responses. Where a commenter has provided multiple comments, each comment is indicated by a bracket and an identifying number in the margin of the comment letter.

CEQA Guidelines Section 15088(a) states, “The lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response.” Hence, this section includes responses to substantive comments and significant environmental issues raised in written and oral comments on the Draft EIR/EIS.

Many of the comments received did not raise environmental issues or concerns regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS. Some of these comments pertain to the specific design of upland features, management, and/or operations at KBSRA. Comments relating to management and operations at KBSRA are summarized. In many instances, goals and guidelines in the proposed General Plan revision address topics raised in these comments. The goals and guidelines are intended to allow for flexibility and adaptive management in operation of the park. As stated on page ES-3 of the Draft EIR/EIS:

The Introduction, Existing Conditions, Issues and Analyses, and Plan chapters of this document constitute the General Plan revision. These components include the proposed park development and operations, and designate appropriate land uses and resource management. They include a project location map, site map, statement of plan and pier rebuild objectives, and a description of the plan’s technical and environmental characteristics. The features of the General Plan would be constructed in phases within a 20-year planning period based on funding availability. Because a general plan is likely to be in effect for so long, it must be flexible enough to accommodate expected future changes, while clearly guiding decision-making consistent with the adopted park vision. Thus, the general plan provides broad guidelines for future operation of the park, but does not prescribe specific operational strategies that may need to be adjusted over time.

Applicable goals and guidelines are summarized and referenced, where appropriate, in the responses to comments relating to the management and operations at KBSRA.

The General Plan revision includes conceptual plans for future development of and improvements to all of the property managed at KBSRA, including upland areas. The plan includes a greater level of site planning detail than is typical for a CSP General Plan. The greater level of detail allowed the Draft EIR/EIS to be prepared at a project level of detail for CEQA purposes for all of the proposed improvements at KBSRA. The upland features proposed as part of the General Plan revision are conceptual at this time, and are not currently at a level of design that identifies the specific types of features. The final design details for specific projects would be determined following project approval and at the time that funding for specific projects is available. More detailed designed would also be necessary to secure permits required to implement projects within the plan. CSP will consider comments related to upland features as individual projects move forward for implementation. These comments were noted for consideration by the approval agencies during project review.

Letter
1



June 20, 2018

Marilyn Linkem, Superintendent
 California State Parks, Sierra District
 P.O. Box 266
 Tahoma, CA 96142
Email: plan.general@parks.ca.gov (Subject Line: KBSRA)

RE: Kings Beach State Recreation Area (KBSRA): “Preliminary General Plan Revision and Draft Environmental Impact Report / Kings Beach Pier rebuild Project Draft Environmental Impact Report / Environmental Impact Statement” (GP/EIR)

Dear Ms. Linkem,

Please find the below North Tahoe Public Utility District (NTPUD) (District) comments on document referenced above:

Sewer:

1. As expressed in the District’s 2/10/16 comment letter, the District owns and operates a large diameter sewer main (and manholes) traversing the CTC parcels and KBSRA. This main serves the entire East half of Kings Beach, and all parcels East to Stateline; as such, maintaining adequate vehicle access to this facility is critical.

Per 2/10/16 comment letter, comment #4, the post-construction conditions (i.e. layout of site) require ensuring adequate access to said facilities. While the GP/EIR acknowledges the existence of this sewer main, all discussions regarding the proposed projects effects on this existing sewer main focus only on protection during construction. **District Comment:** The post-project conditions require providing adequate vehicle access to said facilities.

Acceptable Adequate Vehicle Access: The attached exhibit (reflecting current conditions) is provided for your reference. NTPUD requires maintaining access to the manhole in the plaza area (identified with square on exhibit) via a 10’ wide, hardscaped route capable of H-20 loading, as currently exists off Coon. Additionally, NTPUD requires ability to access to the manholes on the beach (identified with circles on exhibit) via 10’ wide ramped beach access accessible by a H-20 loading vehicle. Please note, once on beach the District will utilize our portable vehicle traction mats allowing travel on beach.

1-1

PO Box 139, Tahoe Vista, CA 96148 • (530) 546-4212 • 875 National Ave

e-mail: ntpud@ntpud.org • website: www.ntpud.org

Reviewing the proposed site plans (Exhibit 4.5-1), the proposed 10' wide beach access ramps (keynote 11) appear to suffice for this request (assuming these may also double for District's need). Assuming these proposed ramps may double for our purpose, the District requests the addition of a ramp adjacent to or in near proximity of the proposed pedestrian access (keynote 12). Please confirm these proposed ramps are available for District's use in either extreme emergency scenarios and/or during any planned after hours operations.

Rational and Justification for Comment: Please note, under "Significance Criteria" (page 5.3.10-3), per State CEQA Guidelines (Appendix G), impacts to public services and utilities would be significant if the project would: "result in substantial adverse physical impacts associated with....in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services".

Additionally, under "Significance Criteria" (page 5.3.10-3), per TRPA Initial Environmental Checklist, impacts to public services and utilities would be significant if the project would: "have an unplanned effect upon.... maintenance of public facilities..."

NTPUD would consider the project to have a significant impact to our public service if adequate vehicle access is not maintained under post-project conditions. Referencing the above quoted CEQA and TRPA guidelines, this finding is made under the rational the Districts: response time, operational performance objectives, and ability to maintain this public utility would be degraded to a level not acceptable.

1-1
cont

North Tahoe Event Center:

Section 2.8 – In exchange for two parking.... should read "*In exchange for two parking spaces near the Event Center for use by District employees, contractors and/or vendors working at the Event Center, the NTPUD shall plow the west parking lot..... The CSP shall also allow parking at no cost to attendees of governmental meetings that are open to the public.*"

Section 3.2.2 Coordinating with the North Tahoe Event Center – Parking for the event center is.....In exchange for two parking.... should read "*In exchange for two parking spaces near the Event Center for use by District employees, contractors and/or vendors working at the Event Center, the NTPUD shall plow the west parking lot..... The CSP shall also allow parking at no cost to attendees of governmental meetings that are open to the public.*"

1-2

Section 4.4.5 – Partnerships and Coordination, Goal OP I:

- a. Restate Guideline OP I to: *Encourage CSP and the NTPUD to enter into a long-term, mutually beneficial agreement for year-round prepaid parking use in the KBSRA parking lot.*

Exhibit 4.5-I Proposed Site Design Plan – Event Center Plaza, Goal SDII

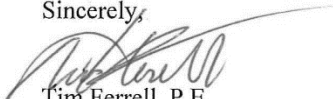
PO Box 139, Tahoe Vista, CA 96148 • (530) 546-4212 • 875 National Ave

e-mail: ntpud@ntpud.org • website: www.ntpud.org

- b. *The proposed entry plaza would be located in a designated Fire Access Lane and should not be encouraged to be located there. While an Event Center Plaza might seem to be beneficial, installing any permanent, or semi-permanent, improvements in the Fire Access Lane would decrease emergency safety personnel accessibility to the beach or NTPUD during emergency events in that vicinity.*
- c. *The North Tahoe Event Center is a "landlocked" facility with 3' feet of exterior boundary on three (3) sides that are bordered by the KBSRA. The North Tahoe Event Center was acquired from the CSP by the NTPUD as a resource that shall serve "park purposes" according to a deed restriction placed by CSP. Limiting access to the facility by increasing parking restriction or adding permanent, or semi-permanent, improvements in path-of-travel and fire lane access areas would limit the activities able to be provided at the event center.*
- It would be advisable for the CSP and NTPUD to negotiate a long-term agreement for an expanded Right of Entry and Special Use Permit to include the parking area between the event center and N. Lake Blvd., the Fire Access Lane and the Event Center Plaza immediately to the south of the event center. The Event Center Plaza is currently maintained by the NTPUD.*
- d. *The NTPUD and CSP have a Right of Entry and Special Use Permit that provides access to the KBSRA/Event Center Plaza located to the south of the event center. This plaza is sometimes utilized for special event which the NTPUD pays the CSP for. This is a beneficial arrangement for both parties.*

1-2
cont

Sincerely,



Tim Ferrell, P.E.
NTPUD Board President

TF/ws & lh

Enclosed: Exhibit 1: Existing Sewer Facilities

Cc: NTPUD Board of Directors

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 e-mail: ntpud@ntpud.org • website: www.ntpud.org



Exhibit 1: Existing Sewer Facilities

**Responses
to Letter
I** North Tahoe Public Utility District
Tim Ferrel, P.E., Board President
June 20, 2018

- I-1 The comment summarizes previously submitted comments regarding North Tahoe Public Utility District (NTPUD) facilities that traverse the California Tahoe Conservancy (Conservancy) plaza parcels and KBSRA. The comment states that adequate vehicle access to the sewer main needs to be retained during post-project conditions, including:
- ◆ access to the manhole in the plaza area via a 10-foot wide, hardscaped route capable of H-20 loading, as currently exists off Coon Street; and
 - ◆ access the manholes on the beach via a 10-foot wide ramped beach access accessible by a H-20 loading vehicle.

The comment notes that based on the site plan (Exhibit 4.5-1 of the Draft EIR/EIS), the proposed 10-foot-wide beach access ramps could meet NTPUD's need for access. The comment requests confirmation that the proposed ramps would be available for use by NTPUD and requests an additional ramp adjacent to or in proximity to the proposed pedestrian access point near the center of the project site (Feature 12 in Exhibit 4.5-1).

CSP would coordinate with NTPUD to maintain access to its wastewater facilities within KBSRA. Clarifying text related to NTPUD access within KBSRA is in the Final EIR/EIS. These updates do not alter the conclusions with respect to the significance of any environmental impact.

In response to this comment, the first paragraph on page 5.3.10-10 in Section 5.3.10, Public Services and Utilities, of the Draft EIR/EIS was revised as follows:

NTPUD has expressed concern about maintaining adequate physical and legal access to the 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 (Stelter, pers. comm., 2017a). With implementation of the General Plan revision and construction of new facilities, CSP would coordinate with NTPUD to maintain access to the sewer main for NTPUD and to avoid conflicts with the NTPUD sewer main during construction. Access to NTPUD facilities, including those on the beach, would also be maintained after construction with access provided by the proposed paved beach access points.

Additionally, the fourth paragraph on page 5.3.10-10 in Section 5.3.10, Public Services and Utilities, of the Draft EIR/EIS was revised as follows:

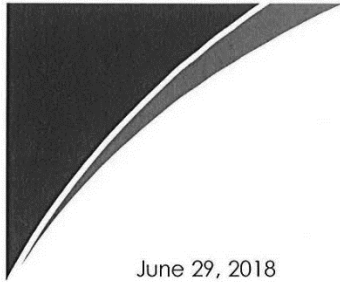
NTPUD would have adequate wastewater conveyance capacity to serve improvements proposed by the General Plan revision for Alternative 2. Additionally, Alternative 2 would ~~reduce not increase current~~ its wastewater flows through facility design and implementation of water conservation measures that would meet 2016 Title 24 requirements. Potential conflicts with the NTPUD

sewer main through KBSRA would be minimized through coordination with NTPUD and avoidance during and after construction. This impact would be **less than significant**.

I-2

The comment requests changes to Draft EIR/EIS Chapter 2, Existing Conditions; Chapter 3, Issues and Analysis; and Chapter 4, The Plan, regarding NTPUD's use of the parking lot at KBSRA, including for government meetings and a long-term parking agreement between NTPUD and CSP. The Draft EIR/EIS accurately reflects the current written agreement between NTPUD and CSP that allocates two administrative parking spaces for NTPUD in the parking lot in exchange for NTPUD plowing the KBSRA parking lot in winter. A long-term agreement with NTPUD related to parking is an operational topic and is part of an existing agreement between NTPUD and CSP, which may vary over the course of the 20-year period of the General Plan and would not be appropriate to include in the General Plan itself. See the introductory text under Section 2.2, Comments and Responses, above, that addresses comments that are not related to the adequacy of the environmental analysis of the Draft EIR/EIS.

The comment also notes that the proposed entry plaza near the event center would be located in a designated fire access lane and expresses concern that permanent or semi-permanent improvements in the fire access lane would decrease emergency response accessibility to the beach and event center during an emergency. No permanent or semi-permanent structures are proposed at the entry plaza. Access would be maintained through the proposed entry plaza at all times for emergency response purposes.



June 29, 2018

Sent via email and USPS
plan.general@parks.ca.gov

California Department of Parks and Recreation
Sierra District
Attn: Marilyn Linkem, Superintendent
PO Box 266
Tahoe City, CA 96142

Subject: Kings Beach State Recreation Area (KBSRA) Preliminary General Plan Revision and Draft Environmental Impact Report/Kings Beach Pier Rebuild Project Draft Environmental Impact Report/Environmental Impact Statement

Dear Ms. Linkem,

Placer County is pleased to provide comments on the Kings Beach State Recreation Area (KBSRA) General Plan and Pier Rebuild Project Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). As addressed in the County's 2016 Tahoe Basin Area Plan (TBAP) and the Tahoe Regional Planning Agency's (TRPA) 2012 Regional Plan, the redevelopment of Town Centers, including the Town Center of Kings Beach, is a way to improve environmental thresholds, enhance recreation opportunities, and develop visitor servicing infrastructure. Placer County is appreciative that the draft General Plan incorporates by reference and parallels the Tahoe Basin Area Plan.

2-1

KBSRA is a flourishing and vital component of the Kings Beach Town Center and the broader residential community, welcoming hundreds of thousands of visitors to this region annually. This recreation destination plays a critical role in the implementation of community and regional goals and the overall sustainability of Kings Beach. With the desire to further enhance and achieve these goals, we respectfully submit the following comments on the Draft EIR/EIS:

Community Development Resource Agency; Planning Services Division

Guideline Resource Management and Protection (RES) 11.4	The type of way-finding signage and other recreational signs proposed at the project site are unknown. Once a sign program is drafted, Placer County requests to partner with California State Parks to participate in the type, location, and size of the signage. Placer County has recently adopted the new Tahoe Basin Area Plan that includes signage regulations and encourages California State Parks to consider these specifications when drafting a sign program.
---	---

2-2

County Executive Office • 775 North Lake Tahoe Blvd. • Tahoe City, CA 96145





<p>Special Events and Concessions: Goal V5</p>	<p>If special events (weddings, concerts, and farmers market/craft shows) are proposed beyond what exist today at the project site, Placer County requests further environmental impact analysis (i.e. parking, noise, and neighboring property impacts) be completed. The draft EIR/EIS only shows conceptual design.</p>	<p>2-3</p>
<p>Cumulative Impacts: Table 5.1.4 – Cumulative Projects List</p>	<p>Placer County requests the inclusion of the Lakeside Redevelopment project located at 8200 N. Lake Blvd. Kings Beach, California 96143 & the Kings Beach Center project located at 8675 North Lake Blvd Kings Beach, California 96143.</p>	<p>2-4</p>
<p>Impact 5.3.1 3-5</p>	<p>The EIR/EIS analysis states that with Alternatives 2 and 4 will have a loss of parking capacity at KBSRA, and supplemental parking is available in the surrounding Kings Beach Town Center. Placer County requests that impacts associated with Alternative 2 and 4 be replaced through mitigation measures. Existing parking in the vicinity cannot be impacted with new project generating uses.</p>	<p>2-5</p>
<p>Department of Public Works; Engineering Division</p>		
<p>Transportation and Circulation 5.3.13</p>	<p>The Placer County Tahoe Basin Area Plan identifies Transportation Policies for incentivizing alternative modes of transportation (i.e. Transit, bike and pedestrian). Within the Kings Beach Town Center, LOS F is considered the acceptable CEQA significance standard if a project is willing and able to implement policies and mitigation measures in the TBAP which promote and encourage alternative transportation (i.e. transit, shared parking, etc). Application of the LOS F standard should be accompanied by associated policies and/or mitigation measures from the TBAP that serve to mitigate increases to vehicle delay. However, if these policies and/or mitigation measures are determined not to be feasible by the proposed KBSRA General Plan and Pier project, LOS E would be the applicable CEQA standard as identified in the Caltrans Transportation Corridor Concept Report (TCCR) as well as goal number 4.6 in the TRPA Regional Transportation Plan.</p>	<p>2-6</p>
<p>Preferred Site Design and Visitor Facilities: Goal SD6</p>	<p>To improve community connectivity, Placer County has plans to build a boardwalk along the north shore and is working to coordinate efforts between various projects in the area. All of the KBSRA alternatives for the promenade appear to be compatible with the County's conceptual connections to the boardwalk. Once a promenade specific project is initiated, Placer County would like to partner with State Parks to participate in the specific design at these connection points.</p>	<p>2-7</p>



Transportation and Circulation 5.3.13

The trip generation rates were developed from parking counts of the existing facility and estimated based on average seasonal usage of two KBSRA parking lots. As this may not be a complete and relevant representation of parking utilization, Placer believes this methodology for determining trip generation for the expanded use of the KBSRA under the proposed General Plan to not fully account for parking impacts. There are currently many alternative parking choices for parking within the Kings Beach area (on-street, private lots, public lots, etc) which may be utilized by patrons to the State Park area and therefore not captured by this methodology.

Additionally, paid parking may be a deterrent to parking within the KBSRA as non-pay alternatives within walking distance are available, which also places an inappropriate burden on County roads and private parking lots. As a result, the parking analysis is incomplete and may be flawed.

2-8

Placer County appreciates the opportunity to provide additional comments on the KBSRA General Plan Revision and Kings Beach Pier Rebuild EIR/EIS and thank you for your leadership on this important initiative to further community and regional goals for Kings Beach.

2-9

Should you have any questions, please contact Jonathan Jansen, Management Analyst, at jjansen@placer.ca.gov or (530) 546-1954.

Sincerely,

Todd Leopold ON BEHALF OF

Todd Leopold
Placer County Executive Officer

CC: Lisa O'Daly, Senior Environmental Planner (CTC)
Jennifer Merchant, Deputy CEO – Tahoe (PC)



**Responses
to Letter
2** County of Placer
Todd Leopold, Executive Officer
June 29, 2018

- 2-1 The comment includes introductory remarks regarding the importance of KBSRA as a vital component of the Kings Beach Town Center and the broader community. The comment also notes that redevelopment of Town Centers, as described in the Regional Plan and Placer County Tahoe Basin Area Plan (Area Plan), is an important part of improving environmental thresholds, enhancing recreation opportunities, and developing visitor servicing infrastructure. The comment is noted for consideration during project development review.
- 2-2 The comment refers to Guideline RES 11.4, notes that the types of signs proposed at the project site are as yet unknown, and requests that CSP partner with Placer County to coordinate type, location, and size of the signage. The comment also requests that CSP consider signage specifications adopted in the Area Plan (adopted by Placer County and TRPA to address land use planning in the Placer County portion of the Tahoe Basin) when drafting a sign program.
- CSP has an adopted signage handbook that the signage plan for KBSRA must comply with. In developing the signage plan for KBSRA, CSP will consider the design standards included in the Implementing Regulations of the Area Plan and accommodate them to the best of their ability while remaining consistent with CSP adopted standards. CSP will also coordinate with Placer County and other stakeholders in developing the signage plan.
- 2-3 The comment requests that additional parking, noise, and neighboring property impact analyses be conducted for special events if they would occur beyond what currently occurs at the site. The number of events could increase with the proposed event lawn and stage areas. However, the types of events that could occur after project implementation would be similar in nature and magnitude (i.e., size and the type of noise-generating activities that could occur) as existing events at the site. Additional events at the site would not result in greater impacts (i.e., parking, noise, or neighbor impacts) than events such as Ta-Hoe Nalu Paddle Festival and the July 3rd Fireworks and Beach Party that currently occur at KBSRA. Additionally, CSP has an internal event permit process that includes completion of a Project Evaluation Form (PEF) that assesses and considers potential impacts of special events under CEQA. TRPA also permits temporary events. For these reasons, additional analyses of special events is not warranted.
- 2-4 The comment requests that the Lakeside Redevelopment project at 8200 North Lake Boulevard and the Kings Beach Center project located at 8675 North Lake Boulevard be included in the cumulative impacts project list in Table 5.1-4 of the Draft EIR/EIS. The Kings Beach Center project is included in Table 5.1-4 as the Kings Beach Center Design Concept. It is assumed that the proposed Kings Beach Center project would be consistent with the land uses and maximum development potential considered as part of

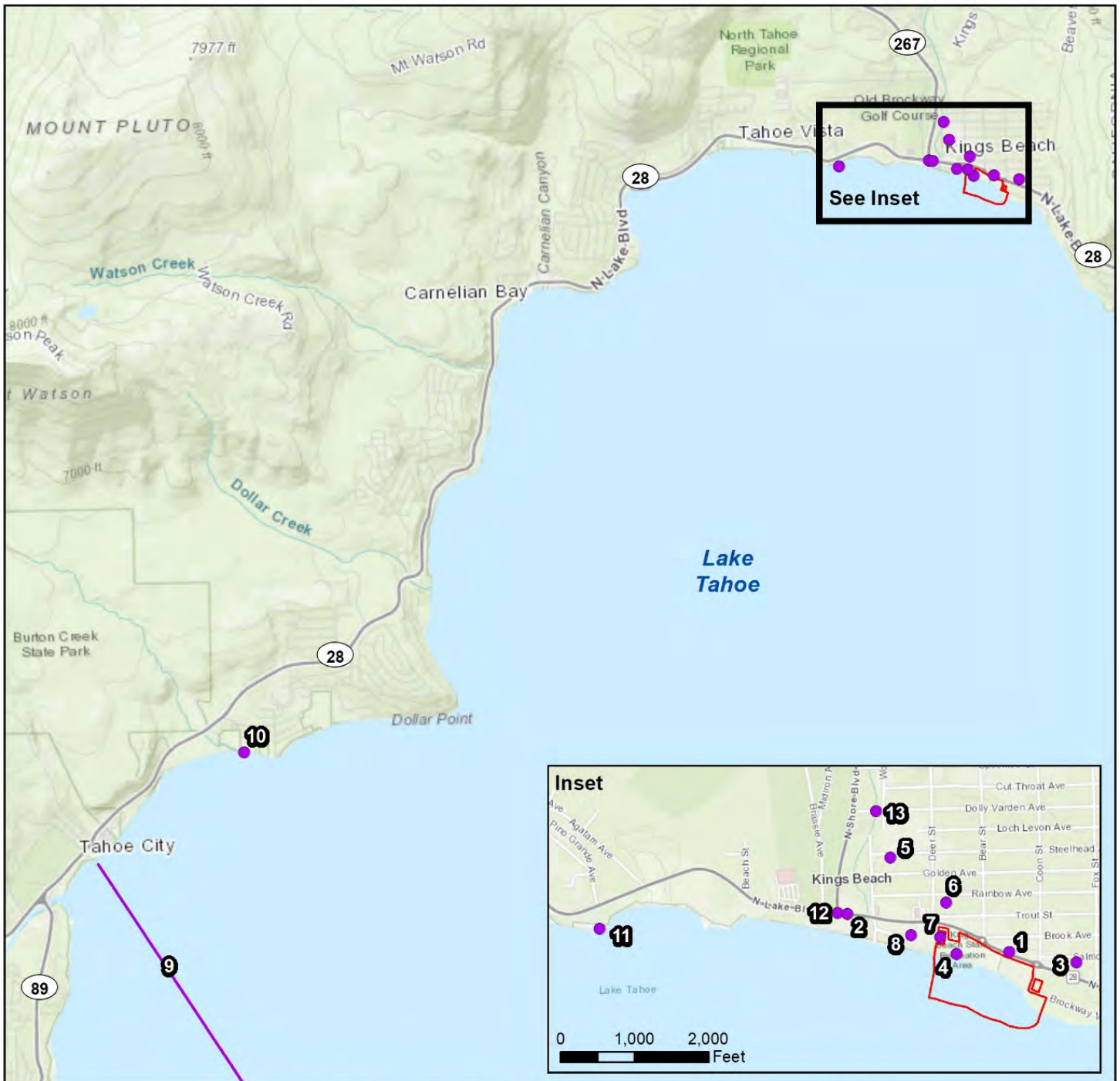
the Kings Beach Center Design Concept already considered in the cumulative impact analysis in the Draft EIR/EIS.

The Lakeside Redevelopment project is a mixed-use commercial project on 1.8 acres of lakefront land located within Kings Beach (Placer County 2018). The project would include a lakefront amenity building, street front retail, and 10 residential units. Because the Lakeside Redevelopment project would redevelop areas that currently contain urban uses, this project would not substantially contribute to a cumulative impact in combination with the General Plan revision and pier rebuild project. Nonetheless, consideration of the Lakeside Redevelopment project as part of the cumulative analysis is included in Chapter 3, Revisions to the GP Draft EIR/Pier Draft EIR/EIS, of this Final EIR/EIS. These updates do not alter the conclusions with respect to the significance of any environmental impact.

In response to this comment, portions of Table 5.1-4 beginning on 5-32 and Exhibit 5.1-15 on page 5-36 of the Draft EIR/EIS were revised as follows:

Table 5.1-4 Cumulative Projects List					
Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
Projects in Kings Beach					
<u>8</u>	<u>Lakeside Redevelopment Project</u>	<u>8200 North Lake Boulevard, Kings Beach, CA</u>	<u>Redevelopment of 1.8 acres of lakefront land. The project would include a lakefront amenity building (Participant Sports Facility), street front retail, and 10 second home residential units.</u>	<u>10 second home residential units</u>	<u>Application received by Placer County. Preparation of the Initial Study has begun.</u>
Projects on Lake Tahoe					
<u>89</u>	<u>Lake Tahoe Passenger Ferry Project</u>	<u>Cross-lake ferry service with a South Shore Ferry Terminal at Ski Run Marina in South Lake Tahoe and a North Shore Ferry Terminal at either the Tahoe City Marina or the Lighthouse Mall Pier.</u>	<u>Year-round waterborne transit between north and south shores of Lake Tahoe.</u>	<u>—</u>	<u>Notice of Preparation (NOP)/Notice of Intent (NOI) released in November 2013; Draft EIS/EIR/EIS in preparation, but on hold.</u>
<u>910</u>	<u>Coast Guard Pier Expansion</u>	<u>2500 Lake Forest Road, Tahoe City, CA</u>	<u>The project would replace with existing Coast Guard pier with a longer pier in order to provide</u>	<u>—</u>	<u>Undergoing environmental review.</u>

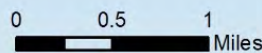
Table 5.1-4 Cumulative Projects List					
Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
10 11	North Tahoe Marina Expansion	7360 North Lake Boulevard, Tahoe Vista, CA		—	In early planning stages.
Caltrans Highway Improvement Projects (not mapped)					
11 12	Kings Beach Western Approach	SR 28 and SR 267, Kings Beach, CA	The project would convert the intersection to a roundabout considered to be an improvement in mobility, safety and efficiency, and LOS. Includes restoration of impervious surfaces, sidewalks and bike trail (Class I) connection.	—	In early stages of planning led by Placer County. Construction anticipated for 2019 and 2020.
Specific Water Quality Improvement Projects					
12 13	Griff Creek Water Quality Improvement Project	Dolly Varden Street at Griff Creek, Kings Beach, CA	This project includes revegetation, water conveyance, and stream improvements.	—	Construction anticipated for completion soon.
Source: Compiled by Ascent Environmental in 2017					



Kings Beach State Recreation Area General Plan

Legend

- Cumulative Projects
- Project Site



Source: Adapted by Ascent in 2018
ESRI Topographic Basemap

G13010017 04 027

Exhibit 5.1-15 Cumulative Projects

2-5 The comment describes that Alternatives 2 and 4 would result in a reduction in parking capacity at KBSRA and requests that parking impacts related to these alternatives be mitigated. The comment states that existing parking in the vicinity cannot be impacted by new project-generating uses.

While the Draft EIR/EIS acknowledges that the proposed project would result in the loss of 20 parking spaces and that parking can be a challenge during peak summer days, mitigation measures are required when an impact is found to be significant and adverse. Impact 5.3.13-5 in the Draft EIR/EIS (beginning on page 5.3.13-5) evaluates parking impacts and concludes that during peak periods on summer weekends there is sufficient parking available in the Kings Beach Town Center (including public parking at KBSRA and elsewhere) to accommodate demand from KBSRA, consistent with existing conditions. For these reasons, the impact on parking for Alternatives 2, 3, and 4 was determined to be less than significant.

The significance determination in Impact 5.3.13-5 was based on whether an alternative would (page 5.3.13-9 of the Draft EIR/EIS):

- ◆ result in inadequate parking conditions. Typical parking planning guidelines call for a maximum observed utilization of 85 to 95 percent of all spaces (to avoid excessive driving around for the few spaces available). In light of the limited periods of peak parking demand in the Kings Beach Town Center, as well as the need to minimize impervious paved surfaces in the Tahoe Region, the factor of 100 percent is applied to determine parking impacts, according to the *North Tahoe Parking Study*;

The parking evaluation for each alternative forecasted that a maximum of 85 percent of the parking spaces in the Kings Beach Town Center would be occupied under existing plus project conditions, which is below the 100 percent occupancy threshold and leaves more than 249 spaces unoccupied (page 5.3.13-19 of the Draft EIR/EIS).

As further discussed in response to comment 2-6, there are numerous projects in the early planning stages that would create a more pedestrian-oriented environment in Kings Beach. For example, the Placer County Kings Beach Mobility Improvements include plans for a shared-use path or boardwalk along the lake side of SR 28, between Secline Beach to the west and Chipmunk Street to the east. The proposed project also includes features that promote alternative modes of transportation, enhanced access, and reduced parking demand in the Kings Beach Town Center, including:

- ◆ Promenade. The beach promenade would create an east-west bicycle and pedestrian connection along KBSRA, which could later connect area beaches and adjacent residential areas and provide additional non-motorized access to KBSRA. The promenade and other sidewalks and/or designated routes through KBSRA would provide connections for recreational walkers and bicyclists to move through KBSRA and connect to nearby destinations. The promenade, sidewalks, and ramps connecting parking areas and walkways would be constructed to be compliant with the Americans with Disabilities Act (ADA) to provide access for persons with mobility challenges.
- ◆ Multi-modal access features. CSP would provide visitors with multi-modal transportation options by increasing pedestrian and bicycle connectivity with surrounding areas, including providing pedestrian paths connecting KBSRA to adjacent

transit shelters located along SR 28 and the commercial core of Kings Beach. CSP would also encourage small water shuttle services to provide access to KBSRA.

- ◆ Bicycle racks. CSP would provide an adequate number of bicycle racks distributed throughout KBSRA. CSP would also monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, assess the need and feasibility to install additional bicycle racks.
- ◆ Event Center Plaza. CSP would redevelop the plaza and the pedestrian entrance on the western side of KBSRA where visitors can travel between KBSRA, the North Tahoe Event Center, and nearby commercial areas. This access point between SR 28 and the plaza would also retain emergency access through this area.
- ◆ Drop-off areas in on-site parking lots. New passenger loading and unloading locations would be provided in the main parking lot and near the proposed pier.
- ◆ Shared-use parking strategies. CSP would coordinate with Placer County to evaluate shared-parking opportunities and develop an incentive program to reduce parking demand, which would preserve parking capacity for KBSRA visitors and making use of excess parking capacity during off-peak periods.
- ◆ Variable-priced parking. CSP would institute variable-priced parking to make efficient use of parking capacity, generate revenue, and incentivize non-automobile modes of transportation.
- ◆ Automated payment systems. CSP would explore the use of automated, mobile-phone-based, and other alternative payment and enforcement systems.
- ◆ North Tahoe Event Center. CSP would collaborate with NTPUD to efficiently coordinate visitor use and parking at KBSRA and the North Tahoe Event Center.
- ◆ Partnerships. CSP would partner with other agencies (e.g., Placer County and NTPUD) and organizations (North Tahoe Business Association) to support park operations, including for shared parking and other needs, and to provide for the operation of KBSRA as an integral part of the surrounding community.
- ◆ Alternative energy vehicle infrastructure. CSP would provide infrastructure for alternative energy vehicles that have reduced or no greenhouse gas emissions (e.g., charging stations).
- ◆ Beach access ramps. Beach access from the promenade would be provided by stairs and new 10-foot wide ramps throughout the site. The ramps would be ADA compliant and would provide beach access for persons with mobility challenges and opportunities for launching non-motorized watercraft.
- ◆ Lake access point. CSP would manage the area near the on-site Coon Street parking lot as a hub for non-motorized lake access, including removing the motorized boat ramp, and providing seasonal non-motorized boat storage and connecting paths to provide easy access for non-motorized watercraft users to the lake.

- ◆ Seasonal non-motorized boat storage. The seasonal non-motorized boat storage would encourage more patrons to walk, bicycle, or take transit to and from KBSRA.
- ◆ Enhanced wayfinding. CSP would install and maintain a wayfinding signage network, including an orientation node, that provides effective orientation and wayfinding to all visitors regardless of where they access the park. Signage would help guide visitors to pedestrian and bicycle facilities, routes through KBSRA, and to points of interest near KBSRA.
- ◆ Transit and parking information at on-site kiosks. Visitor services kiosks would provide information about transit routes and alternative parking locations near KBSRA.

The project site is also served by existing transit stops located adjacent to the site on SR 28.

In consideration of this comment and through coordination between CSP, TRPA, and Placer County, two new guidelines were added to the General Plan revision that further demonstrate CSP's commitment to advancing non-motorized transportation to KBSRA and working with local partners. These updates do not alter the conclusions with respect to the significance of any environmental impact.

The following revisions, including the addition of a new guideline, were made to the text on page 4-26 of the Draft EIR/EIS:

Guideline OP 3.3: Institute variable-priced parking to make efficient use of parking capacity, generate revenue, and incentivize non-automobile modes of transportation. ~~Parking fees should be highest when parking demand is greatest and lower when parking demand decreases.~~

Guideline OP 3.4: Designate areas within KBSRA for passenger loading and unloading.

Guideline OP 3.5: Incorporate parking equipment and strategies that allow visitors to pay after they have parked their vehicle and avoid queuing onto SR 28 during periods of heavy visitor use.

Guideline OP 3.6: Incorporate technologies, available and appropriate at the time to minimize equipment maintenance and provide improved service to visitors.

Guideline OP 3.7: Support Placer County and other local partners in seeking funding for and expanding micro-transit programs in Kings Beach. Allow micro-transit vehicles to access passenger drop-off areas at KBSRA.

The following revisions, including the addition of a new guideline, were made to the text on page 4-28 of the Draft EIR/EIS:

Guideline SD5.2: Provide ~~current~~ wayfinding and transit information at kiosks, in signage, and at ~~entrance~~ welcome stations.

Guideline SD5.3: Encourage small water shuttle services ~~to provide~~ providing access to KBSRA from other north shore communities.

Guideline SD5.4: Provide an adequate number of bicycle racks distributed throughout KBSRA. Monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, assess the need and feasibility to install additional bicycle racks.

Guideline SD5.5: Support Placer County and other local partners in seeking funding for and developing a bike share program in Kings Beach.

2-6

The comment describes that the Area Plan identifies transportation policies for incentivizing alternative modes of transportation and identifies that, within the Kings Beach Town Center, LOS F is the acceptable significance standard if a project is able to implement policies and mitigation measures from the Area Plan that promote and encourage alternative modes of transportation.

The proposed project would implement Area Plan policies, promote alternative modes of transportation, and facilitate implementation of transportation and recreation improvement projects identified in Section 8.2, Planned Environmental Improvement Projects, of the Area Plan (Placer County 2017). The proposed project would either wholly or partially implement the following relevant policies and planned improvement projects:

- ◆ Policy IP-P-6. Develop a network of Class I Shared Use Paths to connect the communities of Tahoe City, Homewood, Meeks Bay, Alpine Meadows, Squaw Valley, Truckee, Northstar, Kings Beach, Incline Village, Tahoe Vista, and adjacent recreation areas. (Placer County 2017:169)
- ◆ Kings Beach Day Use Area Rehabilitation and Erosion Control Retrofitting. This effort is part of the California State Park's Kings Beach State Recreation Area general plan. This project includes: the design and construction of BMPs; erosion controls, including construction of a beach sand retaining wall; replacement of existing walkways to meet Americans with Disabilities Act (ADA) standards; rehabilitation and replacement of park facilities including picnic sites, kiosk, miscellaneous structures, and associated parking and pier access. (Placer County 2017:191)
- ◆ Kings Beach Lake Access. (Placer County 2017:191) This effort is part of the California State Park's Kings Beach State Recreation Area general plan. The California Tahoe Conservancy, California State Parks, and the North Tahoe Public Utility District will plan, design and conduct environmental review and permitting for Lake access improvements between Coon Street and Griff Creek. This project will include reconstruction and modification of the existing Kings Beach Pier, land acquisitions in the Kings Beach area, and implementation of public access improvements.
- ◆ Kings Beach Mobility Improvements. Options will be analyzed that enhance mobility in Kings Beach, including trails, shared use paths, and parking and circulation improvements. Focus will be on implementation of a shared use path or boardwalk along the lake side between Secline Beach to the west and Chipmunk Street to the east, better utilization and integration of the Kings Beach State Recreation Area parking lot, improved circulation and pedestrian and bicycle safety around the SR 28/SR 267 intersection, and improved trail connections within the Kings Beach community. The improvements will supplement the sidewalks, trails and parking areas that have already been established and are being built as part of the Kings Beach Commercial Core Improvement Project. (Placer County 2017:187)

- ◆ Chipmunk to Secline Path. A shared use path is planned along the south (Lake) side of SR 28 between Chipmunk Street and Secline Street, connecting bike lanes on the discontinuous segments of Brockway Vista Road with a separated facility through the State Beach area. (Placer County 2017:190)

The proposed project also includes features that promote alternative modes of transportation, improved circulation, and that remove barriers to walking and bicycling in the Kings Beach Town Center. As further described above in response to comment 2-5, these features and strategies would include a promenade, multi-modal access features, bicycle racks, enhanced event center plaza, drop-off areas in on-site parking lots, shared-use parking strategies, variable-priced parking, automated payment systems, partnerships, alternative energy vehicle infrastructure, beach access ramps, lake access point, seasonal non-motorized boat storage, enhanced wayfinding, and transit and parking information at on-site kiosks. The project site is also served by existing transit stops located adjacent to the site on SR 28. For these reasons, use of the LOS F threshold in the Draft EIR/EIS transportation impact analysis is appropriate.

- 2-7 The comment notes that Placer County's plans for a boardwalk along the north shore appear to be consistent with the promenade proposed as part of the action alternatives considered Draft EIR/EIS. The County would like to partner with CSP in designing the connection points to off-site portions of the promenade. CSP will coordinate the design of connection points with Placer County and other stakeholders.
- 2-8 The comment questions the methodology used to estimate trip and parking generation resulting from expansion of recreation capacity at KBSRA (i.e., increased amount of programmed recreation use) and suggests that the Draft EIR/EIS analysis may not fully account for project-related parking impacts. The comment expresses the belief that paid parking could deter visitors from parking at KBSRA, causing visitors to seek free parking elsewhere, which could result in additional burden on County roads and private parking lots. The project is not making changes to the existing practice of requiring visitors to pay for parking at KBSRA. Furthermore, while some visitors to KBSRA may be deterred from parking at KBSRA because of the requirement to pay a fee, the parking lot still reaches capacity on peak days.
- The methodology used to estimate trip and parking generation is conservatively based on attendance data from the second highest month of paid day use at KBSRA since July 2001. The trip and parking generation estimates were then conservatively increased by a factor of 10 percent (an estimate of the increase in recreation space; the proposed project would result in an increase of about 9 percent of recreation space) to reduce the potential for underestimating project trips during peak summer conditions (page 5.3.13-3). For these reasons, the trip and parking generation methodology used to assess parking impacts is considered reasonable. See also response to comment 2-5.
- 2-9 The comment expresses appreciation for the opportunity to provide comments on the Draft EIR/EIS and provides contact information.

Letter
3



PO Box 1025, Kings Beach, CA 96143 530.546.9000 www.NorthTahoeBusiness.org
 Mission: to improve the economic vitality and quality of life in the communities of North Lake Tahoe.

June 26, 2018

Board of Directors

Christine Baffera
Skuy Golf Fitness

Pam Emmerich
North Tahoe Public Utility District

Cindy Gustafson
North Lake Tahoe Resort Association

Kristi Kohnen
Bank of the West

Greg Moutinho
Blue Basin Engineering

Kimberly Smith
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Charlie Teran
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Lindsay Thayer
Tahoe Drive's Ski And Boards

Emilio Vaca
Vaca Consulting

Jessica Weaver
JVP Communications

Dax Willard
Lakeshore & Willard's Sports Shops

Jaime Wright
Truckee North Tahoe Transportation Management Association

Executive Director

Joy M. Doyle

To: California Department of Parks and Recreation
 Sierra District
 PO Box 266
 Tahoe, CA 96142
 Attention: Marilyn Linkem, Superintendent

Tahoe Regional Planning Agency
 PO Box 5310
 Stateline, NV 89449
 Attention: Tiffany Good, Senior Planner

California Tahoe Conservancy
 1061 Third Street
 South Lake Tahoe, CA 96150
 Attention: Lisa O'Daly

Fr: Joy M. Doyle, Executive Director, North Tahoe Business Association

Re: Comments on Kings Beach State Recreation Area General Plan Revision and Draft EIR/Kings Beach Pier Rebuild Project Draft EIS

The North Tahoe Business Association (NTBA) is pleased to provide the following statement, regarding Kings Beach State Recreation Area (KBSRA) General Plan Revision and Draft EIR/Kings Beach Pier Rebuild Project Draft EIS. As a non-profit member-based organization founded in 1979, NTBA's mission is to improve economic vitality and the quality of life in the communities of North Lake Tahoe including Carnelian Bay, Tahoe Vista, Kings Beach and Crystal Bay. Kings Beach is the main commercial corridor of NTBA's District. It should be noted that NTBA uses KBSRA as a venue for ten annual community events.

As an organization, we recognize that KBSRA is a valuable community asset and the facility impacts economic vitality and quality of life in Kings Beach. Thank you for incorporating NTBA's prior comments submitted March 2016 and February 2017 into your plan. We appreciate and understand that we cannot expect all of our feedback to be incorporated, however, we are pleased to see much of our feedback in the current draft.

3-1

In adherence with our Advocacy Policy, NTBA polled the sentiment of the North Lake Tahoe business community by distributing a Member Survey on Monday, June 4. NTBA emailed the survey to 217 members and asked them to respond to the following two required questions:

1. I have read and have an understanding of at least section 1 of the Draft EIR for KBSRA General Plan Revision and Draft EIR/EIS for the Kings Beach Pier Rebuild Project
2. Which of the 4 alternatives are you in favor of?
 - I am in favor of Alternative 1 - no project
 - I am in favor of Alternative 2 - Eastern Pier (this is what is being proposed to move forward with)
 - I am in favor of Alternative 3 - Central Pier
 - I am in favor of Alternative 4 - Western Pier
 - Undecided

Members were provided 7 days to respond to the survey.

Following are NTBA member survey results:

Question 1

83.3% had read and understood the final draft lease

Question 2

55.6% in favor of Alternative 2

23.2% undecided

11.1% in favor of Alternative 4

5.6% in favor of Alternative 1

5.6% in favor of Alternative 3

Some reasons provided why members are in favor of Alternative 2:

- Non-motorized watercraft access, storage and navigation considerations
- Seems to provide the most enhancements to the current park with best usability for all to enjoy
- Places pier traffic off to the side unobstructing views from the center of the beach. The pier construct is solid for all three alternatives 2-4 but the eastern orientation of the pier is best.
- Best pier location, preferred stage location options, and buoy designated swim area improvements

Other member feedback provided through survey:

- Would like to see the play area enclosed
- There should be consideration for future uses including electronic charging stations, a dedicated area for human powered sports beyond the concession and storage areas. Will there be a dog area designated?

3-1
cont

On behalf of the North Tahoe Business Association Board of Directors and staff, we are in favor of Alternative 2 with the following comments for your consideration:

- **We continue to be concerned about the reduction in parking** with no real plan/program in place for education and alternatives referenced. To reiterate our previous comments related to parking:
 - The Department should be aware of the conclusion that was drawn in the 2015 North Lake Tahoe Parking Study commissioned by Placer County that indicates that KBSRA parking has an impact on business parking in Kings Beach. In order to avoid paying for parking at KBSRA, recreation area visitors park their vehicles in business lots and on the highway in front of businesses. We believe that the Department has an obligation to participate in the parking solutions by virtue of the conclusions made in the NLT Parking Study, which delineated the pressure and negative impact on NTBA business members' parking that KBSRA creates.
 - NTBA urges the Department to consider a public/private partnership or solely provide for free evening parking (7pm to 2am) in the KBSRA parking lots as a trade-off. We believe that when the Kings Beach town center is vibrant and successful, KBSRA will benefit, as well as when people are drawn to KBSRA for its amenities, they will want to stay to experience the shops, restaurants and other amenities offered in the Kings Beach town center. We believe that this should be as seamless as possible for the guest.
- NTBA encourages the Department to **install numerous bike racks** to encourage non-motorized transportation.
- NTBA urges the Department to **widen the promenade from 12-feet to 15 to 20-feet** to accommodate all the uses outlined in the plan, improved mobility, and enhanced access.
- As an organization that annually rents and uses the North Tahoe Event Center deck and because one of the North Tahoe Event Center's most attractive assets is its deck, we are concerned about the promenade encroaching on the deck. NTBA would like the Department to consider a **jog in the promenade that will allow the North Tahoe Event Center deck to remain intact.**

3-2

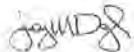
3-3

- Section 2.4.1 presents average monthly visitor estimates from 2002-2016. Because of the significant increase in visitors to KBSRA and to Kings Beach since the completion of the Kings Beach Commercial Core Improvement Project in 2016, NTBA feels that **indicating average visitor estimates for this period is problematic**. We encourage visitor estimates be based on data recently released by US Forest Service, which shows that the number of visitors to the Lake Tahoe Basin increased by more than 500,000 visitors per year, from 5.4 to 7.9 million. This represents a 46% growth in the past 5 years. Additionally, NTBA staff and Board members recently held a meeting with KBSRA Superintendent and staff to discuss KBSRA maintenance issues. At that time, we were told that KBSRA visitation has quadrupled in the past 4 years.

3-4

Thank you the opportunity to provide feedback on this important and valuable community asset.

Respectfully submitted on behalf of the NTBA Board of Directors and staff,



Joy M. Doyle
Executive Director

Responses to Letter 3 North Tahoe Business Association
Joy M. Doyle, Executive Director
June 26, 2018

- 3-1 The comment describes the North Tahoe Business Association (NTBA) mission and recognizes KBSRA as a valuable community asset that influences economic vitality and quality of life in Kings Beach. The comment also summarizes the results of a North Lake Tahoe business community member survey conducted by NTBA that showed the majority (over 50 percent) of the respondents favor the proposed project (Alternative 2 – Eastern Pier Alternative) over other alternatives considered in the Draft EIR/EIS. The comment is noted for consideration by decision makers.
- 3-2 The comment states the NTBA Board of Directors and staff favor Alternative 2. The comment also summarizes NTBA concerns regarding the proposed reduction in parking and requests that CSP incorporate the following recommendations:
 - ♦ NTBA believes CSP has an obligation to participate in parking solutions consistent with the 2015 North Lake Tahoe Parking Study and urges CSP to consider providing free evening (7:00 p.m. to 2:00 a.m.) parking at KBSRA.

- ◆ NTBA encourages CSP to install bicycle racks at KBSRA to encourage non-motorized transportation.
- ◆ NTBA urges CSP to widen the proposed promenade from 12 feet to up to 20 feet.
- ◆ NTBA requests that CSP incorporate a jog in the promenade that would allow the North Tahoe Event Center deck to remain intact.

As described on page 4-37 of the Draft EIR/EIS, implementation of the proposed project would decrease parking stalls by approximately 20 spaces, (12 percent) coupled with parking management strategies and features that support multi-modal transportation, including bicycle racks, onsite paddle craft storage, variable-price parking, and wayfinding signage.

NTBA's recommendation to install bicycle racks is consistent with General Plan Guideline SD5.4 (page 4-32 of the Draft EIR/EIS), which calls for providing "an adequate number of bicycle racks distributed throughout KBSRA. Monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, assess the need and feasibility to install additional bicycle racks."

The 12-foot wide shared-use path/waterfront promenade is illustrated in the conceptual site plan shown in Exhibit 5.1-1 of the Draft EIR/EIS. In developing the site plan, CSP needed to balance new and/or expanded recreational opportunities with existing site and regulatory constraints, such as encroachment on parking areas and beach sands, the dual-purpose of the path to prevent beach sands from blowing into parking areas through use of intervening retaining walls and vegetation, and TRPA land coverage limitations. The proposed promenade would include several beach overlooks that would expand the path width in these locations by an additional 12 feet (see the conceptual illustration in Exhibit 5.1-3 of the Draft EIR/EIS). The proposed 12-foot width is consistent with or exceeds the width of other paved shared-use paths that provide access to or through popular recreation sites throughout the Tahoe Basin (i.e., the path at Commons Beach, the path from Incline Village to San Harbor Lake Tahoe Nevada State Park, the path that leads to and connects Nevada Beach to Round Hill Pines Beach, and the paths at Lake View Commons and Camp Richardson).

CSP recognizes the importance of the deck at the North Tahoe Event Center. The proposed promenade (as conceptually illustrated in Exhibits 5.1-1 and 5.1-2) would not encroach on the existing deck. Instead, at this location, the proposed promenade would veer away from the deck as suggested in this comment. The proposed intervening landscape is intended to complement the deck.

As described on page 1-9 of the Draft EIR/EIS, because the general plan is likely to be in effect for so long, it must be flexible enough to accommodate expected future changes while clearly guiding decision-making consistent with the adopted park vision. Thus, the general plan provides broad guidelines for future operation of the park, but does not prescribe specific operational strategies (such as extended parking hours and parking fees) that may need to be adjusted over time. The provision of free evening parking at KBSRA, as suggested in this comment, is an operational issue and not related to the adequacy of the environmental document. CSP will consider entering into a public-private partnership to provide extended hours for parking as a parking plan for the site is developed as part of ongoing park operations.

The comment also asserts that the KBSRA paid parking lot influences visitors to seek free parking elsewhere in Kings Beach. See response to comment 2-8 regarding paid parking at KBSRA.

3-3 See response to comment 3-2.

3-4 The comment states that Section 2.4.1 presents average monthly visitor estimates from 2002-2016 and describes that because of the significant increase in visitors to KBSRA, Kings Beach, and the Lake Tahoe Basin in recent years that indicating average visitor estimates for this period is problematic. Table 2.4-1 on page 2-41 of the Draft EIR/EIS presents peak month and annual low and high visitation numbers at KBSRA to indicate a range of visitation levels, in addition to average monthly KBSRA visitor estimates. The underlying attendance data used to prepare Table 2.4-1 (CSP 2017) confirms that visitation at KBSRA has steadily increased in recent years. To recognize that the number of visitors to KBSRA has increased in recent years changes have been made to the text of the GP; these changes are included in Chapter 3, Revisions to the GP Draft EIR/Pier Draft EIR/EIS. The changes do not alter the conclusions with respect to the significance of any environmental impact. Accordingly, the third paragraph and Table 2.4-1 on page 2-41 of the Draft EIR/EIS were revised as follows:

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.

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

Visitation	Low ^a	High ^b	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

The above information was provided to summarize visitation to KBSRA over time. Importantly, the quantitative traffic analysis in the Draft EIR/EIS is conservatively based on the highest month of paid day use over this period.

Further, as mentioned in the comment, other sources of visitor data are available indicating that millions of visitors come to the Tahoe Basin and the numbers of visitors continue to increase (TRPA 2018a:1-1; Tahoe Fund 2018; USFS 2015). This comment is similar to comment 14-6. See response to comment 14-6.

Letter
4

TAHOE AREA SIERRA CLUB

Comments on Kings Beach Preliminary General Plan Revision and Draft EIR/ Kings Beach Pier Rebuild Project

June 25, 2018. Hand delivered to Marja Ambler/by email to t.good@trpa.org Tahoe Regional Planning Agency, 128 Market Stateline NV

delivered by email to:
Marilyn Linkem, Superintendent
California State Parks, Sierra District
P.O. Box 266
Tahoma, CA 9614
Email: plan.general@parks.ca.gov (Subject Line: KBSRA)

delivered by hand to

Sue Rae Irelan
California Tahoe Conservancy
1061 Third St
So. Lake Tahoe, CA 96150

Dear Agency Members, Boards, and associated committees,

The Tahoe Area Group (TAG) of the Sierra Club is strongly supportive of the NO -Action Alternative for both the General Plan and for the Pier Rebuild for the Kings Beach Project.

The Kings Beach General Plan explains that Kings Beach is a small beach (ES-1) and refers to its small size throughout the document. TAG has analyzed the project from both the recreation beach and the recreation pier perspective and reached the conclusion that either or both projects are too big for the Kings Beach site, even with its newly acquired Boating and Waterways properties , and the small commercial land at the eastern end of the project.

Day users to Tahoe are predicted to increase substantially , especially as Nevada population centers near the lake are one of the fastest growing areas in the West.

The fact that the existing pier is now often out of the water , due to the new normal of drought, has apparently triggered a desire among motor boaters for a new pier. Given that the beach is small, a new motorboating pier, with the increasing number of visitors to the Tahoe Basin, is not a good idea for the following reasons

1. The new pier takes up more beach space on the beach, reducing the usable size of the recreation beach for non-boaters.
2. The pier design is more massive than the previous pier, taking up more visual space and reducing the scenic protection the new TRPA Shorezone Plan strives for.
3. The high danger to many children near the motorboats at the pier is recognized in general pier design. Kings Beach is not a beach with enough space to jam motor boats and beach users in one place.

4-1

4. The General Plan has a laundry list of additions to the beach, almost all of which reduce the amount of flat beach sand available to the beach users. Motorboats, cars and trailers increase the use of parking spaces and driveway asphalt that could be returned to sand and used by beach users.

4-1
cont

5. The EIS fails to reveal that a ferry (referred to by agencies as "waterborne ferry" in the TRPA TMPO is currently aimed at Kings Beach on the TMPO map. (submitted June 13 to the TRPA.) No reference to the ferry is included in the EIR. The Project is listed in the TRPA's EIS tracker as #03.01.02.0021. The total amount listed in the tracker as spent on the ferry to-date is \$847,520. The total amount for the three-stop ferry is estimated at \$40,000,000. Given that lakeward of Kings Beach is generally fragile fish habitat, dredging for the ferry will be a controversial project. And the ferry terminal, restrooms, snack shop and other necessary services for the ferry will generally use-up even more beach than any of the alternative "rebuilt piers".

4-2

In order to meet CEQA requirement for environmental review of reasonably foreseeable projects, the EIR must review the cumulative impacts of the Kings Beach portion of the forty million dollar FHWA ferry pier on the EIP Project list (03.01.02.0021).

6. The fact that the TRPA Draft Shorezone Plan provides no plans, no maps, no lists, and no suggestions for any additional public beaches on the Lake Tahoe Shoreline, the existing State Park beaches are critical to future beach recreation from expected increased visitors to the basin. The dangerous "Rebuild Pier" (any of the three alternatives) and the additional non-beach activities planned for the beach are oppositional to that increasing need, and fly in the face of the EIR document that ignores that the Pier Rebuild Project and the other activities will clearly interfere with the local Tahoe recreation goals of the State Parks.

4-3

Thank you for the opportunity to comment. The No-Action Alternative will protect existing recreation at Kings Beach. The No-Action Alternative will serve the largest number of recreating beach users. The No-Action Alternative will save the Parks Department from squiggling a around between deadlines in order to be able to use all the environmental protection overrides available from the TRPA.

4-4

The No-Action alternative is the cleanest and least expensive way to protect the beach for the recreating public at Kings Beach.

If you have any questions, please contact Laurel Ames, Conservation Chair of TAG at 530-541-5752.

Laurel Ames

Responses to Letter 4 Tahoe Area Sierra Club
Laurel Ames
June 25, 2018

4-1 The comment expresses support for the No Project Alternative, expresses an opinion that the alternatives are too big for the size of KBSRA, and asserts that day users to Tahoe are predicted to substantially increase. The comment erroneously refers to the pier as a new "motorboating pier" and asserts that the proposed pier would reduce space for recreationists, cause scenic impacts, and create safety conflicts between motorized boaters and other recreationists. The comment also expresses the belief that because the existing pier is out of the water more often as a result of low lake levels that there is a desire among motorized boaters for a new pier.

The Draft EIR/EIS analyzes the potential impact on views toward the lake in Impact 5.3.12-1 (beginning on page 5.3.12-4) and from the lake in Impact 5.3.12-2 (beginning on page 5.3.12-19). Although the proposed rebuilt pier would be longer than

the existing pier, it would be positioned at the eastern edge of the beach rather than the center and as a result, the new pier would appear to extend the same distance on the horizon and would visually block a similar amount of lake surface as the existing pier (see Exhibit 5.3.12-5 on page 5.3.12-9 of the Draft EIR/EIS). Therefore, the rebuilt pier would have a less-than-significant impact on views toward the lake (page 5.3.12-8 of the Draft EIR/EIS). Impact 5.3.12-2 concludes that the increase in visible mass associated with the proposed pier would result in a significant impact on views from Lake Tahoe. However, CSP would be required to implement Mitigation Measure 5.3.12-2a, which would require no net increase in visible mass, consistent with applicable TRPA requirements developed to achieve and maintain scenic threshold standards (see page 5.3.12-33 of the Draft EIR/EIS). To achieve a no net increase in visible mass, CSP will install additional visual screening to block views of human-made structures or remove existing structures that are visible from Lake Tahoe. This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 5.3.12-2a.

While the comment expresses concern related to motorized boating use, the comment does not acknowledge the proposed removal of the existing motorized boat ramp (see Exhibit 5.1-1 on page 5-5 of the Draft EIR/EIS). Impact 5.3.11-3 analyzes potential recreation user conflicts, such as conflicts between motorized watercraft and swimmers. With implementation of the proposed project and per Goal V4 and Guideline V4.1 of the General Plan revision, a designated swim buoy area would provide a protected area free of motorized and non-motorized watercraft. Although swimmers would be free to swim elsewhere along the beach outside of the swim buoy area, the motorized boat ramp would be removed, and motorized watercraft would be unable to access the pier in nearshore locations, because the proposed pier design includes a barrier railing along its fixed section and gangway that would extend about 273 feet into the lake (see page 5.3.11-13 of the Draft EIR/EIS) that would preclude boat access at locations near the shore. For these reasons, the analysis concludes that the impact on recreation user conflicts would be less than significant.

Further, recreation user conflicts on Lake Tahoe, including at KBSRA, would be reduced with implementation of the proposed Shoreline Plan. The Shoreline Plan proposes new safety measures on the lake that include increased no-wake zones around the ends of structures and around non-motorized watercraft and swimmers (TRPA 2018b:2-1 through 2-2). The proposed Shoreline Plan would also implement additional enforcement in no-wake zones, in particular at state parks around the lake, and would provide funding for additional boat enforcement crews. Agreements between TRPA and existing law enforcement agencies are in progress. Thus, the concern regarding danger for children near motorboats at the pier raised in this comment is addressed by plans for a swimming only area at KBSRA and safety measures included in the Shoreline Plan for no-wake zones.

As noted on pages ES-1 and 4-2 of the Draft EIR/EIS, the proposed pier would be functional for multi-use recreational benefits at a wide range of water levels, which is an overall goal of the pier rebuild project. Also, as described on page 4-2 of the Draft EIR/EIS, several of the project objectives for the proposed pier are to enhance recreation and access to the lake for visitors and non-motorized recreation users in addition to motorized watercraft. For these reasons, the comment's assumption that the desire among motorized boaters for a new pier is the impetus for rebuilding the

existing pier is incorrect. A longer, rebuilt pier would benefit a wide range of visitors and recreationists.

Response to comment 4-3, below, further discusses capacity for KBSRA visitors, effects of the proposed improvements on capacity, and the relationship between the proposed project and CSP purpose and vision for KBSRA.

- 4-2 The comment asserts that the Draft EIR/EIS does not analyze cumulative effects from a cross-lake ferry that would purportedly use the rebuilt Kings Beach Pier. The comment also asserts that dredging for the ferry would be needed and, at this location, would potentially affect fish habitat. The comment requests that the Draft EIR/EIS consider the cumulative impacts of the Kings Beach portion of the cross-lake ferry project.

The cumulative projects list in Table 5.1-4 identifies the Lake Tahoe Passenger Ferry Project as a project evaluated in the cumulative impact analysis (see page 5-34 of the Draft EIR/EIS). The Lake Tahoe Passenger Ferry Project is the same as that described in the *Lake Tahoe: Regional Transportation Plan and Sustainable Communities Strategy, Horizon Year 2017-2040* (2017 RTP) and listed as Environmental Improvement Program Project 03.01.02.0021. The 2017 RTP includes as part of its long-term transportation vision for the region, a ferry that would have connections between Tahoe City and South Lake Tahoe with ferry shuttles (i.e., water taxis) connecting to other areas of the lake, which could include at the Kings Beach pier (TRPA 2017:1-8, 3-10). The Draft EIR/EIS is clear in identifying the rebuilt Kings Beach pier as being able to accommodate a future water taxi but not a ferry (see pages 5-16, A-5, A-11, and A-16 of the Draft EIR/EIS). The plans for the Lake Tahoe Passenger Ferry do not identify the Kings Beach pier as a ferry terminal and the General Plan revision does not identify any supporting goals or guidelines or plans for upland facilities that could support a ferry. Thus, the Draft EIR/EIS does not need to analyze the potential environmental effects associated with dredging to support a ferry at the Kings Beach pier. Although the rebuilt pier could support a future water taxi, there are no plans to establish a water taxi at the Kings Beach pier and it is not part of the current proposal, which is why the Draft EIR/EIS does not include analysis of a water taxi. Therefore, additional analysis in response to this comment is not warranted.

- 4-3 The comment expresses concern related to the Draft Shoreline Plan and suggests that the pier rebuild project and additional non-beach activities planned for the beach would not meet the recreation needs of the anticipated future increase in visitors to the Tahoe Basin. The comment also asserts that the Draft EIR/EIS does not address the potential for the pier rebuild project and other activities to interfere with the local Tahoe recreation goals of CSP.

CSP's Declaration of Purpose and Vision Statement for KBSRA is focused on providing access to the lake and recreational opportunities (see page 4-1 of the Draft EIR/EIS). The statement notes that KBSRA is significant as the only Lake Tahoe public beach and pier in the State Park System located in a town-center setting. Values important to KBSRA include its natural resources and opportunities for boating, swimming, and beach play, as well as providing access to the lake and recreation opportunities to the local community and visitors. The vision for KBSRA includes enhanced recreation opportunities, public gathering spaces, connections to the surrounding community, and

access to the lake. The General Plan revision's approach for balancing the purpose and vision for KBSRA as a state park while also serving the surrounding community in addition to visitors to the Tahoe Basin is demonstrated by the proposed upland features described on pages 5-2 through 5-3 of the Draft EIR/EIS and by the conceptual layout of those proposed features in Exhibit 5.1-1 on page 5-5. Additionally, it is the mission of CSP "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." (CSP 2018) It is not the mission of CSP to manage state parks to meet local recreation goals. For these reasons, the comment that the EIR/EIS document ignores that the pier rebuild project and other activities would interfere with the local Tahoe recreation goals of the State Parks is inaccurate.

As described throughout the document, the analysis in the Draft EIR/EIS is based on the objective to expand recreation space by 10 percent, thereby increasing visitation by up to 10 percent over existing conditions (see page 5.4-1 of the Draft EIR/EIS). Additionally, the Eastern Pier Alternative (Proposed Project) proposes to rebuild the pier near the location of the existing motorized boat ramp, which is unusable as beach space during high water conditions. The conceptual layout of the proposed General Plan revision shows that, in general, the plans for KBSRA would reconfigure and reduce on-site parking to accommodate the changes in the portion of the park upland from the beach (see pages 5-2 through 5-5 of the Draft EIR/EIS, including Exhibit 5.1-1). Proposed upland features that would be implemented under the General Plan, such as a natural play area, basketball court, and concessionaire building, would replace and upgrade some of the existing facilities to better serve visitors and local residents that utilize KBSRA. Additionally, the proposed promenade and sand wall are intended to achieve operational improvements associated with sand management and provide opportunities for off-site connections for alternative forms of transportation. These examples demonstrate that the proposed General Plan revision and pier rebuild project would provide a small increase in capacity for visitors as well as improve the park to achieve the CSP purpose and vision for KBSRA. Although KBSRA is managed, to the extent feasible, to be complementary and in accord with local plans, it is not a local park and, as described above, is managed with the CSP mission and KBSRA Purpose and Vision in mind. For the reasons described above, the General Plan revision and pier rebuild project would not result in non-beach activities that diverge from the need to meet demand for beach recreation activities as expressed by the comment.

- 4-4 The comment expresses support for the No Action Alternative and asserts that it would serve the largest number of recreating beach users and would be the cleanest, least expensive way to protect the beach at KBSRA for the public. The comment is noted for consideration by decision makers during their review of the merits of the alternatives.

Letter
5

From: Sean Bossler <sean.bossler@gmail.com>
Sent: Monday, May 07, 2018 1:23 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: KBSRA

Hi Marilyn-

I wanted to take a moment to express my family's support for Alternative 2. We love the idea of having a pier at the end of Coon st., on the far east end of the beach, as well as having a dedicated concert venue and lawn for "music on the beach". Both would be vast improvements over the current (or Alternative 3) centrally located pier that divides the beach, and the crumbling concrete eyesore that's used as a stage.

5-1

My 4 year old also hopes that their are swings in the new play area.

Sincerely,

Sean, Paula, Theodore, and Coraline Bossler

PS- What is the proposed timeline for completion of the Promenade, Concert lawn, play area, and new Pier?

5-2

Responses to Letter 5 Sean, Paula, Theodore, and Coraline Bossler
May 7, 2018

-
- 5-1 The comment expresses support for Alternative 2, which includes a pier at the end of Coon Street on the east end of the beach and a dedicated concert venue and lawn. The comment also requests that the natural play area include swings. The existing play structure was donated by community members and does not include swings. See response to comment 4-3 regarding the CSP mission for state parks. The comment is noted for consideration by decision makers during their review of the merits of the alternatives.
- 5-2 The comment asks about the proposed timeline for completion of General Plan revision features, including the promenade, concert lawn, play area, and rebuilt pier. The proposed pier rebuild project is a near-term project that, with approved funding, is expected to be constructed within the next 3 to 5 years, following project approval and permitting. The pier rebuild project has been designed to a greater level of detail than other projects identified in the General Plan revision. The elements of the General Plan revision would be constructed in phases within a 20-year planning period, based on funding availability (see page ES-8 of the Draft EIR/EIS).

<p style="text-align: center;">Letter 6</p>

From: Scott Green <green@archaeologist.com>
Sent: Friday, June 29, 2018 11:15 PM
To: Essex, Cheryl@Parks <Cheryl.Essex@parks.ca.gov>
Subject: KBSRA GP

Hi Cheryl,

I'd like this email comment to be entered into the public commentary/response for the KBSRA GP Revision EIR/EIS project.

As a community member, I appreciate the way the General Plan Revision includes a vision for community involvement and a commitment to recreation. One of the mainstays of KBSRA is the existing basketball court facility. It is the only public basketball court in Kings Beach, CA and the only public basketball court in the Lake Tahoe Basin and on the shore of Lake Tahoe. The basketball court has provided an excellent form of inexpensive recreation to community members and visitors of KBSRA for decades. Maintaining a basketball court facility in the KBSRA GP revision is imperative to continuing that inexpensive recreation opportunity. The beauty of the game of basketball is that you only need one ball to play. It doesn't take much to get a game going. 2 players and a ball...from there it grows to a multi-person game. One person can even shoot baskets by themselves, exercising and enjoying a solitary recreational experience! Spontaneous games arise on weekend mornings between locals and visitors, friends and family. Former NBA player and coach, Phil Jackson wrote in his 1998 book-"Lessons of a Hardwood Warrior"-about the connection between "spirit and sport". He won 13 NBA championships employing that message. I can think of no better place where "spirit and sport" intersect, than playing basketball in this unique setting in a public park on the shores of Lake Tahoe with the beautiful views and aesthetics.

The KBSRA GP revision preferred alternative should retain, as depicted in the concept design, a basketball court for the Upland Zone Recreation Facilities. All future plans of development at KBSRA should include maintaining the current location or provide for a new location of the basketball court. The opportunity elsewhere in the community, as described in the caveat for Upland guideline V2.3, is not guaranteed. The opportunity already exists at KBSRA. This great recreation opportunity must be maintained, regardless of potential elsewhere, either at it's current location or a new-better location within KBSRA.

Re-positioning the current concept, with the basketball hoop towards the lake, should be considered. This would lessen the chances of balls bouncing into HWY 28. In fact, a small size two-basket court should also be considered in the concept for the KBSRA GP. More people can recreate on a two-basket court, even a smaller one, than a one basket half-court.

Thank you for this opportunity to comment.

I look forward to the Park and Recreation Commission hearing on the Final KBSRA GP EIR/EIS.

-Scott Green

6-1

Response to Letter 6 Scott Green
June 29, 2018

- 6-1 The comment expresses support for retaining the half basketball court as part of the General Plan revision, either at its current location or another location within KBSRA. The proposed project (Alternative 2) would retain and relocate the half basketball court to a more central location at KBSRA (see Exhibit 5.1-1 of the Draft EIR/EIS). See response to comment 5-1 regarding the facilities located at KBSRA. The comment is

noted for consideration by decision makers during their review of the merits of the alternatives.

Letter
7

From: Katherine T Jordan <kctjordan@mac.com>
Sent: Monday, July 9, 2018 8:17 PM
To: Shoreline Plan <ShorelinePlan@trpa.org>
Subject: Your site failed to accept comment

My husband Tim Jordan tried to submit the following:
We are community members and paddlers.
This is what I said but it never got sent through the website.
My Dad bought a little 12'x 20' cabin in Kings Beach 1954 when I was 2 years old.
We lived in the Bay Area close to San Francisco, we came up every holiday and summer time so I have seen the good and bad times in the Kings Beach area.
There is a limit to what the public areas can support people wise, during the warm climate you can't find a place to lay your towel out to go swimming and if you do get lucky there is most likely someone in front of you with a 10'x12' tent with coolers and bbq blocking any glimpses of the lake. Adding a pier extension to bring more boats with people will make spending time on the beach unbearable.
The beach area is just to small!!!

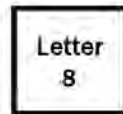
7-1

Katy Jordan

Response Katy and Tim Jordan
to Letter July 9, 2018
7

7-1 The comment provides background information about the commenter's family history in Kings Beach and suggests that there is a limit to the amount of people that public areas can support and expresses opposition to the pier rebuild alternatives. The comment is noted for consideration by decision makers during their review of the merits of the alternatives.

See also the response to comments 4-1 and 4-3.



From: Naomi Knickerbocker <pagooter@gmail.com>
Sent: Wednesday, May 02, 2018 6:01 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: KBSRA

Hi Marilyn,

I've lived in Kings Beach for 15 years and have some input for the new plan.

1st And most importantly, the entrance to the park MUST NOT be off the roundabout. It needs a dedicated lane that starts way back so that it doesn't clog up the whole road in the summertime.

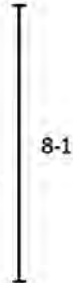
2nd Please don't get rid of the boat launch. With only four on this side of the lake, we need more and not less lake access.

3rd Put the new pier by the Conference Center. It makes the most sense to be centrally located.

I've been working as a museum designer and architect for years and look forward to the June 13 meeting to voice my concerns.

Thank you,

Tim LaFleur



Response to Letter 8 Tim LaFleur
 May 2, 2018

8-1 The comment recommends a dedicated park access lane and retention of the motorized boat launch, and expresses a preference for the western pier alternative. The comment is noted for consideration by decision makers during their review of the merits of the alternatives.

Letter
9

From: jim sajdk <jim@cs3.us>
Sent: Saturday, May 26, 2018 4:53 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Kings Beach Rec. Area

Marilyn,

Please consider during the planning of the Kings Beach Recreational Area promoting non-motorized water sports in lieu of extending the pier. Extending the pier encourages additional usage of motorized water craft which goes against the environmental conservation plan for Lake Tahoe. The fuels that propel the motorized water craft have a known severe negative impact on the Lake and air quality.

I am a multiple time national sailing champion who lives in North Lake Tahoe. The CTC and State Parks really need to consider providing beach storage for small sailboats as part of the reconfiguration of the Kings Beach Recreational Area.

For many years I left a small sailboat on the beach in Santa Cruz; along with approx. 20 other small sailboats. The cost for beach space was approx. \$40 per month. A wavier was signed between the boat owner and the Harbor District where full responsibility was on behalf of the boat owner for damage, etc.

I have introduced the sport of small boat sailing to many north shore residents who now own boats and sail. Last year approx. 30 small sailboats were illegally stored on the beach near Skylandia. This shows the need for an established "pay for use" boat storage area. Possibly not being a small boat sailor yourself, providing beach access for storage has many benefits which allow for encouraged use of non-motorized boats. Rigging a small sailboat on a pier or dock takes approx. a half an hour which ties up usage for motor boats and usually causes damage to a sailboat. With the typical afternoon winds there is not enough time in the day to trailer, rig the boat, sail, derig and trailer the boat home. Keeping a small sailboat on the beach eliminates any time tying up at the dock and allows the boat to be stored with the mast up. Within approx. 15 minutes the sails can be hoisted and you're out sailing a watercraft that has no impact on the Lake or the environment. I hope as part of the project development State Parks and the CTC will support the local sailing community by allowing paid storage on a section of the beach.

9-1

Jim Sajdak

Response to Letter 9 Jim Sajdak
May 26, 2018

9-1 The comment requests that the planning efforts for KBSRA promote non-motorized recreation activities instead of extending the pier and expresses concern about the impacts of motorized watercraft. The comment provides background information about small boat sailing and requests that CSP and the Conservancy allow paid small boat storage on a section of the beach at KBSRA.

Due to the small size of the beach at KBSRA and the existing use of the beach for sunbathing, picnicking, swimming, and play, providing storage for non-motorized sailboats on the beach would not be feasible. Additionally, providing storage for additional watercraft on the beach would raise TRPA scenic and coverage issues. It is possible that very small sail craft (under 12 feet long) could be stored in the seasonal non-motorized

watercraft storage structure. See response to comment 4-1 regarding the project's potential to increase motorized boating. Impact 5.3.1-2 analyzes the potential for the proposed project to increase operational air pollutant emissions. Because the project would not include overnight mooring or additional motorized boat access points, it would not substantially increase watercraft activity and related emissions (see pages 5.3.1-6 through 5.3.1-8 of the Draft EIR/EIS).

Letter
10

From: Melissa <melissa@vistagallerytahoe.com>
Sent: Thursday, May 17, 2018 4:03 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: KBSRA

Hi,
Recently I read the DRAFT preliminary general plan for the KBSRA. I am extremely concerned about the following statement : " more efficient parking that reduces the total number of spaces to provide sufficient room for recreational activities. " How are the people who are going to enjoy the increased recreational activities going to find a place to park for them? This town already lacks parking during the summer tourist season. The lot is filled each morning on the weekends. We keep wanting to bring more and more people to town, yet traffic is jammed packed and parking is at a premium. The town can not sustain this much longer. As a business owner, I already have customers complaining about the lack of parking during the summer. I highly recommend visiting the lot during July, especially on a weekend and see how packed the current parking lot is and how reducing parking is going to make this more efficient. This will just further block roads throughout town with people trying to find a spot to park.

10-1

Sincerely,
Melissa and Tony Spiker, Owners
Vista Gallery and Framing, Kings Beach

Response Melissa and Tony Spiker
to Letter May 17, 2018
10

10-1 The comment expresses concern about the proposed reduction in the number of parking spaces at KBSRA. See responses to comments 2-5 and 2-8 for a discussion of parking impacts associated with the proposed project.

Letter
11

From: Tahoe Local <tahoe266@hotmail.com>
Sent: Monday, May 07, 2018 11:27 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Power supply for kings beach in future plans

Please consider a 50amp service for the music venue. Lakeview and Commons Beach are lacking in power and makes it difficult for sound engineers. | 11-1

Sent from my iPhone

Response Tahoe Local
to Letter May 7, 2018
11

- 11-1 The comment requests that the music venue provide a 50-amp service to provide adequate power for sound engineers. The upland features proposed as part of the General Plan revision are not currently at a level of design that identifies the electrical infrastructure for the features that would be included in the stage/event area.

TRPA Advisory Planning Commission Meeting June 13, 2018
Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Letter
12

My comments are inter-related to both Shoreline Plan and Kings Beach State Recreation Area (KBSRA). Because the Shoreline EIR is not approved some of the comments are inconsistent for the KBSRA EIR. Both are concurrent but have an integral relationship that must be addressed.



12-1

Both EIRs must include a beach capacity impact study (KBSRA specific, Shoreline cumulative) which will also trigger necessary for traffic and environmental degradation to the nearshore studies.

TRPA Advisory Planning Commission Meeting June 13, 2018
Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Shoreline Plan notes there will be a ferry terminal at KB so both EIRs must study its impacts regardless of lake depth and regardless of it being a possible future transportation option. Both EIRs must provide analysis

Pier Rebuild Project

Exhibits 5.1-10 and 5.1-11 show plan and profile views of the proposed central pier. The pier plan shows the central pier shifted slightly to the east and over an existing stormwater outfall. After determining that at this location it would affect the riparian vegetation in the stormwater outfall and would

encroach on prime fish habitat, it was determined that the pier would be shifted to be align with the existing pier. If this pier alternative were selected, a corrected pier plan would be prepared for permit applications. Exhibits 5.1-7 and 5.1-8, earlier in this section, show pier section and low freeboard dock details. Table 5.1-1 compares the physical characteristics of the pier in Alternative 3 with the existing pier and other pier alternatives under consideration. Implementation of Alternative 3 would require obtaining the same permits and approvals for the pier as identified for Alternative 2.

Similar to Alternative 2, the Alternative 3 central pier would be a multiple-use pier. The conceptual design for the Alternative 3 pier would extend approximately 601 feet into the lake, approximately 394 feet longer than the existing pier. The first 212 feet of the pier would be a stationary fixed section, followed by an 80-foot transition gangway ramp, and then a 329-foot floating section. The proposed pier would include an estimated 33 pier pilings for the fixed and floating sections (the ramped sections would not include pilings), which would include about an additional 16 feet of footing area relative to the existing pier. The proposed pier would extend beyond the TRPA-designated pierhead line (elevation 6219.0 feet Lake Tahoe Datum).

As with Alternative 2, Alternative 3 would enhance public access to the lake for those with disabilities, and would provide the same types of access for motorized and non-motorized watercraft. Similar to Alternative 2, the Alternative 3 pier design could accommodate water taxi (not ferry) service if it were to be proposed as part of a separate transportation project in the future. The pier construction methods and timing would be the same for Alternative 3 as described above for Alternative 2. The near-term pier rebuild project with Alternative 3 would involve construction of the central pier and lake access point, and removal of the boat ramp.

12-2



TRPA Advisory Planning Commission Meeting June 13, 2018
Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Additional analysis is required for boats that could be moored at pier when water taxi service is instituted. Both EIR's will need to address the impacts

5.3 Environmental Consequences of the Plan and Pier Alternatives

5.3.1 Air Quality

This section describes the methodology, assumptions, and results to identify potentially significant impacts to local and regional air quality with the implementation of the KBSRA General Plan revision and pier rebuild project. The analysis includes a quantitative evaluation of construction- and operational-generated emissions of criteria air pollutants and a qualitative discussion of toxic air contaminants (TACs) related to the project. The air quality effects resulting from General Plan implementation under all of the alternatives described herein would be the same regardless of ownership of the Plaza parcels.

The project is not one that is commonly considered a source of odors. While construction of the project could result in temporary emissions of odorous diesel exhaust, it would not be excessive nor would it affect a substantial number of receptors. Operational sources of odors would not be considerable. This issue is dismissed from additional analysis and is not discussed further.

The project would not result in additional new sensitive receptors such as residential land uses, schools, hospitals, or transient lodging. For these reasons, off-site air quality impacts to on-site sensitive receptors would not occur. This issue is dismissed from additional analysis and is not discussed further.

The existing conditions and significant resource values related to air quality are summarized under the header Air Quality in Section 2.2.1, Physical Resources, in Chapter 2, Existing Conditions, of this document. A more detailed description of the existing air quality conditions at the project site and a summary of pertinent regulations are included in the Resources Inventory and Existing Conditions Report, available on the KBSRA webpage (www.parks.ca.gov/PlanKBSRA) and at CSP and TRPA offices during normal business hours through consideration of project approval. Relevant project goals and guidelines are summarized under the header Sustainability and Climate Change in Section 4.4.1, Resource Management and Protection, in Chapter 4, The Plan. The mandatory CSP Standard and Special Project Requirements pertaining to air quality are included in Section 4.7; these requirements include standard construction dust control and equipment measures, as well as use of alternative fuel in vehicles and equipment for park operations (where feasible), the design and retrofit of facilities to maximize energy efficiency, and installation and use of distributed renewable energy generation systems (such as small solar power systems).

12-2
cont

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Environmental Analysis

Table 5.1-4 Cumulative Projects List					
Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Issues
Plans (not mapped)					
NA	Lake Tahoe Regional Plan	Tahoe Basin, CA and NV	The Regional Plan is a regulatory framework that includes several initiatives and documents that shape how development may occur within the Tahoe Basin and provide protections for natural resources. Some of the components of the Regional Plan include Environmental Threshold Carrying Capacities, Goals and Policies, and Code of Ordinances.	—	Adopted by TRPA in 2012.
NA	Placer County Tahoe Basin Area Plan	Placer County within the Tahoe Basin, CA	The Area Plan contains land use regulations that apply in the Lake Tahoe Basin and is an update to existing community plans, general plans, plan area statements (PASs), maps, and ordinances in the project area; implements the Regional Plan and conforms to the TRPA/Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan/Sustainable Communities Strategy.	—	Adopted by the Placer County Board of Supervisors on December 6, 2016 and by the TRPA Governing Board on January 25, 2017.
NA	Shoreline Plan	Lake Tahoe, CA and NV	The Shoreline Plan will include an update to TRPA regulations for shoreline development that will allow new piers and moorings and up to two new public boat ramps. The plan will include revised standards for shoreline structures. The plan will also include strategies for low lake level adaptation and environmental improvement.	—	The draft shoreline Plan ordinances and Draft EIS will be released for public review in May 2018. Completion of the plan and environmental review process is anticipated at the end of 2018.
NA	2017 Linking Tahoe: Regional Transportation	Tahoe Basin, CA and NV	The 2017 RTP/SCS is an update to the 2012 RTP, Mobility 2035, and as such identifies the projects, policies, and	—	Environmental review is complete. Adopted by TRPA in April 2017.

12-3

The cumulative impacts chart must include nearby as well as Kings Beach specific projects to accurately and adequately assess environmental impacts.

To simply state the Placer County Tahoe Basin Area Plan is not enough. The TBAP does not include on the ground projects that are in the process i.e. Ferrari Crown Redevelopment which must be taken into consideration of cumulative impacts especially since the project is in Kings Beach and within walking distance and usage of KBSRA. A hotel with 100+ units, 10+ ? luxury condos on the beach, relocation of the Rite-Aid all proposed affordable housing component, etc. <http://paradigm8.com/kings-beach-crown-redevelopment/> Also Tahoe Vista Wood Vista Lodge conversion to condos, CalNeva Lodge redevelopment by Larry Ellison, Granite Bay condos as part of the Biltmore Hotel Redevelopment project, Martis Valley West Parcel 760 luxury units, Town of Truckee Railyard, 118 unit Tahoe City Lodge, Squaw Valley expansion, etc.

All these projects will generate people in the North Shore that will likely utilize the KBSRA facilities and the Shoreline on the North Shore.

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Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

http://www.parks.ca.gov/pages/21299/files/4_Traffic%20Modeling%20Data.pdf

Traffic modeling 2010 must be updated as the introduction of the roundabouts has changed the traffic patterns significantly.

12-4

The environmental documentation must address/analyze natural hazards i.e. earthquakes, tsunamis, and seiches in the Tahoe-Sierra frontal fault zone and Lake Tahoe Basin.

12-5

From NOP: The proposed project is a General Plan revision for KBSRA and the Conservancy plaza parcel by DPR and approval for reconstruction of the Kings Beach Pier that complies with all applicable TRPA and state laws, planning guidelines, policies, and regulations. The existing General Plan was approved in 1980 and only addresses 6.82 acres of the park/beach lands. At the time, the plaza area was occupied by dilapidated commercial buildings and the boat ramp/parking was owned and operated by the California Department of Boating and Waterways (DBW; now the Division of Boating and Waterways, a branch of DPR). The boat ramp and associated parking will be added to the KBSRA with the General Plan revision. The plaza will also be covered by the General Plan. A General Plan revision is necessary to incorporate the additional areas formerly owned by DBW and those areas within the KBSRA General Plan planning boundary owned by the Conservancy. The revised General Plan will also provide a long-term and comprehensive framework for the management of the 13.91 acres that it covers.

12-6

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California Tahoe Conservancy Agenda Item 9 April 30, 2015 Comments previously made as noted in 2015
http://tahoe.ca.gov/wp-content/uploads/2014/09/ITEM9_KBGPandPIER.pdf

12-6
cont

Pier feasibility analysis examined the potential of reconstructing the existing public pier. The analysis examined extending the pier to reach navigable waters during normal low water conditions, creating an improved "over the water" experience for recreational users, and meeting Americans with Disabilities Act requirements. That process resulted in development of a conceptual pier design with fixed and floating pier elements, between 500-600 feet long, and located approximately 40 feet east of the existing pier.

12-7

The environmental documentation must include cumulative impacts and the estimated increase in Persons at one time based on increased visitation to the pier and obtain additional PAOTS from TRPA if analysis proves necessary.

The environmental documentation should include a waterborne transit alternative for analysis which includes analysis of additional parking needs and the potential mitigations associated with such an alternative. The environmental documentation must include maps for proposed parking needs and the additional air quality disturbances due to additional parking requirements. A TRPA APC member suggested (April 13, 2016 TRPA APC) it be studied. If Placer wants this alternative then they should pay for it as it is not part of the intended project.

12-8

The environmental documentation MUST include a Financial Obligation Table (based on mitigation measures and infrastructure costs) to disclose financial feasibility of the project can be achieved when all required fees are paid. The Table must include mitigation category (traffic, scenic, air quality, etc.) and required fees. An explanation of how the fees were calculated as well as identification of which agency will be obligated to pay. Identify if any fees will be required of Placer County and its residents. Identify approximate/estimated infrastructure costs for dredging, grading, road building, utilities, BMPs, etc. as part of the financial obligation Table for determination if project is financially feasible.

12-9

The environmental documentation must disclose maintenance budgets will be available.

The environmental documentation must include a table showing proposed phasing of the project.

The environmental document must include analysis and solution for capturing blowing sand.

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Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Previous comments in black new comments red

March 2014 CTC Board Meeting

It is very difficult to comment on agenda items with no staff summaries. I was taken aback by the lack of two summaries specifically:

1) STATUS OF CALIFORNIA TAHOE CONSERVANCY AND CALIFORNIA DEPARTMENT OF PARKS AND RECREATION LAND EXCHANGE and 2) TAHOE LIVABLE COMMUNITIES UPDATE

That being said I'm not sure when it's appropriate to discuss the Kings Beach Recreation Area. Does the CTC have any plans in the future to make a land swap with State Parks for the Kings Beach Recreation Area? This property should NEVER be put on the Asset Lands list and must be held in perpetuity for public access and recreation.

The NTPUD has been open and transparent about their intentions and have provided exemplary service for many, many years.

This area is not "just lake access in the summer". It provides Public restrooms, a playground for locals and visitors alike, much needed parking as touted by the Kings Beach Core Improvement plan, it serves many community and visitor needs and Placer County has expended staff and consultant time and budget on a three-day charette focused on the beach and parking.

12-10

Public restrooms were due to be upgraded and maintained. Never happened. I understand this effort seemed to be put on hold for this EIR

When will CTC and State Parks hold public meetings asking what the public wants for the future of this community asset. Current uses for the events center and parking include but are not limited to: weddings, funerals, concerts on the beach, this facility is the designated emergency shelter for the region, Placer County court is held there, numerous governmental meetings ranging from TRPA, NTRAC and Placer County Board Of Supervisors, planning and visioning, and the North Tahoe Business Association is housed there currently.

Much has changed but issues still prevail. Site plans address some of concerns but not all for local community members in conjunction with the land locked events center and required parking coordination for example for a community funeral.

Page 7 of 8

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

When will the CTC/State Parks meet with the Kings Beach Community Plan Team members who have dedicated over two years of their time in visioning this area as part of a better Town Center? *No meeting held*

Can CTC and State Parks afford ADA upgrades at a projected cost of \$600,000? Why hasn't funding been allocated, secured and implementation for the State required ADA upgrades been done? What happens in the future if funding is not available for ADA, will CTC/State Parks just close this public amenity? *This must be answered*

What will happen if the state governor's office mandates that CTC or State Parks sell this public asset in the future? What provisions are the CTC/State Parks willing to make so that this public recreational asset can and will be held in perpetuity as a recreation amenity?

The relationship between the three agencies has been exemplary and future potential upgrades like a pier expansion can be financially beneficial to all.

These questions must be answered.

12-10
cont

Responses Ellie Waller
to Letter June 13, 2018
12

- 12-1 The comment states that the comments in the letter address both the KBSRA GP Draft EIR/Pier Rebuild Project Draft EIR/EIS and the Shoreline Plan Draft EIS prepared by TRPA. The comment requests that both documents include a beach capacity study and include its findings in the analysis of relevant resources. The Shoreline Plan is addressed as a cumulative project in this document and the cumulative effects of the proposed project and cumulative projects are addressed in each resource section in the Draft EIR/EIS. As discussed in Section 4.6, Visitor Capacity and Adaptive Management, in Chapter 4, The Plan, the availability of beach space is the primary factor that limits visitor capacity at the park. Under current conditions, park facilities are typically at capacity during both weekdays and weekends in the summer. While the proposed project would expand recreation space by about 10 percent (e.g., promenade, rebuilt pier, event area), none of the changes would affect the availability of beach area. Because the beach areas are operating at capacity under current conditions and because no changes are proposed to the availability of beach areas, a beach capacity study would not meaningfully inform the analysis. See also response to comment 4-3.
- 12-2 The comment requests that the analysis include the potential effects of a proposed ferry terminal at KBSRA. The Lake Tahoe Passenger Ferry Project is listed as a cumulative project in Table 5.1-4 on page 5-34 of the Draft EIR/EIS. The potential cumulative effects of this project are discussed in each relevant resource section. The proposed project could accommodate a water taxi, but would not be able to accommodate a ferry. See also response to comment 2-4.
- 12-3 The comment requests that the cumulative impact analysis consider nearby projects as well as Kings Beach specific projects to accurately and adequately assess environmental impacts. Table 5.1-4 and Exhibit 5.1-15 in the Draft EIR/EIS identify projects within Kings Beach and those most likely to contribute to cumulative impacts. Redevelopment of the Crown Motel (i.e., the Lakeside Redevelopment Project) is addressed in response to comment 2-4.
- 12-4 This comment appears to suggest that traffic modeling was completed in 2010 and does not consider the Kings Beach roundabouts. The traffic modeling is based on 2015 traffic count data. See “Analysis Methodology” beginning on page 5.3.13-1 of the Draft EIR/EIS. The intersection level of service analysis in Impact 5.3.13-1 includes the Bear Street and Coon Street roundabouts (see Table 5.3.13-4 on page 5.1.13-10).
- 12-5 The comment states that the Draft EIR/EIS must address potential impacts from earthquakes, tsunamis, and seiches. These issues are addressed in the Draft EIR/EIS; because the proposed project would have no impact related to these issues, they are briefly discussed and dismissed from further analysis. As discussed on page 5.3.4-1 of the Draft EIR/EIS, the project site is not at risk from expansive soils, landslides, mud slides, or avalanche; it does not cross a known earthquake fault, and the project would not

increase the exposure of people or structures to other geologic hazards such as seismically-induced ground failure, tsunami, or seiche.

- 12-6 This comment excerpts language from the Notice of Preparation prepared for the project and references previous comments made at the April 30, 2015 Conservancy Board meeting where the Conservancy authorized funding to conduct planning and environmental review for the pier rebuild project. The webpage link provided is to the staff recommendation prepared for the Conservancy Board meeting, but does not provide the previously made comments. It is unclear what this comment is attempting to convey or ask. This appears to be an informational comment.
- 12-7 The comment asserts that the increased size of the proposed pier relative to the existing pier would increase visitation and require additional Persons at One Time (PAOTs) from TRPA. As discussed in Section 5.3.11, Recreation, in the Draft EIR/EIS, implementation of the project alternatives would increase visitation at KBSRA by up to 10 percent, or approximately 440 visitors on a peak day. Because 730 unused PAOT allocations have been assigned to the Kings Beach Town Center, there would be sufficient PAOTs to accommodate the estimated increase in visitors at KBSRA.
- 12-8 This comment requests that the project consider a waterborne transit alternative and additional parking needs, but correctly points out that waterborne transit is not part of the proposed project. See response to comment 4-2.
- 12-9 The comment suggests that the Draft EIR/EIS disclose the cost of mitigation measures and project-related fees. This information is beyond the scope of the environmental review and is not required by CEQA or TRPA regulations. The comment also requests information about project phasing and analysis of a solution for the capture of blowing sand. As discussed in Section 5.1.2, General Plan Revision and Pier Rebuild Project Alternatives of the Draft EIR/EIS, the features of the General Plan would be constructed in phases as funding becomes available. The timing of construction of specific features will depend on available funds and the needs of the park. The project includes a sand wall on the landward side of the waterfront promenade and a vegetated dune landscape to assist with sand management. The potential environmental effects of the construction of these features are evaluated in the appropriate resource sections in the Draft EIR/EIS.
- 12-10 This comment raises a variety of policy questions related to uses of the North Tahoe Event Center, availability of public restrooms, funding for Americans with Disabilities Act (ADA) improvements, and the long-term ownership of the park. These issues are beyond the scope of the environmental analysis and will be considered as part of park operations. As described on page ES-3 and elsewhere in the EIR/EIS, it is anticipated that the Conservancy may transfer all or some of its parcels located within KBSRA to CSP. CSP has no intention of selling state park land. This comment is noted for consideration by decision makers during project review.

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 Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016
 Ellie Waller, Tahoe Vista Resident – Comment For the Record

Letter
13

To:
 California Department of Parks and Recreation, Sierra District
 P.O. Box 266, Tahoe, CA 96142
 Contact: Marilyn Linkem, Superintendent

Sue Rae Ireland, California Tahoe Conservancy
 1061 Third Street
 South Lake Tahoe, California 96150

Could you provide General background info for the public.

How much has been spent to date on feasibility analysis and staff time? From April 30, 2015 CTC Board meeting packet. In July 2014, the Board approved Planning Authority for recreation-related feasibility analyses. To address renewed pier interest, staff encumbered \$65,000 of that authority to initiate work on an updated feasibility study.

13-1

\$500K in Proposition 40 funds and \$25,000 in Transient Occupancy Tax funds from a 2014 North Lake Tahoe Resort Association Capital Investment Program grant award were discussed at the April 30, 2015 CTC Board meeting. Have all the funds been exhausted?

1). Are two alternatives enough to satisfy CEQA requirements?

15021. DUTY TO MINIMIZE ENVIRONMENTAL DAMAGE AND BALANCE COMPETING PUBLIC OBJECTIVES

(a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.

(1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.

(2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

13-2

15126.6. CONSIDERATION AND DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT.

(a) Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

2). The environmental documentation MUST, as required by CEQA, examine all direct/primary effects, indirect/secondary effects, and cumulative effects.

Indirect or secondary effects that are reasonably foreseeable and caused by a project, but occur at a different time or place. The CEQA Guidelines state the following:

13-3

An indirect physical change in the environment is a physical change... which is not immediately related to

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the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect change in the environment as noted in 15064 (d) (2) Example: lengthening the pier could affect fish habitat.

...Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems as noted in 15358 (a) (2) Example: more cars, boats and people as a result of additional parking/mooring requirements for greater visitation to the pier.

13-3
cont

3). The environmental documentation must include TRPA certified up to date land capability and coverage maps. Info below from 1980 KBSRA General Plan

RESPONSE TO CALIFORNIA DEPARTMENT OF TRANSPORTATION (continued):

- 3. Locked bicycle parking (10 bicycles) will be provided. Construction details will be available for your review during the preparation of construction drawings.

RESPONSE TO COMMENTS RECEIVED FROM WATER RESOURCES CONTROL BOARD, LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD:

- 1. There are two land capability classifications found at the site. The first is Be, beaches land capability level 1 B (approximately 3 acres) allowable land coverage 1%, existing land coverage 0%. The other is JhC, Jabu stoney loam moderately fine subsoil variant, 2-9% slopes, land capability level 5 (approximately 4 acres) allowable land coverage 25%, existing land coverage 34%. There are no stream environment zones in the project.
- 2. The plan land coverage in land capability class Be, beaches is 0% and in JhC Jabu stoney sand loam moderately fine subsoil varian is 35%. During detailed designed stage, consideration will be given to replacement of existing asphalt concrete walkways with decomposed granite walkways.
- 3. Drainage control methods will employ infiltration ditches and/or other methods as required by the State Board Water Quality Plan to prevent particulate matter from entering Lake Tahoe.
- 4. There are no existing erosion or runoff problems on the site.

13-4

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4). Contact Army Corp and provide concurrence/analysis in the environmental documentation. Below from KBSRA 1980 General Plan



DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT, CORPS OF ENGINEERS
650 CAPITOL MALL
SACRAMENTO, CALIFORNIA 95814

REPLY TO
ATTENTION OF

SPKED-W

30 July 1980

Mr. James M. Doyle
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

13-5

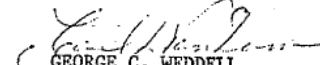
Dear Mr. Doyle:

This is in response to your 9 July 1980 letter requesting comments on the report entitled "Kings Beach State Recreation Area, Preliminary General Development Plan and Resource Management Plan".

A Department of the Army permit will not be required for the proposed work as identified in the development plan. However, if the plan is modified to include work below the ordinary high water elevation of Lake Tahoe, you should contact Mr. Robert Junell of our Regulatory Section at (916) 440-2580 to determine whether a permit is needed.

Thank you for the opportunity to review the report.

Sincerely,


GEORGE C. WEDDELL
Chief, Engineering Division

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5). Contact Caltrans and provide concurrence/analysis in the environmental documentation. Especially, as the roundabouts have now re-aligned entrance. Below from KBSRA 1980 General Plan.

State of California Business and Transportation Agency

Memorandum DF

To : Kent Smith
Deputy Division Chief, DOTP
Department A-95 Coordinator

Date: August 7, 1980

File : 03-Pla-28
Kings Beach State
Recreation Area
SCH 80070703

From : DEPARTMENT OF TRANSPORTATION
District 3

Subject:

District 3 has reviewed the preliminary development plan for the Kings Beach State Recreation Area.

We suggest that the east driveway be located just east of the existing crosswalk opposite the intersection of Bear Street and Brook Avenue. This would provide a more standard approach to the highway and facilitate signalization if it becomes necessary in the future.

An encroachment permit must be obtained from Caltrans for any work to be performed within State right of way in conjunction with this facility. An environmental assessment should be prepared which addresses any such work. This will expedite the permit application process.

Bicycle parking is shown on the map, but there is no mention of type and quantity of bicycle facilities in the text of the plan.

R. D. Skidmore
R. D. Skidmore
Chief, Environmental Branch

13-5
cont

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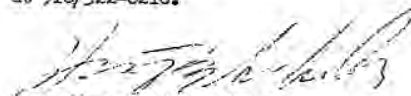
6). Contact Lahontan and provide concurrence/analysis in the environmental documentation. Provide analysis that includes 208 Water Plan compliance. Below from KBSRA 1980 General Plan.

From : STATE WATER RESOURCES CONTROL BOARD

Subject: DRAFT EIR: KINGS BEACH STATE RECREATION AREA GENERAL DEVELOPMENT PLAN
SCH 80070703

The attached comments from the California Regional Water Quality Control Board, Lahontan Region, and the State Board's Lake Tahoe Special Project Unit constitute those of the State Water Resources Control Board. Although these comments are late, we hope you will consider and address them in your final EIR.

We would appreciate receiving a copy of the final EIR or that portion relating to our comments. If you have any questions, call John Huddleson at 916/322-0218.


Harry M. Schueller, Chief
Legal and Technical Services Division

Attachments (2)

cc: Ms. Judy Unsicker
California Regional Water Quality
Control Board, Lahontan Region
P.O. Box 14367
South Lake Tahoe, California 95702

Mr. Andy Sawyer
Lake Tahoe Special Project Unit
State Water Resources Control Board
P.O. Box 100
Sacramento, California 95801

The Resources Agency
1416 Ninth Street
Sacramento, California 95814

Mr. Gary Midkiff
State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

13-5
cont

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~~REGIONAL WATER QUALITY CONTROL BOARD~~

INTERNAL MEMO

TO: Mr. Fred Lercari FROM: Roy C. Hanson, Executive Officer
Environmental Analysis Section

DATE: July 22, 1990 SIGNATURE: *[Handwritten Signature]*

SUBJECT: REVIEW OF KING'S BEACH STATE RECREATION AREA GENERAL DEVELOPMENT PLAN, SCH # 80070703

We have reviewed this plan and wish to make the following comments:

The plan should be revised to analyze conformance of the project with existing California Tahoe Regional Planning Agency regulations and with the recommendations of the State Board's 208 Plan concerning land capability classes and allowable coverage. What percentage of impervious surface will exist when the proposed parking area is complete? What are the drainage control measures proposed to prevent runoff from the paved area from reaching the lake? Will the parking facilities be used in winter, and if so, will deicing chemicals be applied? Are there any existing or potential sedimentation problems in the lake connected with the pier or with turbidity created by power boats? What mitigation measures are proposed for any such problems?

The report (page 11) states that "Growth in this area is restricted by the character of the land, accessibility, and Placer County Zoning Practices, and that therefore it is unlikely that the project will increase development. If possible, a more detailed analysis should be made of the number of new visitors who will be attracted to the improved recreation area, and of their needs on new or existing housing and restaurant facilities, and thus on sewage treatment capacity.

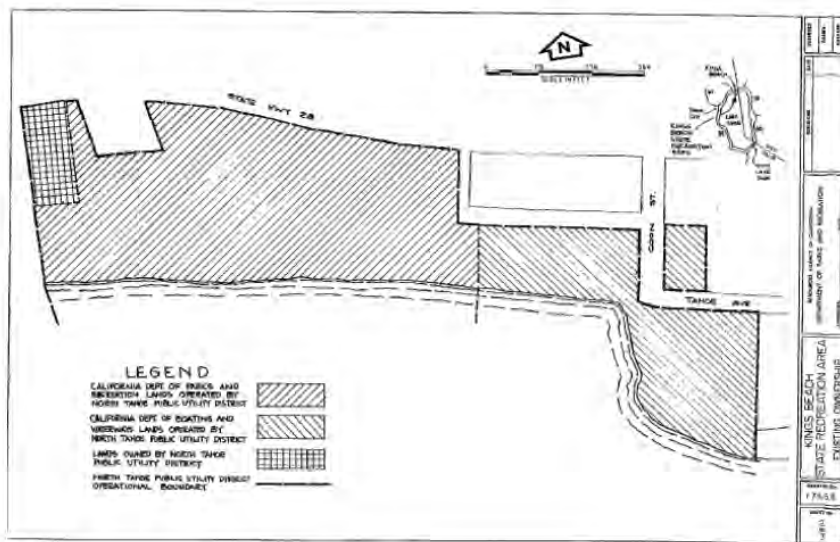
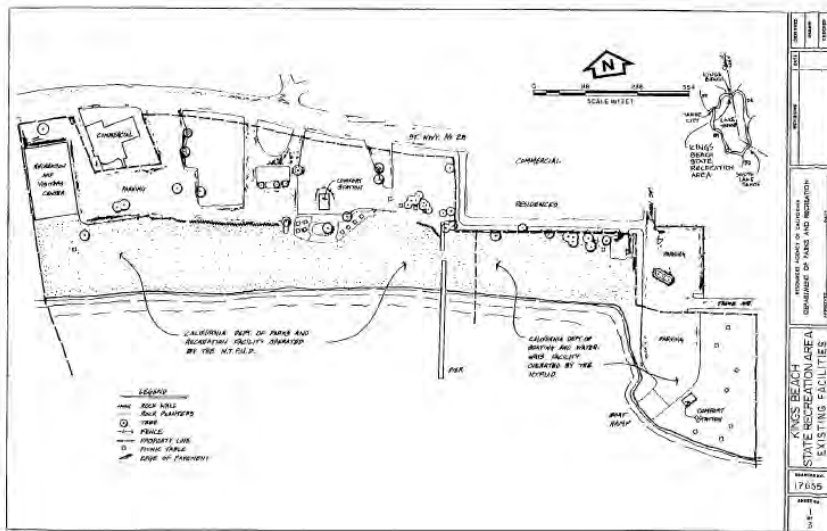
Please contact Judith Unsicker at this office if you wish to discuss these comments.

jeu

13-5
cont

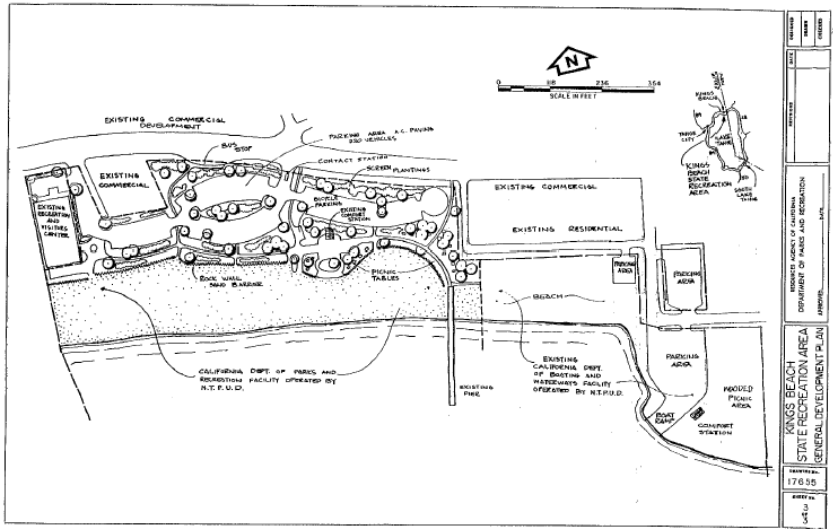
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7). The environmental documentation must include the three maps below and must be updated to reflect what is on the ground today as well as what is being proposed as part of this project



13-6

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13-6
cont

8). The environmental documentation MUST include analysis of the nearshore and the potential for increased changes in the nearshore due to the relocation and new construction of the pier.

13-7

9). The environmental documentation must disclose how the following goals and code will comply and be analyzed:

WQ-3.13
MAINTAIN THE BEST MANAGEMENT PRACTICES HANDBOOK TO INCLUDE SPECIAL CONSTRUCTION TECHNIQUES, DISCHARGE STANDARDS, AND DEVELOPMENT CRITERIA APPLICABLE TO PROJECTS IN THE SHOREZONE.
 Sediment and other discharges from shorezone construction or dredging have an immediate and obvious impact on water clarity in localized areas and are harmful to fish. Proper construction techniques and other measures shall be required as necessary to mitigate activities in the shorezone and to protect the natural values of the shorezone.

FI-1.4
STANDARDS FOR BOATING ACTIVITY SHALL BE ESTABLISHED FOR THE SHALLOW ZONE OF LAKE TAHOE.
 There are numerous uses associated with the shorezone of Lake Tahoe. However, some of those activities do not depend on the exclusive use of the nearshore. Boating activity in the nearshore should be permitted only to the extent that it is compatible with shorezone-dependent uses such as swimming and fishing. To minimize impacts to these and other shorezone users, and to reduce the risk of accidents, excessive boat speeds and motor noise should be avoided in the nearshore. Strict enforcement of regulations for boat speed and noise close to shore will also benefit the fishery which can be affected by the noise and associated activities of boats. Operating standards for boating should be in accordance with U.S. Coast Guard regulations. Specific areas of habitat

13-8

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may require additional regulations to help prevent unacceptable disruption of critical life cycle activities such as spawning

SZ-1.9

THE AGENCY SHALL REGULATE THE PLACEMENT OF NEW PIERS, BUOYS, AND OTHER STRUCTURES IN THE FORESHORE AND NEARSHORE TO AVOID DEGRADATION OF FISH HABITATS, CREATION OF NAVIGATION HAZARDS, INTERFERENCE WITH LITTORAL DRIFT, INTERFERENCE WITH THE ATTAINMENT OF SCENIC THRESHOLDS, AND OTHER RELEVANT CONCERNS.

The Agency shall conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of those studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore.

63.3.1. Lake Habitat

Lake habitat shall be protected as provided below.

A. Projects and activities in the shorezone of lakes may be prohibited, limited, or otherwise regulated in prime habitat areas, or in areas or at times found by TRPA to be vulnerable or critical to the needs of fish.

B. Special conditions of project approval, such as restoration of physically altered substrate, construction limited to designated periods, or shoreline protective measures, may be required for development in the shorezone to mitigate or avoid significant adverse impacts to habitat or normal fish activities.

C. Habitat restoration projects may be permitted in the nearshore or foreshore.

D. Certain activities, such as construction, swimming, or boating, may be restricted temporarily in areas where spawning activity is occurring.

E. The physical alteration of the substrate in areas of prime fish habitat is prohibited unless approved by TRPA.

F. Projects and activities affecting lake fish habitat shall be referred to state and federal fisheries agencies for review and comment.

13-8
cont

63.4.2. Watercraft Inspections and Decontamination

A. All motorized watercraft shall be inspected by TRPA or its designee prior to launching into the waters of the Lake Tahoe region to detect the presence, and prevent the introduction of, aquatic invasive species. Non-motorized watercraft and seaplanes may be subject to an inspection prior to entering the waters of the Lake Tahoe region if determined necessary by the TRPA or its designee.

B. All watercraft and seaplanes inspected pursuant to subparagraph 63.4.2.A shall be subject to decontamination if determined necessary by the TRPA or its designee.

C. All Watercraft and seaplanes subject to decontamination pursuant to subparagraph B25.1.1.B shall be permitted to enter the waters of the Lake Tahoe region only if: (a) the decontamination is performed and completed by an individual trained and certified pursuant to TRPA standards and requirements for aquatic invasive species decontamination, and (b) following decontamination, the launch or landing, as appropriate, is authorized by an inspector trained and certified pursuant to TRPA's standards and requirements for aquatic invasive species inspections.

80.2. APPLICABILITY

All projects and activities in lagoons or the shorezone or lakezone of any lake in the Region shall comply with the provisions of this chapter.

80.4. REQUIRED FINDINGS

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A project in the shorezone or lakezone shall not be approved unless TRPA finds that:

80.4.1. Significant Harm

The project will not adversely impact:

A. Littoral processes;

B. Fish spawning;

C. Backshore stability; or

D. On-shore wildlife habitat, including wildfowl nesting areas;

80.4.6. Construction

Construction and access techniques will be used to minimize disturbance to the ground and vegetation;

80.4.7. Navigation and Safety

The project will not adversely impact navigation or create a threat to public safety as determined by those agencies with jurisdiction over a lake's navigable waters, and

80.4.8. Other Agency Comments

TRPA has solicited comments from those public agencies having jurisdiction over the nearshore and foreshore and all such comments received were considered by TRPA prior to action being taken on the project.

81.6.2. Changes, Expansions, or Intensifications of Existing Uses

Expansions and intensifications of existing uses, or changes in use to the extent permitted by this chapter, are subject to the requirements for a permit set forth in Chapter 2: Applicability of the Code of Ordinances. Modifications, expansions and other changes to structures are governed by other provisions of the Code and also are subject to the requirements of Chapter 2

A. Allowed Uses

Uses identified as allowed uses may be changed, expanded, or intensified in conformance with this Code. Any change, expansion, or intensification, resulting in a special use, shall be subject to the special use requirements.

82.2. APPLICABILITY

Structures legally existing in the shorezone or lagoons in the Region prior to the effective date of the Regional Plan, July 1, 1987, or structures legally constructed after the effective date of the Regional Plan, July 1, 1987, are recognized as existing structures, provided the structure has not been unserviceable beyond the time limits set forth in subsection 82.4.4. The maintenance, repair, or expansion of existing structures in the shorezone or lagoons shall comply with the provisions of this chapter.

82.3. DEFINITIONS

The definitions of the terms listed are as follows.

82.3.1. Expansion

An increase in size or extent, including an increase in the dimensions of a structure, change in configuration of a structure, and the addition of any structure or edifice to an existing structure.

82.3.2. Major Structural Repair

Replacement or reconstruction of, or modification to, the members of a structure that affect the weight bearing or strength capacity of the structure, and the total cost of materials exceeds \$8,500.00 per year. Structural members of a pier are members such as piling, crib timbers and rocks, stringer and decking. Rocks placed to create jetties or breakwaters are structural members.

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cont

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This amount shall be calculated on an objective market valuation of the materials involved.

82.4.4. Major Structural Repair and Expansion

Major structural repair to, and expansion of, existing structures in the nearshore or foreshore shall comply with the following standards:

A. Structures that Comply with all Development Standards

Major structural repair and expansions to existing structures that comply with all development standards may be allowed provided the TRPA finds that:

1. The structure, including any expansion, remains in compliance with applicable development standards;
2. The repair and any expansion conforms to the design standards in Section 83.11;
3. The project complies with the requirements to install BMPs as set forth in subsection 60.4.3.

B. Structures that Comply with Certain Development Standards

Major structural repair and expansions to existing structures that comply with The length standard for piers set forth in subparagraph 85.5.1.D; the setback standard for piers set forth in subparagraph 85.5.1.E; the 90 percent open foundation standard for piers set forth in subparagraph 85.5.2.C; the location standards for jetties, breakwaters and fences set forth in subsection 84.12.1; and the standards for openings in jetties, breakwaters and fences set forth in subparagraphs 84.12.2.A through D; but do not comply with other applicable development standards, may be allowed if TRPA finds that:

1. The repair does not increase the extent to which the structure does not comply with the development standards;
2. The expansion decreases the extent to which the structure does not comply with the development standards and/or improves the ability to attain or maintain the environmental thresholds;
3. The project complies with the requirements to install BMPs as set forth in Section 60.4;
4. The project complies with the design standards in Section 83.11; and
5. The structure has not been unserviceable for more than five years.

83.10.2. Development Standards

In addition to the standards set forth in Chapters 84 and 85, the standards set forth in subsection 83.9.2 for Tolerance Districts 4 and 5 shall be applicable to Tolerance Districts 6, 7, and 8

The following standards also shall apply:

- A. Vehicular access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm.
- B. Boat launching facilities and marinas shall be located where the nearshore shelf is of sufficient width to enable construction and use without potential for significant shelf erosion.

84.1. PURPOSE

The Shorezone Subelement, Conservation Element of the Goals and Policies requires TRPA to regulate the placement of new piers, buoys, and other structures in the nearshore and foreshore to avoid degradation of fish habitats, creation of navigation hazards, interference with littoral drift, interference with the attainment of scenic thresholds and other relevant concerns. The Goals and Policies also requires TRPA to conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of such studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore. The Shorezone Subelement indicates that provisions should be made to allow multiple-use piers when such uses are intended to

13-8
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reduce the number of single use piers on adjoining properties. This chapter sets forth standards and provisions in accordance with these policies.

84.5. PIERS

Where otherwise allowed pursuant to Chapters 8 1 and 82, the placement and design of piers shall conform to the following standards

84.5.1 Location Standards

Piers shall not extend beyond lake bottom elevation 6,219.0 feet, Lake Tahoe Datum, or beyond the pierhead line, whichever is more limiting. The pierhead line is established as depicted on the TRPA Shorezone Tolerance/Pierhead Line Maps.

E. The setback for existing piers shall be five feet and for new piers it shall be 20 feet. Piers shall be placed within the setback lines established by TRPA. TRPA shall establish the setback lines by measuring the applicable distance inward from each property line along the high water line. From this point, a setback line shall be projected lakeward and perpendicular to the tangent of the shoreline. TRPA may adjust angle of projection to compensate for unique circumstances such as a small cove.

13-8
cont

84.5.2 Design and Construction Standards

Design and construction standards are:

A. The width of piers shall be a maximum of ten feet, which shall include all appurtenant structures except for a single low-level boat lift and a single catwalk. A catwalk below the level of the main deck, and not exceeding three feet in width by 45 feet in length, may be permitted. Additional width for a single catwalk may be permitted where TRPA finds it is necessary to facilitate barrier free access but at no time shall the entire width of the pier and catwalk exceed 13 feet. A low level boat lift with forks not exceeding ten feet in width may be permitted.

B. Pier decks shall not extend above elevation 6,232.0 feet, Lake Tahoe Datum. Boat lifts, pilings, and handrails and other similar safety devices, shall not extend more than four feet above the pier deck. Pier decks may extend up to elevation 6,234.0 feet in limited situations where TRPA finds that the additional height is necessary for safety reasons or that local wave characteristics represent a real threat to the integrity of the structure.

10). The environmental documentation Must address/analyze all TRPA thresholds, code, goals and policies for compliance.

11). The environmental documentation must address/analyze adaptation to climate change.

12). The environmental documentation must address/analyze natural hazards i.e. earthquakes, tsunamis, and seiches in the Tahoe-Sierra frontal fault zone and Lake Tahoe Basin.

From NOP: The proposed project is a General Plan revision for KBSRA and the Conservancy plaza parcel by DPR and approval for reconstruction of the Kings Beach Pier that complies with all applicable TRPA and state laws, planning guidelines, policies, and regulations. The existing General Plan was approved in 1980 and only addresses 6.82 acres of the park/beach lands. At the time, the plaza area was occupied by dilapidated commercial buildings and the boat ramp/parking was owned and operated by the California Department of Boating and Waterways (DBW; now the Division of Boating and Waterways, a branch of DPR). The boat ramp and associated parking will be added to the KBSRA with the General Plan revision. The plaza will also be covered by the General Plan. A General Plan revision is necessary to incorporate the additional areas formerly owned by DBW and those areas within the KBSRA General Plan planning boundary owned by the Conservancy. The revised General Plan will also provide a long-term and comprehensive framework for the management of the 13.91 acres that it covers.

13-9

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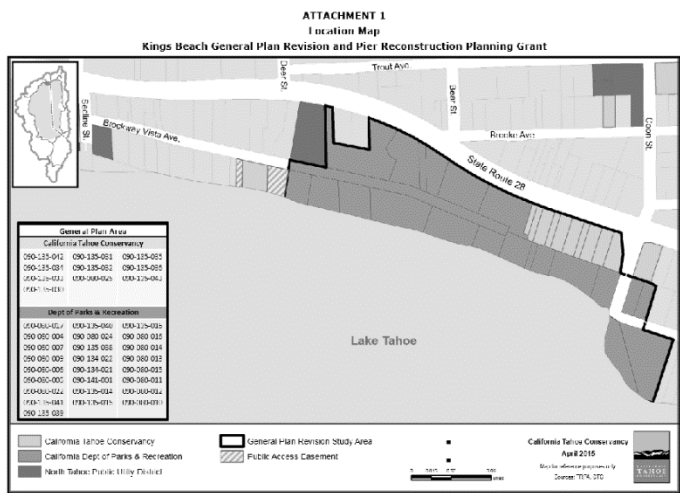
13). What does the 13.91 acres encompass and are proposed changes going to be addressed as part of this Project? And how does the KB Charette Vision align with the alternatives?

http://www.parks.ca.gov/pages/21299/files/kbsra%20and%20pier%20nop_final_12.17.15.pdf

14). The environmental documentation/project description must disclose the entirety of the proposed project not just the proposed pier expansion. This project should state this is an expansion not just a rebuild of the old pier.

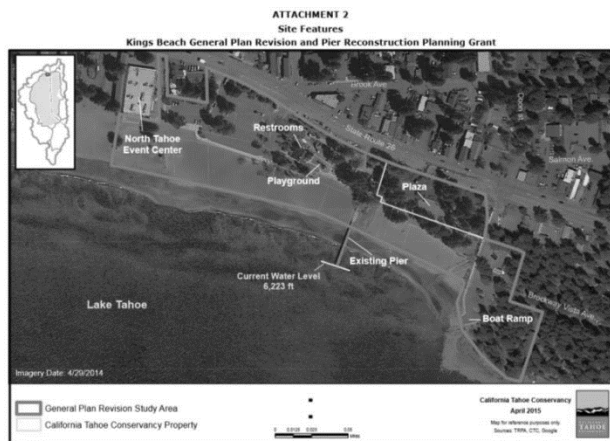
15). The environmental documentation must include maps showing APN designations and ownership so the public better understands which agencies own the parcels affected.

13-10



13-11

16). The environmental documentation must include the map below showing the proposed project boundaries.



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17). The environmental documentation should include the North Tahoe Events Center future planning as cumulative impacts as an RFP for an improved Center is due to be released in April or May 2016.

18). The environmental documentation must address Kings Beach Pier Feasibility Study Public Workshop April 1, 2015 issues identified; 5 pages link below:

http://tahoe.ca.gov/wp-content/uploads/2015/03/Public-Workshop-Notes_20150401.pdf

California Tahoe Conservancy Agenda Item 9 April 30, 2015
http://tahoe.ca.gov/wp-content/uploads/2014/09/ITEM9_KBGPandPIER.pdf

Pier feasibility analysis examined the potential of reconstructing the existing public pier. The analysis examined extending the pier to reach navigable waters during normal low water conditions, creating an improved "over the water" experience for recreational users, and meeting Americans with Disabilities Act requirements. That process resulted in development of a conceptual pier design with fixed and floating pier elements, between 500 500-600 feet long, and located approximately 40 feet east of the existing pier.

19). The environmental documentation must include cumulative impacts and the estimated increase in Persons at one time based on increased visitation to the pier and obtain additional PAOTS from TRPA if analysis proves necessary.

GENERAL DEVELOPMENT PLAN

Please see attached map showing areas of proposed development with the \$250,000.00 we received through the Bagley Conservation Fund.

In addition to the Kings Beach complex, the Department also operates and maintains the Department of Navigation and Ocean facility. This facility includes a 100' x 150' vehicle and trailer parking lot, a 100' x 100' vehicle parking lot, 25 picnic sites, complete restroom facility, boat ramp, floating loading dock, and 350' of beach.

Paving

General development projects include resurfacing existing parking (which has not been repaired for 20 years) and paving of additional parking to take care of our day-use needs. Estimated maximum day-use capacity of the beach during summer months is 2,500 total people daily (about 1,000 people at one time). Therefore, using the State Parks and Recreation formula, paved parking for up to 250 cars could be provided without overcrowding the beach area (see attached map).

<u>Paving - See attached map</u>	<u>Amount</u>
Existing	62,250 sq. ft.
Amount Proposed	65,000 sq. ft.
Net Additional Paving	2,750 sq. ft.

Note: Existing paving not utilized in proposed plan shall be removed.

20). The environmental documentation must provide design simulations assuring complete ADA requirements are incorporated as in 1980 it was in the plan and has yet to be entirely completed.

13-11
 cont.

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Bike Access and Bus Service

Provision for bike access to the site will be available. A turnout for bus service (T.A.R.T.) will be located adjacent to parking area on Highway 28 (see map).

Parking Fees

A parking system consisting of meters, drop box, or another method may be instituted at a later date.

Pier

Northbilt, Inc., was awarded a contract to repair existing pilings at a cost of \$10,500.00 and completed on 4/29/80. A connection to the pier will be constructed to make it accessible to the handicapped.

Utilities

The existing overhead electric service to the comfort station will be replaced with underground service.

13-11
cont

21). The environmental documentation should include a waterborne transit alternative for analysis which includes analysis of additional parking needs and the potential mitigations associated with such an alternative. The environmental documentation must include maps for proposed parking needs and the additional air quality disturbances due to additional parking requirements. A TRPA APC member suggested (April 13, 2016 TRPA APC) it be studied. If Placer wants this alternative then they should pay for it as it is not part of the intended project.

13-12

22). The environmental documentation must analyze and provide background information disclosing how low water conditions were identified as low and what depth that is determined to be.

23). The environmental analysis must analyze existing pier length versus a 500 foot pier versus a 600 foot pier (or whatever length is proposed) for scenic, fish habitat, etc.

13-13

24). All environmental analysis must identify and analyze the existing pier length and location to any proposed length or location as the baseline per CEQA baseline requirements.

25). The environmental documentation MUST include a Financial Obligation Table (based on mitigation measures and infrastructure costs) to disclose financial feasibility of the project can be achieved when all required fees are paid. The Table must include mitigation category (traffic, scenic, air quality, etc.) and required fees. An explanation of how the fees were calculated as well as identification of which agency will be obligated to pay. Identify if any fees will be required of Placer County and its residents. Identify approximate/estimated infrastructure costs for dredging, grading, road building, utilities, BMPs, etc. as part of the financial obligation Table for determination if project is financially feasible.

26). The environmental documentation must disclose maintenance budgets are available.

13-14

27). The environmental documentation must include a table showing proposed phasing of the project.

28). The environmental documentation must include an additional Table for the multi-step, multi-agency, multi-pronged, approval of the Pier. The Table must include: required approval chronologically identified for transparency for the public and agencies to assure that the process is correctly being adhered to and all approval meetings are noticed allowing for public comment. The Table should be in chronological order, provide agency name and required approval.

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29). The environmental documentation must include a description of TRPA's and Placer County's role in the project/process.

13-15

30). The environmental documentation must disclose how the pier/plaza proposal aligns with the Tahoe Basin Area Plan and specifically the North Tahoe East Area Plan as currently proposed.

31). The environmental documentation must include detailed scenic simulations of all pier alternatives: depicting height, width, length, types of materials, lighting, etc. to enable the public and agencies to accurately assess visual magnitude of the pier. Provide various simulations at varying heights and widths and materials.

32). The following criteria must be used to select initial viewpoints: sensitive or protected views including public open space and recreation areas, residential areas, and designated scenic roadways or vista points.

33). The environmental documentation must include simulations depicting how the pier is seen from the waters of Lake Tahoe from 300 feet off shore, 600 feet offshore and beyond. Elevated drone view looking at the KBSRA and beyond. Other simulations from ground level from various locations: i.e. Brockway Vista, Tahoe Vista, Agate Bay, etc.

13-16

34). Scenic analysis must include additional night time analysis if pier and boardwalk are to be lit.

Fencing

One of the more difficult tasks will be determining what type of fencing will be used to encompass the project that will meet the design standards for the Lake Tahoe Basin. Of special interest, the existing stone walls will be extended and incorporated into a berm and wall facility to control the present blowing sand problem (see attached map). It is recommended that a "log post" type fence be constructed to act as barrier between the parking area and Highway 28. Also, it is recommended boulders be set at certain locations for aesthetic and traffic control (see attached map).

35). The environmental document must include analysis and solution for capturing blowing sand.

36). The environmental documentation must include requests made by the North Tahoe Public Utility District to address the potential relocation of sewer lines and provide maps and diagrams for suitable relocation and insure the pier relocation will not conflict with future pump stations and District needs.

13-17

37). Impacts of the parking area being closed during evening hours needs to be assessed. Especially for the local business located adjacent to parking lot: Jasons Restaurant.

Responses Ellie Waller
to Letter June 13, 2018
13

- 13-1 This comment requests general background information related to funding. Such information is beyond the scope of the environmental analysis.
- 13-2 The comment asks whether two alternatives are sufficient for CEQA purposes. The Draft EIR/EIS evaluated four alternatives, described on pages 5-2 through 5-23.
- 13-3 The comment correctly states that the analysis should evaluate direct, indirect, and cumulative effects. In accordance with CEQA and TRPA environmental review requirements, Sections 5.3.1 through 5.3.13 of the Draft EIR/EIS include analyses of direct effects (such as construction impacts), indirect effects (such as the effect of project components on traffic patterns), and the cumulative effects of the proposed project and other projects in the region.
- 13-4 The comment states that the Draft EIR/EIS must include TRPA certified land capability and coverage maps. Verification of land capability at a site is typically completed through the TRPA project permitting process (as described in TRPA project application checklists). A TRPA land capability verification was completed for the parcels included in the proposed pier rebuild project area on March 3, 2003 (see TRPA File Record 20030218STD). The final design process for the pier rebuild project would include a detailed, parcel specific accounting of TRPA-regulated land coverage based on verified land coverage at the site.
- 13-5 This comment provides copies of agency letters related to the 1980 General Development Plan for KBSRA and points out that coordination with the U.S. Army Corps of Engineers (USACE) and Lahontan Regional Water Quality Control Board (Lahontan RWQCB) will be required for work below the high-water elevation of Lake Tahoe. As discussed in Impact 5.3.2.3 beginning on page 5.3.2-14 of the Draft EIR/EIS, Lake Tahoe is subject to jurisdiction by USACE and Lahontan RWQCB under Section 404 of the federal Clean Water Act and the state's Porter-Cologne Act, and coordination would take place through the permitting process. The comment also requests coordination with Caltrans. Any required coordination with Caltrans during project implementation would be conducted. Caltrans did not comment on the Draft EIR/EIS, but did comment on the conceptual alternatives for the General Plan revision and pier rebuild project. Caltrans' correspondence is included in the *Kings Beach State Recreation Area General Plan Revision and EIR, EIR/EIS for the Kings Beach Pier Rebuild Project Public Scoping Summary*. This document is available on the KBSRA webpage (www.parks.ca.gov/PlanKBSRA) and at CSP and TRPA offices during normal business hours through consideration of project approval.
- 13-6 The comment requests the inclusion of maps from prior KBSRA planning efforts dating back to the 1980 General Development Plan that show existing facilities, land ownership, and the general development plan. Existing facilities and land ownership are shown on Exhibits 3-1 and 3-3 of the Resources Inventory and Existing Conditions

Report prepared for the project. This document is available on the KBSRA webpage (www.parks.ca.gov/PlanKBSRA) and at CSP and TRPA offices during normal business hours through consideration of project approval. The proposed improvements at KBSRA associated with the current planning effort are shown on Exhibit 4.5-1 in Section 4, The Plan, of the Draft EIR/EIS.

- 13-7 The comment states that the environmental document must include analysis of effects to the nearshore environment that would be caused by the rebuilt pier. Beginning on page 5.3.7-5 of the Draft EIR/EIS, Impact 5.3.7-1 discusses the potential for lakebed disturbance resulting from the removal and placement of pier pilings, and water quality impacts resulting from the operation of the proposed pier. Additionally, Impact 5.3.7-2, beginning on page 5.3.7-7 discusses the potential changes to nearshore lake currents and sediment transport resulting from rebuilding the pier.
- 13-8 This comment excerpts various portions of the TRPA Code related to TRPA’s regulation of shoreline structures, protection of prime fish habitat, watercraft inspections, construction standards, and more. The relevant TRPA Code requirements are discussed in the appropriate resource sections in the Draft EIR/EIS. The project does not propose changes to the TRPA Code and all projects implemented under the General Plan would be required to comply with TRPA Code. Chapters 80–86 of the TRPA Code address uses and development in the shorezone of Lake Tahoe, such as the pier rebuild project. The shoreland ordinances included in Chapter 66 of the TRPA Code limit the visual magnitude of upland development adjacent to the shorezone and visible from the lake, which could apply to proposed upland features of the General Plan revision.
- 13-9 This comment addresses several issues:
- ◆ The comment states that the environmental document must address all TRPA Code provisions and policies. The regulatory setting included in the Resources Inventory and Existing Conditions Report addresses TRPA Code requirements for each resource. This report is available on the KBSRA webpage (www.parks.ca.gov/PlanKBSRA) and at CSP and TRPA offices during normal business hours through consideration of project approval.
 - ◆ The comment states that the environmental document must address adaptation to climate change. Climate change is addressed in Section 5.3.5, Greenhouse Gas Emissions and Climate Change, of the Draft EIR/EIS.
 - ◆ The comment states that the environmental document must address natural hazards such as earthquakes, tsunamis, and seiche. This comment is a duplicate of comment 12-5. Please see the response to comment 12-5.
- 13-10 The comment asks what the 13.91-acre planning area encompasses and how changes from the acreage covered by the 1980 general plan (6.82 acres) will be addressed. The comment also asks how the Kings Beach Vision Plan aligns with the alternatives and suggests that the pier be characterized as an expansion rather than a rebuild. Section 1.4, Park History and Purpose Acquired, describes the history of land acquisition at the park and land ownership of the 13.9 acres. The proposed project is consistent with the Kings Beach Vision Plan in that it implements a portion of the promenade that would connect recreation areas in Kings Beach and rebuild the pier on the eastern side of KBSRA. The

size differences between the existing pier and the pier rebuild alternatives are described in Section 5.1.2, General Plan Revision and Pier Rebuild Project Alternatives. Regardless of terminology, the impacts of the proposed pier are thoroughly evaluated in the Draft EIR/EIS, and it would be required to comply with all TRPA regulations regarding the construction, modification, or expansion of structures in the shorezone.

13-11 This comment addresses several separate issues.

The comment requests that the North Tahoe Event Center be included as a cumulative project. As described in Section 5.1.4, Cumulative Impacts, beginning on page 5-30 of the Draft EIR/EIS, cumulative projects include probable future projects in the vicinity that have the possibility of interacting with the proposed project to generate a cumulative impact (based on proximity and construction schedule) and either:

- ◆ are partially occupied or under construction,
- ◆ have received final discretionary approvals,
- ◆ have applications accepted as complete by local agencies and are currently undergoing environmental review, or
- ◆ are proposed projects that have been discussed publicly by an applicant or that otherwise become known to a local agency and have provided enough information about the project to allow at least a general analysis of environmental impacts.

At this time, there are no known plans for changes to the North Tahoe Event Center.

The comment asks that the environmental document include the results of the 2015 Kings Beach Pier Feasibility Study public workshops. As described in Section 1.3 (see page 1-7 of the Draft EIR/EIS), both the 2001 and 2015 pier feasibility studies were considered and incorporated into the General Plan revision alternatives.

The comment requests that the environmental document include analysis of PAOTs. This comment is addressed in the response to comment 12-7.

Finally, the comment requests that the environmental document provide design simulations showing incorporation of ADA requirements. The simulations and preliminary design of General Plan elements incorporate ADA requirements. These components will be finalized during permitting of each element. In compliance with California State Parks Policy DOM 2608.1, all projects that result in physical changes to public or employee use areas will be reviewed for ADA compliance.

13-12 This comment is a duplicate of comment 12-8. Please see the response to comments 4-2 and 12-8, above.

13-13 The comment asks that the environmental document describe how low water conditions were identified. An error was found on page 2-34 of the Draft EIR/EIS where low water is described both as water levels below the natural pre-dam level of Lake Tahoe at 6,223 feet and as water levels below the current rim of Lake Tahoe (6,227 feet). As correctly described in Table 5.1-1, low water conditions are defined as water levels at or below the

natural level of Lake Tahoe at 6,223 feet. This change is reflected in Chapter 3, Revisions to the GP Draft EIR/Pier Draft EIR/EIS, of this Final EIR/EIS. These updates do not alter the conclusions with respect to the significance of any environmental impact.

In response to this comment, the fifth paragraph on page 2-34 of the Draft EIR/EIS is revised as follows:

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 6,2276,223 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.

The comment also states that the environmental document should analyze the existing pier length and location in comparison to the proposed pier lengths and locations. As described in Section 5, Environmental Analysis, the existing pier is included in Alternative 1, the No Project Alternative, and is analyzed in each resource section of the Draft EIR/EIS.

- 13-14 This comment requests the inclusion of a financial obligation table disclosing mitigation fees and costs. The comment also requests information on maintenance budgets and project phasing. These comments are similar to comment 12-9. Please refer to the response to comment 12-9, above. The comment further requests the inclusion of a chronological table of approval meetings for the proposed pier to facilitate public comment. Agency approval for any given project is dependent on the internal processes of each approving agency. Section 1.7, Planning Process and Subsequent Planning and Permitting, in the Draft EIR/EIS, lists agencies that would be expected to use the environmental document in decision making and the approvals and permits that would be required to implement projects under the General Plan revision.
- 13-15 This comment requests that the environmental document include a description of TRPA and Placer County roles in the project approval process. The TRPA Regional Plan allows TRPA to delegate some permit approvals to local jurisdictions through a Memorandum of Understanding (MOU) process. All jurisdictions operating under a MOU must continue to enforce all TRPA Codes and policies. TRPA's MOU with Placer County was signed in November of 2017 and allows Placer County to review and issue permits on TRPA's behalf for many projects. Projects in the shorezone of Lake Tahoe (such as the proposed pier rebuild project) continue to be reviewed and approved by TRPA. The comment also requests information regarding how the General Plan elements align with the Placer County Tahoe Basin Area Plan. As described in Impact 5.3.8-1 in Section 5.3.8, Land Use and Planning, of the Draft EIR/EIS, the proposed General Plan is consistent with adopted land use plans and policies.
- 13-16 This comment requests that scenic simulations of the alternatives be provided and identifies criteria for selecting viewpoints. The comment also suggests that the scenic analysis should evaluate nighttime lighting if the pier and promenade include lighting. Finally, the comment includes an excerpt from page 7 of the 1980 General Development Plan pertaining to fencing.

Exhibits 5.3.12-1, 5.3.12-2, and 5.3.12-3 in Section 5.3.12, Scenic Resources, depict the locations and directions of viewpoints for visual simulations of Alternatives 2, 3, and 4,

respectively (page 5.3.12-2 and 5.3.12-3 of the Draft EIR/EIS). The viewpoints depict reflect the views most likely to be degraded by changes in visual conditions under each of the alternatives. Visual simulations from 10 viewpoints are included (see Exhibits 5.3.12-4 through 5.3.12-15).

As described on page 5.3.12-22, the visual simulations of the proposed pier from Lake Tahoe reflect a distance of approximately 0.25 mile from the high-water mark (see Exhibits 5.3.12-11, 5.3.12-13, and 5.3-14). The 0.25-mile viewing distance was selected because it is one of the two standard distances that TRPA uses to evaluate scenic impacts on views from Lake Tahoe (see TRPA Code of Ordinances Section 66.3.2.A.3), and the other standard distance (300 feet from shore) would not provide a view of the entire pier. Renderings at a closer distance are also provided that show the pier under each alternative in greater detail (see Exhibits 5.3.12-12 and 5.3.15).

Exhibits showing plan and profile views and other pier details requested in this comment and that provide the basis for the visual simulations are included in Section 5.1.2, General Plan Revision and Pier Rebuild Project Alternatives (see Exhibits 5.1-5 through 5.1-14 of the Draft EIR/EIS).

Finally, detailed exhibits and visual magnitude calculations for each alternative are included in Appendix B, Visual Magnitude Drawings and Calculations, of the Draft EIR/EIS.

New sources of light and glare are discussed in Impact 5.3-12-4 of the Draft EIR/EIS. New sources of outdoor lighting could include exterior lighting on restrooms, the administrative building, the stage area, or other structures; and low-level pedestrian lights along walkways. Outdoor lighting would be consistent with Guideline RES 11.2, which states that outdoor lighting shall “maintain the operational efficiency of the site, avoid light pollution, and provide security,” and comply with the requirements described on page 5.13.12-36 of the Draft EIR/EIS. Lighting must also be consistent with TRPA Code Section 36.8. The proposed promenade would include low foot lighting along the promenade as is common with other portions of the Lakeview Trail. The proposed pier would include navigational safety lights only (see page 5-13 of the Draft EIR/EIS), which would not create a new source of substantial light that would adversely affect nighttime views in the area.

It is unclear what this comment is attempting to convey with respect to fencing.

13-17

This comment requests an analysis and solution for blowing sand, requests that the environmental document address NTPUD concerns related to relocation of sewer lines, and raises a questions about access to the parking area in the evening hours. The issue of blowing sand is addressed in the response to comment 12-9 above. The proposed project does not involve relocation of sewer lines as suggested in this comment. Section 5.3.10, Public Services and Utilities, addresses NTPUD concerns regarding access to sewer facilities in Impact 5.3.10-3 that begins on page 5.3.10-10 of the Draft EIR/EIS. See also the responses to NTPUD’s comment letter (response to comments 1-1 and 1-2). Issues related to day-to-day park operations such as parking lot closure times are beyond the scope of the environmental review; however, they are noted for consideration by decision makers during project review.

Letter
14

**KBSRA
Draft EIR/EIS Hearing
TRPA APC**

June 13, 2018, TRPA Office, Stateline, NV

#	Commenter	Summary of Comments	
1	Eric Young, APC member	Curious about extra mitigation (i.e., over 1:1), why do we assume that 1.5:1 prime fish habitat mitigation is better? How do we know that we are not somehow creating a negative impact by expanding habitat? Why do we automatically assume that more is better?	14-1
2	Garth Alling, APC member	<p>Fish habitat mitigation outlines requirements that plan has to meet. Has there been any effort to identify locations for habitat mitigation.</p> <p>Nanette: We have been in consultation with CDFW and there are opportunities to enhance substrate and facilitate restoration.</p> <p>Steve M: Per discussions with CDFW, the intent is to extend existing feed and cover habitat. When pilings are complete, then do expansion around pilings and elsewhere. CDFW did not support adding habitat prior to construction.</p> <p>Garth: clarified that mitigation plan is required prior to construction, but mitigation can occur after.</p>	
3	Kristina Hill, APC member	<p>Is parking on site for event center?</p> <p>Steve: Yes, we are moving to electronic payments and phone apps. Under the new system, it allows flexibility to pay only for the time you park as opposed to a flat rate. Working with NTPUD to revise parking agreements incorporating new payment machines.</p> <p>Kristina: Is there anywhere in the project area where boats can beach? (Steve: No). Are there time limits for boats tied to pier?</p> <p>Steve: CSP will develop operational guidelines including limits on the time in which boats can tie to the pier.</p>	
4	Zach Hymanson, APC member	<p>What is the closest launch site and will it be improved? (Nanette: Tahoe Vista Recreation Area [TVRA] is about 1.3 mile away. There are no changes proposed as part of the project, but improvements have recently been made to TVRA.)</p> <p>Is fishing allowed off pier? (Steve: Yes) That could impact fisheries during spawning, we should consider this impact in EIS.</p> <p>EIS underestimates effects of boat use on habitat use. Additional boating could degrade the use of habitat. He recommends pre-project monitoring to evaluate use of habitat, and consider other locations of mitigation (e.g., away from heavy boat use).</p>	14-3 14-4

#	Commenter	Summary of Comments	
5	Jennifer Carr, APC member	<p>With reduction of parking, additional cars may be parking in neighborhoods, etc. Has the County considered this? Including impacts on water quality and parking in dirt areas?</p> <p>Nanette: It has been a concern. EIS looks at all parking in the area including new public parking. KBSRA is in a walkable district, with transit service to the site. The Plan includes measures to get people out of their cars.</p>	
6	Steve Teshara, APC member	<p>We are also looking at technology and apps (through TTD) to provide real-time information on parking. Will there be signage outside of KBSRA indicating whether parking is available?</p> <p>Steve M: Yes, the Plan will include signage, it is often out there now. Also, one of the advantages of technology is that there is more of a turnover when visitors have the option to hourly as opposed to an all-day fee. The Plan also includes an information kiosk near drop-off. Will have staff to answer questions.</p> <p>Steve T: Consider updating the description in Chapter 4 (page 4-20) that refers to hundreds of thousands of visitors... We have much more than that. Still need ongoing enforcement. Recommends having CSP staff onsite to make sure people follow the rules.</p> <p>Steve M.: That is part of the reason to have staff administrative facilities on site. CSP hopes to have more staff onsite.</p> <p>Steve T: From a transportation perspective, appreciates promenade and elements on page 5-3 of the environmental analysis that promote non-automobile access. On page 5-25 there is a reference to waterborne transit (in the form of a water taxi) and bike sharing, which he supports. These things are noted and could be considered. Would like to commend outreach team for encouraging people to participate in outreach and appreciates that comments were included.</p>	<p>14-5</p> <p>14-6</p>
7	Laurel Ames, Sierra Club	<p>At some point there were stormwater vaults installed. Where are they? They need to be cleaned.</p> <p>Steve M: They are there and will remain, access and maintenance will be retained.</p>	14-7
8	Zach Hymanson, APC member	<p>What is the county's thought on loss of parking?</p> <p>Steve B. (Placer County): we're compiling comments now. Planning and public works staff are reviewing, but he doesn't have comments at this point. County is always looking for opportunities to provide parking.</p>	14-8

Responses to Letter Public Hearing at TRPA APC Meeting
June 13, 2018
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- 14-1 The comment asks why mitigation for disturbance to prime fish habitat is proposed at a ratio of 1.5:1 rather than 1:1 and whether habitat expansion may create an adverse effect. The compensation-to-disturbance ratio of 1.5:1 for prime fish habitat is the standard established in the Partial Shorezone Permitting Program authorized by the TRPA Governing Board in Resolution 2011-09.
- 14-2 The comment asks whether efforts to identify locations for fish habitat mitigation have been initiated. CSP has been in consultation with the California Department of Fish and Wildlife (CDFW), and opportunities to enhance substrate and implement restoration exist. Based on this consultation, the intended mitigation approach is to extend existing feed and cover habitat contiguous with the area of prime fish habitat that would be affected. Specifically, when construction of the pier pilings is completed, feed and cover substrates would be expanded around the pilings and elsewhere.
- 14-3 The comment asks where the nearest boat launch site is relative to the project, and whether that site would be improved. The nearest boat launch site is at Tahoe Vista Recreation Area (TVRA), which is approximately 1.3 miles west of the project site. No changes are proposed to TVRA as part of the proposed project; however, improvements have recently been completed at TVRA.
- 14-4 Because fishing from the proposed rebuilt pier would be allowed, the comment suggests that the effects of pier-based fishing on fisheries resources should be considered in the EIS. The comment also asserts that the Draft EIR/EIS underestimates effects of boat use on fish habitat and recommends pre-project monitoring to evaluate use of habitat and consider other locations of mitigation (e.g., areas away from heavy boat use).
- The TRPA Shoreline Plan Draft EIS analyzes and discusses in detail effects of projected increases in recreation activities, including boating and angling specifically, on fish populations and habitat in the Lake Tahoe nearshore. The analysis and literature review presented in Chapter 5, Fish and Aquatic Biological Resources, of the Shoreline Plan Draft EIS applies to recreation-related effects on fisheries from the proposed KBSRA General Plan revision and pier rebuild project. In summary, increased boating and angling in the nearshore generally could disturb spawning and foraging activities of fish species, particularly Lahontan Lake tui chub and native minnow species that spawn in nearshore areas. However, based on habitat use and the life history characteristics of fish species most likely to use the nearshore at KBSRA, the timing and levels of peak boating and angling activity relative to fish foraging and spawning patterns (e.g., Lahontan Lake tui chub generally forage and spawn at night and most recreation activities occur during the daytime), restrictions on boat speeds within the no-wake zone, and other factors, the project would not substantially affect any of Lake Tahoe's fish populations.
- 14-5 The comment asks about reduction in parking and the effect on adjacent neighborhoods, including water quality effects from increased parking in dirt areas. The Draft EIR/EIS

considers all parking in the area, including off-site public parking. KBSRA is in a walkable district with transit service to the site. Additionally, the General Plan includes measures to encourage alternative modes of transportation, such as providing bicycle racks at KBSRA and construction of the promenade that increases connectivity for pedestrians and bicyclists between KBSRA and surrounding areas. As described in the response to comments 2-5 and 2-8, the parking analysis determined that there is adequate parking in Kings Beach (at KBSRA and in Kings Beach). It is unclear why the comment expresses concern about people parking in dirt. It would be speculative to answer questions about people parking in non-designated parking areas, including on dirt.

A second comment asks whether signage would be available outside of KBSRA indicating whether parking is available. Existing wayfinding signage along SR 28 indicates locations of existing off-site public parking. The proposed General Plan revision includes enhanced wayfinding signage and, consistent with existing practices, signage indicating when the KBSRA parking lot is full. At this time the General Plan does not incorporate real-time parking updates; however, parking management is considered part of the day-to-day operations of the park and Guideline OP 3.6 describes that CSP would continue to incorporate technologies that are appropriate and available to provide improved service to visitors.

- 14-6 The comment suggests updating the description on page 4-20 in Chapter 4 of the Draft EIR/EIS to reflect the number of annual visitors to the Basin; suggests that CSP provide enforcement staff; expresses support for the promenade; recommends facilities for a water taxi and bicycle borrowing program; and commends the efforts of the outreach team to encourage public participation.

At the meeting, CSP staff responded that the intent in having staff administrative facilities onsite would be to support more staff onsite.

To clarify the number of visitors to Lake Tahoe annually, changes have been made to the text of the GP; these changes are included in Chapter 3, Revisions to the GP Draft EIR/Pier Draft EIR/EIS. The changes do not alter the conclusions with respect to the significance of any environmental impact. Accordingly, the third bullet on page 4-20 in Chapter 4, The Plan, of the Draft EIR/EIS is revised as follows:

- ◆ the lake is now highly valued as a major tourism destination, attracting millions of hundreds of thousands of tourists annually (TRPA 2018a:1-1; Tahoe Fund 2018; USFS 2015); and

The comment is also noted for consideration by decision makers during the review of the merits of the project.

- 14-7 The comment asks about the location and maintenance of stormwater vaults at KBSRA. Stormwater treatment infrastructure for the Placer County Kings Beach Watershed Improvement Project is located in KBSRA, including a detention basin and four filtration vaults, which discharge to Lake Tahoe. The elements of the General Plan revision would not modify or restrict access to these features.

- 14-8 The comment asks about Placer County's position on the reduction in parking. A County representative responded that comments were being compiled and that the

County is always looking for opportunities to provide parking. Comments provided by Placer County are included in Letter 2, above. See the response to comments 2-5 and 2-8 regarding parking concerns.

Letter
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**KBSRA
Draft EIR/EIS Hearing
TRPA Governing Board
June 27, 2018, North Tahoe Event Center, Kings Beach, CA**

#	Commenter	Summary of Comments	
1	James Lawrence, Governing Board chair	Where is the western pier alternative? Is the center alternative right in between the eastern and western piers? Concerning the feed and escape cover habitat, surprised that the shading associated with the floating pier needs mitigation. Usually, fish are looking for shade and we are concerned about shade removal. Do we need to mitigate for the shading? Tiffany Good: Fish mitigation is a 1.5:1 basis, the shading is part of mitigation and worst-case scenario. State parks consulted with CDFW in the analysis and mitigation.	15-1
2	Shelly Aldean, Governing Board member	How do you calculate the length of the dock? My calculations are different than what was stated in the presentation. Nanette Hansel: The gangway is included in the total pier length, but there is some overlap of the gangway on the fixed and floating sections.	15-2
3	Mike Blakely, Licensed civil engineer and local resident	My house has been to the east of the boat trailer parking since 1929. Prefers the pier at the west end of the beach, because of the pressure on adjacent residences to the east. Prior to 1960, much of the area on the east side of the park was minnow habitat with rocky bottom and grass. Not sure how this area (near dog beach) was filled in over time. This area should be restored to its natural condition, no matter which pier alternative is approved. Main takeaways: - Restore to beach where it was (the shoreline came up to the intersection) - Restore fish habitat prior to construction - Address pedestrian traffic in park; there is no sidewalk or cross walk at Brockway Vista	15-3
4	Heidi Doyle, Sierra State Parks Foundation (SSPF) and resident	Speaking as a representative of SSPF: SSPF agrees with the plan, specifically with the swim buoy area. SSPF would be interested in keeping with the California state parks regulations and not allowing a dog area. Speaking as a resident: Kings Beach is an internationally, important state beach to Lake Tahoe. People like to get out of their car and walk, walking along the pier would be a great asset and educational	15-4 15-5

		component of why Lake Tahoe is special and unique. The park serves as an “educational playground”.	15-5 cont 15-6
5	James Lawrence, Governing Board chair	This area can be a pinch point for traffic congestion. A discussion of pedestrian access and how it would impact congestion on the highway is needed.	

Responses to Letter 15 Public Hearing at TRPA GB Meeting June 27, 2018

15-1 The comment questions whether effects of shading on fish habitat from the proposed floating pier requires mitigation as provided in the Draft EIR/EIS. CSP has consulted with CDFW on the fisheries analysis and proposed mitigation. As described in the Draft EIR/EIS, shading produced by the pier, particularly at low lake levels when the floating pier would be closest to the lake bed, could reduce periphyton growth and result in degradation of prime fish habitat through reduced productivity and forage. Although the magnitude of this potential effect is not known, the analysis and mitigation approach assume a conservative scenario to avoid understating potential impacts from the pier on fish habitat.

The comment asks about the location of the western pier and central pier alternatives. The central pier location is shown on Exhibit 5.1-9 on page 5-15 of the Draft EIR/EIS. The western pier location is shown on Exhibit 5.1-12 on page 5-20 of the Draft EIR/EIS.

15-2 The comment asks how the length of the pier was calculated. A response was provided at the meeting stating that the gangway is included in the total pier length, but there is some overlap of the gangway with the fixed and floating sections. The overall pier length calculation for the proposed project is included in Table 5.1-1 on page 5-13 of the Draft EIR/EIS. Details related to the size of the proposed eastern pier are reflected in plan and profile views shown in Exhibits 5.1-5 through 5.1-8 on pages 5-9 through 5-12 of the Draft EIR/EIS.

15-3 The comment expresses preference for a pier at the west end of the beach. The comment requests that the area near the dog beach be restored to its natural condition, the fish habitat be restored before construction, and pedestrian traffic in the park near Brockway Vista Avenue be addressed.

With respect to request to restore the area near the dog beach, this is not an element of the proposed project, but the comment is noted for consideration by decision makers during project review.

The General Plan revision includes features to address pedestrian circulation throughout the park, including paths that would connect the restroom, kayak storage building, and drop-off area in the area referenced in the comment to the sidewalks on Coon Street (see Exhibit 5.1-1 of the Draft EIR/EIS). Also, the proposed promenade and path network throughout the park provides pedestrian connections within the park as well as

to pedestrian facilities outside of KBSRA. The plan includes features that would enhance pedestrian circulation as requested in the comment.

Effects from the proposed project related to disturbance and loss of prime fish habitat are analyzed in Impact 5.3.2-1 on pages 5.3.2-4 through 5.3.2-8 of the Draft EIR/EIS. The proposed project would be required to implement Mitigation Measure 5.3.2-1 that requires the creation/restoration of 7,395 square feet of feed and cover habitat. Also see responses to comments 14-1, 14-2, 14-4, and 15-1 for discussions of impacts to fish and required mitigation. Implementation of Mitigation Measure 5.3.2-1 would compensate for the loss of prime fish habitat and is a condition of approval for a TRPA permit. To clarify this and the timing for implementation, changes made to this mitigation measure are included in Chapter 3, Revisions to the GP Draft EIR/Pier Draft EIR/EIS, of this Final EIR/EIS. These updates do not alter the conclusions with respect to the significance of any environmental impact.

In response to this comment, Mitigation Measure 5.3.2-1 on page 5.3.2-8 through 5.3.2-9 of the Draft EIR/EIS is revised as follows:

Mitigation Measure 5.3.2-1: Compensate for Loss of Prime Fish Habitat

This mitigation measure would apply to the pier rebuild project under Alternative 2.

- ◆ If Alternative 2 is implemented, to compensate for the removal of up to 4,930 square feet of prime fish habitat (feed and cover) as a result of constructing the eastern pier, 7,395 square feet of in-kind feed and cover habitat shall be created or restored in the surrounding area through the development and implementation of a Compensatory Fish Habitat Replacement and Monitoring Plan. This amount of habitat creation or restoration equates to a 1.5 to 1 compensation ratio. The created/restored habitat would adjoin the existing feed and cover habitat ~~at lake bottom elevations similar to those of habitat removed or degraded by installation of the eastern pier.~~ The plan will be developed and implemented in coordination with applicable regulatory agencies, including CDFW, Lahontan RWQCB, USACE, USFWS, and TRPA. Additionally, the plan will be coordinated and consistent with terms and conditions of other required permits and approvals, such as the lease agreement with the California State Lands Commission (CSLC) for construction and operation of the pier rebuild project. Applicable permits expected for the project include a Clean Water Act Section 404 permit from USACE, Clean Water Act Section 401 Water Quality Certification from Lahontan RWQCB, and a Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW.

The Compensatory Fish Habitat Replacement and Monitoring Plan will include design, implementation, and monitoring requirements for creating/restoring 7,395 square feet of feed and cover habitat and achieving no net loss of fish habitat function, and shall include:

- identification of a specific habitat creation/restoration site that adjoins the existing feed and cover habitat in the area, and criteria for selecting the site;
- specifications for habitat substrate type and size-class distribution, material sources, and construction/installation methods;
- in-kind reference habitats for comparison with compensatory fish habitat/substrate (using performance and success criteria) to document success;
- monitoring protocol, including schedule and reporting requirements;
- ecological performance standards, based on the best available science and including specifications for habitat substrate condition and fish use of the created/restored area;
- corrective measures if performance standards are not met;
- responsible parties for monitoring and preparing reports; and
- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

The Compensatory Fish Habitat Replacement and Monitoring Plan must be prepared and approved by TRPA prior to TRPA permit acknowledgement. Implementation of mitigation to compensate for loss of prime fish habitat will occur as an element of pier construction.

- 15-4 The comment expresses support for the proposed General Plan revision, including the swim buoy area, and objects to a dog area. The goals and guidelines included in the General Plan revision provide broad-level management and operational guidance specific to KBSRA that are intended to allow for flexibility and adaptive management in operation of the park, such as choices about retaining a dog area. See the introductory text under Section 2.2, Comments and Responses, above, that addresses comments that are not related to the adequacy of the environmental analysis of the Draft EIR/EIS. The comment is noted for consideration by decision makers during project review.
- 15-5 The comment remarks that KBSRA is an internationally important state beach to Lake Tahoe and providing an opportunity for people to walk along the pier would be a great asset and educational component of why Lake Tahoe is special and unique. Some of the main themes of the Declaration of Purpose and Vision Statement for KBSRA are reflected in this comment (see page 4-1 of the Draft EIR/EIS). Additionally, one of the objectives of the pier rebuild project is to “provide opportunities for publicly accessible recreational vistas, interpretation, and education” (see page 4-2 of the Draft EIR/EIS). The General Plan revision includes goals and guidelines related to providing facilities and experiences that reflect the significance of KBSRA, support access and connections between the lake and upland areas, and enhance scenic views of the lake (Goal RES 10, Goal FAC 2, Goal I&E 2, Goal I&E 3, and Goal SD 1 and associated guidelines in Chapter 4, The Plan, in the Draft EIR/EIS). See the introductory text under Section 2.2,

Comments and Responses, above, that addresses comments that are not related to the adequacy of the environmental analysis of the Draft EIR/EIS. The comment is noted for consideration by decision makers during project review.

15-6

The comment states that this area can be a pinch point for traffic congestion and requests a discussion of pedestrian access and how it would affect congestion on the highway. The proposed project does not affect pedestrian access along SR 28 and existing crosswalks would be retained along SR 28 at Coon Street and Bear Street. The project would enhance the western entry plaza to provide a more inviting pedestrian access. The promenade would also provide pedestrian and bicycle connections to areas outside of KBSRA. Impacts 5.3.13-1, 5.3.13-2, 5.3.13-7, and 5.3.13-8 in the Draft EIR/EIS assess level-of-service impacts on local intersections and roadway segments.