



TAHOE
REGIONAL
PLANNING
AGENCY

Executive Summary

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California State Parks (CSP) is proposing a revision to the General Plan for the Kings Beach State Recreation Area (KBSRA) and, along with California Tahoe Conservancy (Conservancy), a pier rebuild project. The current General Development Plan was approved in 1980 and the current pier was in place in 1977 when CSP acquired the property. The General Plan revision planning process provides an opportunity to identify and implement improvements to park facilities and management strategies for a more cohesive character that exemplifies KBSRA as a resource of statewide significance. KBSRA is a unique park in that it is centrally located within the commercial core of Kings Beach, serves as a gateway between Lake Tahoe and Kings Beach, and not only serves out-of-town visitors but also meets the needs of local residents. Additionally, for its small size of 13.9 acres, KBSRA has a high level of visitation during the summer months, peaking in July with an estimated average of 32,000 visitors.

The General Plan revision includes conceptual plans for future development of and improvements to all of the property managed as KBSRA, including the boat ramp, boat trailer parking lot, and the Conservancy plaza parcels near the intersection of Coon Street and State Route (SR) 28 (i.e., North Lake Boulevard). Future projects identified in the General Plan revision would provide a public pier at KBSRA that is functional for multi-use recreational benefits at a wide range of water levels (i.e., reaching the 6217-foot lake bed elevation navigational target).

The planning process for developing the General Plan revision and pier rebuild project has included feedback from agencies, stakeholders, and the public on the development of alternatives. Preparation of the General Plan revision and pier rebuild project has also incorporated ideas from other planning projects for Kings Beach and the Tahoe region, including:

- ◆ Kings Beach Vision Plan,
- ◆ Tahoe Basin Area Plan,
- ◆ Linking Tahoe: Active Transportation Plan, and
- ◆ Lake Tahoe Regional Plan.

CSP and the Tahoe Regional Planning Agency (TRPA) are the lead agencies for the joint environmental document for the General Plan revision and pier rebuild project. The environmental document is a project-level environmental impact report (EIR) for CSP for the General Plan revision and pier rebuilt project pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the



Source: Ascent Environmental

Easy accessibility in Kings Beach and a variety of activities contribute to the popularity of KBSRA for visitors during the summer.



Source: Ascent Environmental

KBSRA is one of the most popular destinations at Lake Tahoe, with an estimated average 32,000 visitors each July. Here, vacationers crowd the KBSRA beach on a busy 4th of July weekend.

State CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et seq.) and an environmental impact statement (EIS) for TRPA for the pier rebuild project pursuant to the Tahoe Regional Planning Compact (Public Law 96-551) and 1980 revision (Compact), Code of Ordinances, and Rules of Procedure. TRPA is not adopting the Plan but is instead reviewing the plan for consistency with the Placer County Tahoe Basin Area Plan and Regional Plan.

Park Description



Source: Ascent Environmental

KBSRA serves out-of-town visitors and meets the needs for a community park and lake-based recreation for local residents.

KBSRA is located on the north shore of Lake Tahoe in the heart of the Sierra Nevada (see Exhibit 1.1-1). It includes approximately 1,000 feet of Lake Tahoe's shoreline and approximately 13.9 acres of beach and upland area in the center of the unincorporated community of Kings Beach. KBSRA is surrounded by a mix of urban uses to the west, north, and east, and by Lake Tahoe to the south. KBSRA is uniquely situated to serve the lake-based recreation needs of residents and visitors to Kings Beach and the north shore of Lake Tahoe.

KBSRA is a day-use area with a variety of developed facilities. These include a plaza for public gathering and special events, including a small stage for music events; a half basketball court; picnic sites with barbeque pits; a playground; boat ramp; a 207-foot-long pier; a sandy beach; and a concessionaire that offers watercraft rentals during the summer. Neither the pier nor the boat ramp reach Lake Tahoe during periods of low lake levels.

Visitors to KBSRA include local residents who use KBSRA as a community park, and visitors from elsewhere in California, Nevada, and beyond. While precise numbers of visitors are not available, observations by CSP staff and Kings Beach residents indicate a high level of use throughout the summer months, with much lower visitation in the winter.

Purpose of the General Plan

General plans are broad-based policy documents that provide management guidelines and allow facility improvements for a park unit. These guidelines define a unique framework, focused on this particular unit, for implementing CSP's mission of resource stewardship, visitor use, interpretation, and visitor services.

The general plan defines the purpose, vision, and long-term goals and guidelines for park management for the next 20 years or more. Typically, a general plan provides guidelines for future land management and for the facilities required to accommodate

expected visitation. 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. Due to the small size of KBSRA, this General Plan includes a site design for specific facility improvements at a greater level of detail than is typical in general plans.

Joint CSP/Conservancy Planning Approach

CSP and the Conservancy are working together as part of the core planning team in developing the General Plan revision and pier rebuild project. Through the management agreement between CSP and the Conservancy, CSP takes care of everyday management of KBSRA, including the Conservancy parcel. The CSP State Park and Recreation Commission will consider adopting the General Plan revision and implementing its provisions. As a potential funding source for the pier rebuild project, as a decision-making agency for project elements located on land under its ownership, and as a landowning agency that may potentially transfer all or some of its parcels located within KBSRA to CSP, the Conservancy is a responsible agency under CEQA and will use the environmental document as the basis for future decisions (CCR Section 15050[b]).

Public Involvement

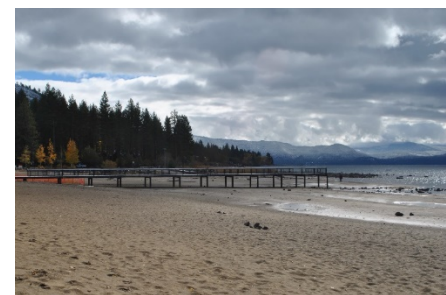
The environmental review process for the project began with issuance of a Notice of Preparation (NOP) to inform agencies and the public that a Draft EIR/EIS would be prepared for the project, and to solicit views of agencies and the public as to the scope and content of the document. The NOP was sent to the California and Nevada State Clearinghouses; federal, state, and local agencies; interested stakeholder groups; and members of the public who had requested notices about the project or lived in the immediate vicinity of the project. The release of the NOP on December 22, 2015 marked the beginning of a 116-day public review and comment period that concluded on April 15, 2016.

Two public scoping meetings were held to receive comments from agencies and the public regarding the issues that should be addressed in the Draft EIR/EIS. The scoping comments that were received are summarized in the Public Scoping Summary Report available on the KBSRA General Plan website.



Source: Ascent Environmental

California State Parks staff manage day-to-day activities at KBSRA, making sure the park is clean and functional for visitors to enjoy.



Source: Ascent Environmental

One of the project objectives for the pier is to improve functional access of the pier for a range of recreational boating types over a wider range of lake level conditions.

In addition to the formal scoping process, CSP, the Conservancy, and TRPA engaged in numerous public outreach activities with the public, agencies, and stakeholder groups.

Open Town Hall, an online engagement tool, was used to allow interested parties to provide input on alternatives and the preferred alternative if they were unable to attend the public workshops in person.

At meaningful points over the duration of the outreach program, CSP, the Conservancy, and TRPA distributed a postcard, newsletters, and e-blasts to update the public and interested stakeholders on important planning process developments and opportunities for public participation. CSP also provided a web page dedicated to the KBSRA General Plan Revision and Pier Rebuild Project.



Source: Ascent Environmental

KBSRA pier looking out on Lake Tahoe.

Declaration of Purpose

The purpose statement describes the unique role that KBSRA plays in meeting the CSP mission. The declaration of purpose for KBSRA is as follows:

The purpose of the Kings Beach State Recreation Area (KBSRA) is 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. KBSRA is significant as the only Lake Tahoe public beach and pier in the State Park System located in a town-center setting. Its most important values are its magnificent alpine lake scenery, wide sandy beach, and opportunities for boating, swimming and beach play.

Park Vision Statement

The vision statement for KBSRA is a description of the park's ultimate character, appearance, and functions. The vision statement for KBSRA is as follows:

The vision for Kings Beach State Recreation Area is to provide exceptional recreational opportunities centered around Lake Tahoe, focusing on its natural, cultural, and educational values. Visitors from across California and beyond, including the local community, will enjoy the scenic beach, swimming, boating and other watersports, and family-friendly recreation opportunities in the heart of a mountain town. Public gathering spaces, connections to the surrounding community, an emphasis on access to Lake Tahoe, and scenic vistas of the lake and

surrounding peaks will contribute to the character of a park that blends with both the natural environment and the town-center setting of KBSRA. The park will contribute to the scenic and environmental quality of the broader Lake Tahoe region. Natural resource values, including offshore fish habitat, stream zones, and opportunities for stormwater quality improvement, will be protected and enhanced. The park will promote a sense of community and foster environmental stewardship, and in doing so, will continue to be a popular destination on Lake Tahoe for visitors from near and far.

Issues and Opportunities

As a result of the outreach to agencies, stakeholder groups, Washoe tribe, and the public, issues and opportunities emerged that are addressed in this General Plan revision. The issues and opportunities summarized here include the areas of known controversy, including issues raised by agencies and the public, and environmental issues to be resolved.

Resource Management

Scenic Mitigation and Enhancement. Scenic views are an important asset of KBSRA for visitors and viewers from the adjacent roadway and from Lake Tahoe. The existing aesthetic condition of facilities within KBSRA are varied. Any facility development or alteration of the visible environment would be required to be developed in a way that minimizes degradation of views to Lake Tahoe or scenic vistas, and blends with the natural environment and character of the surrounding area.

Aquatic Invasive Species. The introduction of aquatic invasive species (AIS) is a serious concern for degradation of aquatic habitat in KBSRA and throughout Lake Tahoe. Region-wide AIS prevention and control efforts are underway, including a mandatory boat inspection program for motorized watercraft.

Stormwater Management. Under normal precipitation patterns, stormwater runoff likely infiltrates into the well-drained soil surrounding impervious surfaces at KBSRA. However, during periods of heavy precipitation or snowmelt, stormwater runoff could cause erosion or carry pollutants from parking lots and other surfaces into Lake Tahoe. The proximity of KBSRA to Lake Tahoe and its relatively small size reduces the opportunity to treat stormwater runoff before it enters Lake Tahoe.

Adapting to Climate Change. Physical conditions beyond average temperatures could be indirectly affected by climate change. For example, a decrease in total annual snowfall combined



Source: Tahoe Resource Conservation District

Mandatory watercraft inspections stop aquatic invasive species from entering Lake Tahoe.

with an earlier snowmelt could deplete sources of water recharge for Lake Tahoe. The General Plan revision provides an opportunity to adapt KBSRA to the potential effects of climate change.

Recreational Opportunities and Visitor Experience

Relationship between KBSRA and the Surrounding Community. Visitors to KBSRA include local residents who use KBSRA as a community park, and visitors from outside the region who visit KBSRA as part of a visit to the Lake Tahoe area. The General Plan revision provides an opportunity to balance the needs of local residents with those of other visitors.

Coordination with the North Tahoe Event Center. The North Tahoe Event Center is owned by North Tahoe Public Utility District (NTPUD), but is accessed through and utilizes parking within KBSRA. Activities at the event center can carry over onto the beaches and facilities of KBSRA. Currently, through an agreement for use of some of the KBSRA parking, NTPUD plows the parking lot in winter. NTPUD is in the process of evaluating redevelopment opportunities at the event center.



Source: Ascent Environmental

The concessionaire at KBSRA provides a variety of recreation rental equipment for use on the lake, including kayaks, paddleboats, and jet skis.

Providing an Appropriate Variety of Lake Access Opportunities. Access to Lake Tahoe is the primary attraction at KBSRA. Activities that utilize the lake include swimming, kayaking, paddleboarding, jet skiing, and boating. The General Plan revision and pier rebuild project provide an opportunity to comprehensively consider the type of lake access provided at KBSRA. Any decision to limit or continue motorized boat access would likely be opposed by some users.

Facilities and Operations

Pier Rebuild. During periods of low lake levels, the existing pier does not reach the water level and is unusable for motorized boat access. Any rebuilt pier within KBSRA that extends to deeper water would provide additional access for boaters, and could improve visitor experience by offering additional ways to access and view the lake. Constraints for the rebuilt pier include fish habitat, conflicts for watercraft users, and potential effects on scenic resources.

Kings Beach Promenade. The Kings Beach Vision Plan, created by Placer County through a public visioning process, included a proposal for a beach promenade. The beach promenade could create a prime 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, potentially reducing parking demand.

Use of the Boat Ramp Area. When the boat ramp is useable, it provides a valuable recreational asset for motorized boaters. During periods of low water levels, the boat launch ramp is not accessible for public use. Removal or closure of the boat ramp would provide opportunities for parking, space for active recreation facilities, and more open space near the beach.

Developed Recreation Facilities. Picnic tables, the playground, basketball court, and a location for a removable stage for concerts serve as important amenities for local residents, as a community park, as well as for visitors. The General Plan revision provides an opportunity to enhance these existing facilities and associated activities as well as redevelop underutilized portions of KBSRA.

Parking and Access. The existing parking at KBSRA is at capacity during peak-use periods, including meeting parking needs for meetings, classes, or private events at the event center. However, a substantial portion of KBSRA is already dedicated to parking, which limits recreational use. The small size of KBSRA poses a challenge to expanding on-site parking. Opportunities to reduce parking demand include providing storage for paddleboards, kayaks, and other equipment used by repeat visitors. Improved wayfinding, transit information, variable-price parking, bicycle and pedestrian facilities, and pedestrian connections between KBSRA and surrounding areas could encourage more visitors to access KBSRA using alternative transportation modes.

Expanding Partnerships. Management of KBSRA is currently coordinated between several agencies and organizations, including the Conservancy, Sierra State Parks Foundation, NTPUD, and North Lake Tahoe Resort Association. When the goals of other organizations are aligned with those of CSP, partnerships can provide an efficient way to achieve the purpose and vision of KBSRA, while reducing the ongoing resource commitments needed by CSP. Expanding collaboration with existing and future park supporters is critical to helping CSP achieve its mission and meet the needs of the state.

Sand Management. Management of beach sand that is blown onto the parking lot is an ongoing maintenance challenge at KBSRA that requires a commitment of maintenance resources that could otherwise be devoted to other activities. The General Plan revision provides an opportunity to incorporate a sand wall, vegetated buffer, or other features to reduce the amount of sand



Source: Ascent Environmental

The half basketball court and playground are developed recreational facilities that serve as important amenities at KBSRA for local residents and visitors.



Source: Ascent Environmental

The General Plan Revision provides an opportunity to incorporate a sand wall, vegetated buffer, or other features to reduce the amount of sand that accumulates on parking lots and other upland facilities.

that accumulates on parking lots and other upland facilities. Even with implementation of a sand wall or vegetated buffer, some ongoing maintenance would still be required. Additionally, any feature that completely blocks the transport of beach sand to the parking areas could have scenic impacts.

General Plan Revision and Pier Rebuild Project

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 the environmental review is conducted at a project-level and a near-term pier rebuild project is proposed, this General Plan revision includes an unusually detailed level of site planning allowing for a project-level environmental analysis.

Four General Plan revision alternatives are analyzed in this EIR/EIS. Most of the upland features in each of the action alternatives (Alternatives 2 – 4) are similar to each other but with some refinements in location or size, which are briefly described below.

The pier rebuild project is a near-term project consistent with the General Plan revision that is expected to be constructed within the next 3 to 5 years, following project approval and permitting. The project has been designed to a greater level of detail than other projects identified in the General Plan revision and a TRPA permit application has been prepared for the pier.

The existing pier is located near the center of the beach and extends to a lake bed elevation of approximately 6,223 feet. During periods of low lake levels, the pier does not reach the water level and is unusable for motorized boat access. Four pier alternatives are analyzed in this EIR/EIS. The three action alternatives are designed to extend the pier to a navigational depth of 6217 feet, so the length of the pier varies by alternative.

Alternative 1 – No Project

Alternative 1 is the no-project alternative. This alternative would involve no physical improvements at the site, no change to the pier or substantial changes in management approach. The existing 1980 General Development Plan would remain unchanged and no upland improvements aside from possible interpretative programs or signage would be made. Operation and maintenance of existing facilities would continue. No pier improvements would be made.

Alternative 2 – Eastern Pier Alternative (Proposed Project)

General Plan Revision

The upland features proposed in the conceptual plan for Alternative 2 (Exhibit 4.5-1 in Chapter 4, The Plan) include:

- ◆ a new sidewalk extending from SR 28 to the pier,
- ◆ a new small administrative office for CSP staff,
- ◆ a new seasonal non-motorized boat storage structure,
- ◆ new drop-off location in the main parking lot and near the proposed pier,
- ◆ two new 10-foot wide paved beach access ramps,
- ◆ a new nature play area to replace the existing playground,
- ◆ relocation of the half basketball court to the center of the park,
- ◆ a new concessionaire building to replace the existing building,
- ◆ a new entry kiosk,
- ◆ a new two-stall comfort station with two changing rooms,
- ◆ demolition and replacement of the existing seven-stall comfort station with a new ten-stall comfort station with two changing rooms and outdoor showers,
- ◆ new trash enclosures,
- ◆ a new 12-foot wide shared-use path and sand wall,
- ◆ reduced and reconfigured parking (the total number of parking spaces would be 157),



Source: Design Workshop

The plaza for the North Tahoe Events Center would remain unchanged in Alternative 1.



Source: Design Workshop

A nature play area would replace the existing playground.



Source: Ascent Environmental

Alternative 2 proposes to construct a pier in the eastern portion of KBSRA. Each of the action alternatives propose a pier that could be functional for multi-use recreational benefits during normal high through low water conditions shown (i.e., reaching the 6217-foot lake bed elevation navigational target).



Source: Design Workshop

Compared to Alternative 2, Alternative 3 would increase parking, the event lawn and the event stage would be reoriented, the concessionaire building (existing shown) would be located near the event lawn, and the promenade/shared-use path would not include viewpoints or interpretative nodes.

- ◆ new open lawn (turf or alternative) and stage/event areas, and
- ◆ large group and small group picnic pavilions.

Pier Rebuild Project

Alternative 2 is consistent with the pier location depicted in the Kings Beach Vision Plan vision diagram and includes the following:

- ◆ removal of the existing pier,
- ◆ a rebuilt and extended pier at the eastern edge of the park,
- ◆ elimination of the existing motorized boat ramp,
- ◆ a 10-foot wide lake access point with removable bollards that provides ADA access to the beach and access to non-motorized watercraft and emergency vehicles, and
- ◆ swim buoy area.

The conceptual design for the proposed pier would extend approximately 488 feet into the lake, approximately 281 feet longer than the existing pier. The first 213 feet of the pier would be a stationary fixed section, followed by an 80-foot transition gangway ramp, and then a 215-foot floating section. The proposed deck, gangway, and low float docks would all be ADA compliant, enhancing public access to the lake for those with mobility challenges.

Alternative 3 – Central Pier Alternative

General Plan Revision

Alternative 3 includes most of the same upland features as Alternative 2, but with some refinements in location or size to the following components:

- ◆ the new seasonal non-motorized boat storage structure would be located closer to the residential fence to the east;
- ◆ the drop-off areas, beach access ramps, nature play area, and 10-stall comfort station;
- ◆ the concessionaire building;
- ◆ the waterfront promenade (i.e., shared-use path) would not include viewpoints or interpretative nodes, and it would

meander closer to the beach than with Alternative 2 as the path gets closer to Coon Street;

- ◆ increased parking at the site (the total number of parking spaces would be 183);
- ◆ the event lawn would be reoriented and the event stage would be on the western side of the event lawn;
- ◆ a single-entry plaza would be centrally located and connect the street to the pier; and
- ◆ a single group pavilion would be constructed.

Pier Rebuild Project

Alternative 3 would rebuild the pier in the location of the existing pier. The primary shorezone features associated with Alternative 3 include:

- ◆ removal of the existing pier,
- ◆ a rebuilt and extended pier that:
 - is centrally located within KBSRA, and
 - eliminates the existing motorized boat ramp;
- ◆ a 10-foot wide lake access point with removable bollards that allows for access by non-motorized watercraft and emergency vehicles;
- ◆ Alternative 3 would not include a swim buoy area; and
- ◆ the conceptual design for the Alternative 3 pier would extend 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 a 329-foot floating section. The Alternative 3 central pier would also enhance public access to the lake for those with mobility challenges.



Source: Michael Patrick

Alternative 3 proposes to construct a longer pier at the location of the existing pier. Each pier rebuild alternative includes a fixed portion connected to a floating deck by a gangway such as the one pictured.

Alternative 4 – Western Pier Alternative

General Plan Revision

The General Plan revision with Alternative 4 would largely be the same as with Alternative 2. The unit purpose and park vision, carrying capacity, and adaptive management elements would be the same as described for Alternative 2.

Alternative 4 includes most of the same upland features as Alternative 2, but with some refinements in location or size to the following components:

- ◆ the drop-off areas, the entry kiosk, trash enclosures, beach access ramps, nature play area, and 10-stall comfort station;
- ◆ the concessionaire building;
- ◆ the waterfront promenade would meander further from the beach than with Alternative 2;
- ◆ reduces parking at the site relative to Alternative 2 (the total number of parking spaces would be 119);
- ◆ the event lawn would be reoriented toward the beach with stairs facing the lake and a flexible concert/event area;
- ◆ two single group pavilions;
- ◆ combine the new concessionaire building with a new comfort station on the western side of the park;
- ◆ the new on-site administrative office would be located adjacent to the existing comfort station on the east end of the park;
- ◆ the existing half basketball court would be relocated to the eastern side of the park; and
- ◆ the existing boat trailer parking spaces would be retained.

Alternative 4 does not include the seasonal non-motorized boat storage structure included in Alternative 2.

Pier Rebuild Project

Alternative 4 would rebuild the pier in a location on the western side of the park, near the event center. The primary shorezone features associated with Alternative 4 include:

- ◆ removal of the existing pier,



Source: Design Workshop

Alternative 4 would reduce parking (existing parking lot shown) relative to Alternative 2, orient the event lawn toward the beach and include a flexible concert/event area, and would not include a seasonal non-motorized boat storage structure.



Source: Design Workshop

Alternative 4 would include two single group pavilions.

- ◆ a rebuilt and extended pier that is near the event center, and
- ◆ an extended motorized boat ramp intended to increase the time in which the boat ramp would be functional with lower lake levels.

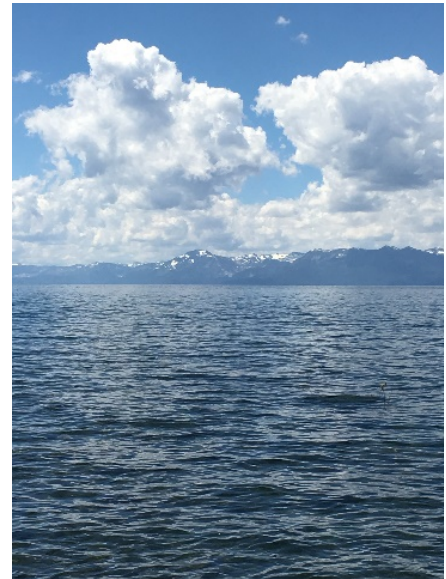
Alternative 4 would not include an additional lake access point, nor would it include a swim buoy area.

The conceptual design for the Alternative 4 pier would extend approximately 704 feet into the lake, 497 feet longer than the existing pier. The first 320 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. Alternative 4 western pier would also enhance public access to the lake for those with mobility challenges.

Environmental Analysis

This EIR/EIS evaluates the potential for significant adverse environmental impacts on air quality; biological resources; cultural resources and tribal cultural resources; geology, soils, land capability, and coverage; greenhouse gas emissions and climate change; hazards, hazardous materials, and risk of upset; hydrology and water quality; land use and planning; noise; public services and utilities; recreation; scenic resources; and transportation and circulation. The criteria used to determine the significance of impacts in the resource discussions were derived from the State CEQA guidelines and the TRPA Initial Environmental Checklist.

Across most of these resource topics, implementation of the General Plan revision and pier rebuild project alternatives would result in a less-than-significant impact on the environment, because the goals and guidelines contained in Chapter 4, The Plan, the Department Operations Manual policies (referenced in Chapter 4), the CSP Standard and Special Project Requirements (see Section 4.7), and Departmental Notices (referenced in Chapter 4) in conjunction with federal, state, and local laws and regulations, would avoid potentially significant effects or maintain them at less-than-significant levels. Table ES-I summarizes the significant and potentially significant environmental effects that would result from implementation of the General Plan revision and pier rebuild project alternatives; describes relevant goals and guidelines contained in Chapter 4, The Plan, that address resource effects; describes avoidance, minimization, or mitigation measures to address significant and potentially significant environmental effects; and identifies the significance of impacts both before and after mitigation. Impacts that are less-than-significant and do not require mitigation measures are included in the technical resource sections of this EIR/EIS (see Sections 5.3.1 through 5.3.13).



Source: Ascent Environmental

Environmental impacts of the Kings Beach SRA General Plan Revision and Pier Rebuild Project are being evaluated to identify the significance of impacts both before and after mitigation.

Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact LTS = Less than Significant PS = Potentially Significant S = Significant SU = Significant and Unavoidable				
5.3.2 Biological Resources				
<p>Impact 5.3.2-1: Disturbance and loss of prime fish habitat</p> <p>The removal of existing structures under Alternatives 2, 3, and 4 may temporarily disturb TRPA-designated prime fish habitat. However, potential impacts would be minimized by implementation of project-specific best management practices (BMPs) that are required for project permits and approvals and CSP Standard and Special Project Requirements included in The Plan (Section 4.7). Alternative 2 would place the rebuilt pier within prime fish (feed and cover) habitat, resulting in the loss or degradation of 4,930 square feet of prime fish habitat. Alternatives 3 and 4 would place the pier outside of, and not remove, prime fish habitat; Alternative 4 additionally includes extending the existing motorized boat ramp near, but outside of, prime fish habitat. Alternatives 2, 3, and 4 could result in changes in localized watercraft activity but would not increase overall watercraft activity on Lake Tahoe and would not substantially change watercraft activity or disturbance within prime fish habitat. Taken together, the impacts to prime fish habitat under Alternatives 3 and 4 would be less than significant. However, the permanent removal or degradation of prime fish habitat under Alternative 2 would be significant. Implementation of Mitigation Measure 5.3.2-1 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternative 2.</p> <p>Because Alternative 1 would not result in changes to the General Plan, removal of existing structures, construction of the rebuilt pier, or changes in watercraft use or resulting disturbance, this alternative would have no impact on prime fish habitat.</p>	<p>Guideline RES 2.1: Design the pier rebuild project to avoid spawning habitat, minimize effects on feed and cover habitat, and to meet or exceed prime fish habitat mitigation requirements</p> <p>Guideline RES 2.2: Remove the boat ramp due to conflict with the fish habitat.</p> <p>Guideline RES 2.3: Enhance prime fish habitat on the eastern end of KBSRA.</p>	<p>General Plan Revision Alts. 1, 2, 3, 4 = NI</p> <p>Pier Rebuild Project Alt. 1 = NI Alt. 2 = S Alts. 3, 4 = LTS</p>	<p>Mitigation Measure 5.3.2-1: Compensate for Loss of Prime Fish Habitat</p> <p>This mitigation measure would apply to the pier rebuild project under Alternative 2.</p> <p>♦ 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</p>	<p>General Plan Revision Alts 1, 2, 3, 4 = NI</p> <p>Pier Rebuild Alt. 1 = NI Alts 2, 3, 4 = LTS</p>

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			<p>consistent with terms and conditions of other required permits. 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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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 	

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			performance and success criteria) to document success; <ul style="list-style-type: none"> • 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. 	
5.3.3 Cultural Resources				
Impact 5.3.3-1: Disturb unique archaeological resources Construction and excavation activities associated with the action alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because Alternatives 2, 3, and 4 would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects to known and unknown archaeological	There are no guidelines applicable to this construction-related impact.	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS Pier Rebuild Project Alt. 1 = NI Alts. 2, 3, 4 = PS	Mitigation Measure 5.3.3-1: Protect previously unidentified archaeological resources in the lakebed of Lake Tahoe This mitigation measure would apply to the pier rebuild component of Alternatives 2, 3, and 4. Before activities could begin on individual components lakeward of the	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS Pier Rebuild Alt. 1 = NI Alts. 2, 3, 4 = LTS

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<p>resources. However, implementation of mandatory CSP Standard and Special Project Requirements included in the General Plan revision would reduce potentially significant impacts to archaeological resources because these measures would avoid disturbance, disruption, or destruction of archaeological resources in compliance with pertinent laws and regulations. This impact would be less than significant for the General Plan revision component of Alternatives 2, 3, and 4.</p> <p>Although the mandatory CSP Standard and Special Project Requirements included in the General Plan revision would be implemented during construction of the pier rebuild component of Alternatives 2, 3, and 4, construction activities that would disturb the lakebed could result in a potentially significant impact on previously unidentified archaeological resources. Implementation of Mitigation Measure 5.3.3-1 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternatives 2, 3, and 4.</p> <p>There would be no impact with Alternative 1.</p>			<p>highwater line, a District Cultural Resource Specialist or a CSP-approved, professionally qualified archaeologist will complete a pre-construction underwater archaeological survey to identify, evaluate, and protect significant submerged cultural resources.</p> <p>If potentially significant cultural resources are discovered by the Cultural Resource Specialist or archaeologist, appropriate protection or treatment measures shall be developed in consultation with CSP, TRPA, and other appropriate agencies and interested parties, such as the Washoe Tribe. The Cultural Resource Specialist or archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (DPR 523 Forms) and location information to the California Historical Resources Information Center office (North Central Information Center). The Cultural Resource Specialist or archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852) for California projects. CSP shall follow recommendations identified in the survey report, which may include designing and implementing a Worker</p>	

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			Environmental Awareness Program, construction monitoring by a qualified archaeologist, avoidance of sites, and preservation in place. Findings of the underwater archaeological surveys will be provided to the Washoe Tribe.	
<p>Impact 5.3.3-2: Disturbance of human remains It is possible that previously unknown human remains could be discovered when soils are disturbed during construction associated with the General Plan Revision and Pier Rebuild Project action alternatives. However, compliance with California Health and Safety Code Sections 7050.5 and 7052 and California Public Resources Code Section 5097 and implementation of mandatory CSP Standard and Special Project Requirements included in the General Plan revision would reduce potentially significant impacts to human remains. This impact would be less-than-significant for The General Plan revision component of Alternatives 2, 3, and 4.</p> <p>Although the mandatory CSP Standard and Special Project Requirements included in the General Plan revision would be implemented during construction of the pier rebuild component of Alternatives 2, 3, and 4, construction activities that would disturb the lakebed could result in a potentially significant impact on human remains. Implementation of Mitigation Measure 5.3.3-2 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternatives 2, 3, and 4.</p> <p>There would be no impact with Alternative 1.</p>	There are no guidelines applicable to this construction-related impact.	<p>General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS</p> <p>Pier Rebuild Project Alt. 1 = NI Alts. 2, 3, 4 = PS</p>	<p>Mitigation Measure 5.3.3-2: Protect previously unidentified human remains in the lakebed of Lake Tahoe This mitigation measure would apply to the pier rebuild component of Alternatives 2, 3, and 4.</p> <p>Before activities could begin on individual components lakeward of the highwater line, a District Cultural Resource Specialist or a CSP approved, professionally qualified archaeologist will complete a pre-construction underwater archaeological survey to identify, evaluate, and protect significant submerged cultural resources.</p> <p>If human remains are discovered by the Cultural Resource Specialist or archaeologist, work will cease immediately in the area of the find and the project manager/site supervisor will notify the appropriate CSP personnel. Any human remains and/or funerary objects will be left in place or returned to the point of discovery and covered with soil. The CSP Chief Ranger (or authorized representative) will notify the County Coroner, in accordance</p>	<p>General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS</p> <p>Pier Rebuild Alt. 1 = NI Alts. 2, 3, 4 = LTS</p>

Table ES-I Summary of Impacts, Guidelines, and Mitigation Measures

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			<p>with Section 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (NAHC) (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will be responsible for notifying the appropriate Native American authorities. The local County Coroner will make the determination of whether the human bone is of Native American origin.</p> <p>If the Coroner determines the remains represent Native American internment, the NAHC in Sacramento and/or tribe will be consulted to identify the most likely descendants and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC Section 5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the site prior to determination. If it is determined the find indicates a sacred or religious site, the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Office and review by the Native American Heritage Commission/Tribal Cultural representatives will occur as necessary to define additional site mitigation or future restrictions. Findings of the</p>	

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			underwater survey will be provided to the Washoe Tribe.	
Impact 5.3.3-3: Affect unique ethnic cultural values or restrict sacred uses, or change the significance of a tribal cultural resource Consultation with the Washoe Tribe of Nevada and California has resulted in no resources identified as TCRs as described under AB 52. Because no resources meet the criteria for a TCR under PRC Section 21074, there would be no impact for Alternative 1 and the General Plan revision component of Alternatives 2, 3, and 4. Although there is no known part of the project site meeting any of the PRC 5024.1(c) criteria, construction activities that result in ground disturbance in the lakebed could damage or destroy previously unidentified TCRs in the lakebed. Therefore, the pier rebuild component of Alternatives 2, 3, and 4 would have a potentially significant impact to TCRs. Implementation of Mitigation Measure 5.3.3-3 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternatives 2, 3, and 4.	There are no guidelines applicable to this construction-related impact.	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS Pier Rebuild Project Alt. 1 = NI Alts. 2, 3, 4 = PS	Mitigation Measure 5.3.3-3: Protect previously unidentified tribal cultural resources in the lakebed of Lake Tahoe This mitigation measure would apply to the pier rebuild component of Alternatives 2, 3, and 4. With respect to performing a pre-construction underwater archaeological survey to identify, evaluate, and protect significant submerged tribal cultural resources, implement Mitigation Measure 5.3.3-1 described above.	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS Pier Rebuild Alt. 1 = NI Alts. 2, 3, 4 = LTS
5.3.11 Recreation				
Impact 5.3.11-2: Affect navigation for non-motorized activities With all of the pier alternatives, non-motorized watercraft and long-distance swimmers would need to navigate around the lakeward end of the pier, except during lake levels near median (about 6226 feet msl) where such users could choose to navigate under the fixed pier sections (or gangway). With Alternative 2, non-motorized watercraft would also need to navigate around the swim buoy area. Because the pier with Alternative 2 would be sufficiently distant from the 600-no wake zone in high and low water conditions; and non-motorized	Guideline VI.2: Provide an appropriate variety of lake access opportunities, including access to Lake Tahoe for persons with mobility challenges and opportunities for launching non-motorized watercraft. Guideline VI.3: Monitor potential conflicts between motorized boating and non-motorized watersports and consider in management strategies to minimize conflicts, such as collaborating	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS Pier Rebuild Project Alt. 1 = NI Alt. 2 = LTS Alts. 3, 4 = S	Mitigation Measure 5.3.11-2: Improve lateral movement and navigation around pier This mitigation measure would apply to the pier rebuild project under Alternatives 3 and 4. CSP and the Conservancy will redesign the pier to improve lateral movement and navigation for non-motorized watercraft and swimmers. The pier	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS Pier Rebuild Alt. 1 = NI Alts. 2, 3, 4 = LTS

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<p>watercraft and swimmers are already accustomed to navigating into deeper waters to get around the point and buoys on the eastern end of the park, the impact on navigation for non-motorized watercraft and swimmers would be less than significant for Alternative 2. Because the Alternative 3 central pier and the Alternative 4 western pier would create a significant barrier by forcing non-motorized watercraft and swimmers to travel outside of the 600-foot no wake zone during high water conditions, this impact would be significant. After implementation of Mitigation Measure 5.3.11-2, the piers proposed in Alternatives 2 and 3 would include buoys to notify motorized watercraft to reduce speeds, and the most lakeward sections of the piers would be removed during periods of high lake levels to increase the space available for non-motorized navigation. After incorporation of mitigation, the impact of the piers in Alternatives 3 and 4 would be less than significant.</p> <p>Aside from proposed changes associated with replacement of the existing boat ramp with a non-motorized lake access point and pier, the upland features proposed by the General Plan revision in Alternatives 2 through 4 would not affect non-motorized navigation on Lake Tahoe. These General Plan revision alternatives would have a less-than-significant impact on non-motorized navigation parallel to the shore. Alternative 1 would have no impact on non-motorized watercraft activities.</p>	<p>with TRPA and the U.S. Coast Guard to reduce watercraft speeds in the vicinity of KBSRA.</p> <p>Guideline V4.1: Designate a swimming only area near the center of the beach during the peak summer season. Demarcate the area with swim buoys and enforce a prohibition on watercraft within the swimming area. Allow the park supervisor to issue exceptions to the watercraft prohibition for paddle craft during special events.</p> <p>Guideline V4.2: Maintain access for non-motorized watercraft on the east and west sides of the swimming area.</p> <p>Guideline V4.3: Provide motorized watercraft access to KBSRA by allowing temporary passenger loading and unloading at the pier. Manage the duration of passenger drop-off and pick-up times to allow multiple watercraft to access the pier throughout the day.</p> <p>Guideline V4.4: Maintain opportunities for safe navigation of non-motorized watercraft parallel to the shoreline.</p>		<p>would be redesigned and constructed to include the following features:</p> <ul style="list-style-type: none"> ♦ removable navigational buoys shall be added beyond the lakeward end of the pier for use in high water conditions to notify motorized boaters of an extended no wake zone; and ♦ the design shall allow for the outermost floating platform(s) to be temporarily removed during high water conditions, to shorten the pier while maintaining access to the pier for motorized watercraft. 	
5.3.12 Scenic Resources				
<p>Impact 5.3.12-1: Effects on views toward Lake Tahoe and the visual quality of the site</p> <p>Implementation of Alternative 1 would result in no changes at KBSRA and therefore no impact to views toward Lake Tahoe or the visual quality of the site.</p>	<p>Guideline RES 10.1: Locate and design structures to minimize their visible mass and potential to detract from scenic views from within KBSRA.</p>	<p>General Plan Revision Alt. 1 = NI Alts. 2, 3 = LTS Alt. 4 = S</p>	<p>Mitigation Measure 5.3.12-1a: Redesign the pier as a floating pier</p> <p>This Mitigation Measure applies to Alternatives 3 and 4.</p>	<p>General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS</p> <p>Pier Rebuild</p>

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<p>Alternative 2 would affect visual conditions by modifying man-made features visible from SR 28 and altering views of Lake Tahoe from SR 28. These visual changes would not substantially degrade the visual quality of the site, views from SR 28, views of Lake Tahoe or scenic vistas. Nor would the visual changes reduce the TRPA scenic quality ratings for the applicable roadway travel units, scenic resources, or for the recreation area. Thus, Alternative 2 would have a less-than-significant impact. The upland features of the General Plan revision in Alternative 3 would have similar effects on scenic and visual quality as Alternative 2, which would be less than significant. The upland features of the General Plan revision in Alternative 4 include shade structures that would degrade an existing view of Lake Tahoe and would reduce the TRPA scenic threshold score for Scenic Resource 20-5 resulting in a significant impact. However, after implementation of Mitigation Measure 5.3.12-1b, the impact of the upland features of the General Plan revision in Alternative 4 would be reduced to a less-than-significant level. The pier rebuild project in Alternatives 3 and 4 would block views of Lake Tahoe from the beach, including from TRPA-designated Scenic Resource 9-2, which would bring that resource out of attainment of its scenic threshold standard. This would be a significant impact for Alternatives 3 and 4. After implementation of all feasible mitigation, the pier rebuild project in Alternatives 3 and 4 would continue to block views of the lake and bring Scenic Resource 9-2 out of attainment of the TRPA scenic threshold standard. Therefore, the pier rebuild project in Alternatives 3 and 4 would have a significant and unavoidable impact on the scenic quality of views toward the lake.</p>	<p>Guideline RES 10.2: Minimize the visibility of upland 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/or incorporating vegetative screening to obscure views of human-made facilities from the lake.</p> <p>Guideline RES 10.3: 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> <p>Guideline RES 11.1: Incorporate the following design guidelines in new or redeveloped facilities in KBSRA:</p> <ul style="list-style-type: none"> ◆ Buildings shall be constructed of wood, stone, or similar natural or natural-looking materials. Reflective materials, smooth surfaces, or brightly colored materials shall not be used, except where necessary for public safety. ◆ Facilities shall be dark earth-tone colors that blend with the natural environment and minimize the visibility of facilities. Lighter earth-tone colors can be used on portions of facilities to provide architectural detail and visual interest. 	<p>Pier Rebuild Project Alt. 1 = NI Alt. 2 = LTS Alts. 3, 4 = S</p>	<p>CSP and the Conservancy will redesign the central and western piers as low-profile floating piers that minimize their visibility from the beach. The redesigned piers shall maintain the following elements of the existing design that reduce its visual prominence: (1) minimize the visibility of pilings by including fewest number, smallest diameter, and shortest pilings feasible; and (2) the pier decking, floats, pilings, and other elements shall be colored a muted shade of medium to dark grey that allows the pier to visually blend into the water. In addition to maintaining these elements of the existing design, the redesigned pier shall comply with the following design criteria to the extent feasible without jeopardizing public safety or the structural integrity of the pier:</p> <ul style="list-style-type: none"> ◆ the entire pier shall be designed as a floating pier with no fixed sections elevated above the beach or water surface; ◆ no railings or other non-structural elements shall be included above the pier deck; and ◆ the floating deck shall be designed to minimize the distance between the water surface and the top of the pier decking. 	<p>Alt. 1 = NI Alt. 2 = LTS Alts. 3, 4 = SU</p>

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	<ul style="list-style-type: none"> ◆ The architectural design of facilities should reflect the natural mountain environment. Roofs should be sloped, and buildings should include articulation and architectural details and not exceed the height of the forest canopy. <p>Guideline RES 11.2: Develop outdoor lighting to be part of the architecture and site design, maintain the operational efficiency of the site, avoid light pollution, and provide security. Outdoor lighting, at a minimum, shall comply with the following guidelines:</p> <ul style="list-style-type: none"> ◆ Limit new or existing sources of exterior lighting and reflective materials to the minimum amount necessary for public safety, navigation, and operations. ◆ All overhead lighting fixtures shall be fully shielded and directed downward to prevent light pollution. ◆ Exterior lighting should use the lowest wattage necessary for the application. ◆ Lighting should use yellow spectrum luminaires, such as low-pressure sodium or narrow band amber Light-Emitting Diode (LED) and avoid bright white light sources. 		<p>Mitigation Measure 5.3.12-1b: Redesign shade structures as picnic sites or relocate shade structures. This Mitigation Measure applies to Alternative 4.</p> <p>CSP will redesign or relocate the four shade structures proposed between the parking lot and beach on the west side of KBSRA to minimize new obstructions to views of Lake Tahoe from the main vehicular entry (Viewpoint 5) and from Scenic Resource 20-5, located on SR 28 directly north of the proposed shade structures. The structures will either be redesigned as unshaded picnic sites or relocated to another area of the park where they would not block views of Lake Tahoe. If they are redesigned, the redesigned structures will include no permanent roofs, walls, posts, or other structural elements that extend above four feet in height. If they are relocated, they will be relocated to the eastern side of the park in an area where existing vegetation and/or structures block views of Lake Tahoe from State Route 28.</p>	

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	<p>Guideline RES I 1.3: Install and maintain landscaping to enhance scenic views into and from KBSRA, and as a method for screening existing or planned buildings and infrastructure. Landscape design shall comply with the following guidelines:</p> <ul style="list-style-type: none"> ◆ Use TRPA recommended list for native and adapted plant species. Non-native plants may be used as accent plantings but are restricted to borders, entryways, flower beds, and other similar locations. Use locally native species where feasible. ◆ Existing trees and natural features should be preserved and incorporated into landscape improvements ◆ Incorporate water conservation measures into the landscape. Water conservation measures could include the use of drought tolerant plants, low volume irrigation, mulch layer over landscape beds (but not large exposed tree roots) to slow evaporation, and soil amendment with compost and clay to increase water retention. <p>Guideline RES I 1.4: Install and maintain signage to provide adequate public information in a manner that does not detract from the aesthetics or</p>			

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		<p>the scenic quality of the park. Signage should comply with the following guidelines, where feasible:</p> <ul style="list-style-type: none"> ◆ Consolidate signage onto kiosks or similar structures to avoid visual clutter. ◆ Signs should be dark brown or other earth-tones and avoid reflective materials. ◆ Coordinate wayfinding signage with local and regional agencies to establish a consistent visual character. 			

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