

3 Revisions to the GP Draft EIR/ Pier Draft EIR/EIS

This chapter presents specific text changes made to the Draft EIR/EIS since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR/EIS and are identified by the respective page number. Text deletions are shown in ~~striketrough~~, and text additions are shown in underline.

The information contained within this chapter clarifies and expands on information in the Draft EIR/EIS and does not constitute “significant new information” requiring recirculation. (See Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5.)

Revisions to Executive Summary Chapter

Portions of Table ES-1 beginning on page ES-14 are revised as follows to reflect changes to Mitigation Measure 5.3.2-1 and to add Impact 5.3.12-2, which was inadvertently omitted:

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)
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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 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 This mitigation measure would apply to the pier rebuild project under Alternative 2.</p> <ul style="list-style-type: none"> ♦ 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 <u>and approvals, such as the lease agreement with the California State Lands Commission (CSLC) for construction and operation of the pier rebuild project.</u> 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 	<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>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 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 	

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			<ul style="list-style-type: none"> responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. <p><u>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.</u></p>	
5.3.12 Scenic Resources				
<p>Impact 5.3.12-2: Effects on views from Lake Tahoe <u>Alternative 1 would result in no impact on views from Lake Tahoe because it would make no changes to elements of KBSRA that are visible from the lake. Alternative 2 would alter human-made features visible from Lake Tahoe, which is one of the three criteria used to determine shoreline travel unit threshold scores. These visual changes would not reduce the quality of views from Lake Tahoe or degrade the TRPA scenic quality ratings for the applicable shoreline travel units. Thus, the impact of Alternative 2 would be less than significant. Alternatives 3 and 4 would result in similar changes to human-made features visible from the lake. However, the exact visual magnitude of upland facilities proposed under Alternatives 3 and 4 has not been calculated, and it is possible that these alternatives could exceed the maximum area of lakefront façade allowed by the TRPA Code of Ordinances, which is a potentially significant impact. Implementation of Mitigation Measure 5.3.12-2.2b would require that the upland features of Alternatives 3 and 4 be consistent with visual magnitude requirements of the TRPA Code of</u></p>	<p>Guideline RES 11.1: <u>Incorporate the following design guidelines in new or redeveloped facilities in KBSRA:</u></p> <ul style="list-style-type: none"> <u>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.</u> <u>Facilities shall be dark earth-tone colors that blend with the natural environment and</u> 	<p><u>General Plan Revision</u> <u>Alt. 1 = NI</u> <u>Alts. 2 = LTS</u> <u>Alt. 3, 4 = S</u></p> <p><u>Pier Rebuild Project</u> <u>Alt. 1 = NI</u> <u>Alt. 2, 3, 4 = S</u></p>	<p>Mitigation Measure 5.3.12-2a: Reduce visible mass. <u>This mitigation measure would apply to the pier rebuild project under Alternatives 2, 3, and 4. CSP will ensure that the pier rebuild would meet the minimum scenic mitigation requirements specified in the TRPA Code. The pier rebuild would include visible mass reduction or screening as required by the TRPA Ordinances that are in place at the time of adoption of this document. The mitigation requirement will be demonstrated in the TRPA project permit and the mitigation will need to be met before TRPA permit acknowledgement. At the time of preparation of this document, the current proposal for visible mass reduction mitigation as part of the proposed Shoreline Plan applicable to this project is at a 3:1 ratio. The current visible mass reduction mitigation in the existing Code of Ordinances applicable to this project requires no net increase in visible mass. To achieve the applicable reduction in visible mass, CSP will install additional visual screening in KBSRA to block views of human-made structures or remove existing structures that are visible from</u></p>	<p><u>General Plan Revision</u> <u>Alt. 1 = NI</u> <u>Alts. 2, 3, 4 = LTS</u></p> <p><u>Pier Rebuild</u> <u>Alt. 1 = NI</u> <u>Alt. 2, 3, 4 = SU</u></p>

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<p><u>Ordinances and Design Review Guidelines, reducing the impact to a less-than-significant level.</u></p> <p>The pier rebuild project component of Alternatives 2, 3 and 4 would result in a significant impact because they would result in a net increase in visible mass. However, implementation of Mitigation Measure 3.12-2.2a would reduce the visible mass and reduce the impact to a less-than-significant level for the pier rebuild component of Alternatives 2, 3 and 4.</p>	<p>minimize the visibility of facilities. Lighter earth-tone colors can be used on portions of facilities to provide architectural detail and visual interest.</p> <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><u>Lake Tahoe. All landscape screening shall be implemented consistent with current defensible space guidelines. The reduction in visible mass will be maintained in perpetuity.</u></p> <p><u>Mitigation Measure 5.3.12-2b: Calculate visual magnitude and ensure compliance with the TRPA Code</u></p> <p><u>This mitigation measure would apply to Alternatives 3 and 4.</u></p> <p><u>CSP will calculate the visual magnitude that would occur from implementation of the selected alternative consistent with the protocol described in Appendix H of the TRPA Design Review Guidelines. If the visual magnitude calculation determines that the alternative would exceed the maximum allowable visible lakefront façade, then CSP will refine the site design and/or design standards such that the alternative would not exceed the visual magnitude limitations in Chapter 66 of the TRPA Code of Ordinances. Such revisions could include, but are not limited to:</u></p> <ul style="list-style-type: none"> ◆ <u>require that restrooms and other buildings be a darker earth tone color;</u> ◆ <u>reduce the size of the structures;</u> ◆ <u>add additional vegetation to screen the restroom, visitor contact station, or other structures; or</u> ◆ <u>add vegetation to screen the perimeter of the lakefront promenade.</u> 	

Revisions to Section 2.3.2, Recreation Facilities

The fifth paragraph on page 2-34 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.

Revisions to Section 2.4.1, Visitor Profile

The third paragraph and Table 2.4-1 on page 2-41 have been 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.

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

Revisions to Chapter 4, The Plan

The third bullet on page 4-20 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 text on page 4-26 is revised as follows:

Guideline OP3.3: 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 OP3.4: Designate areas within KBSRA for passenger loading and unloading.

Guideline OP3.5: 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 OP3.6: Incorporate technologies, available and appropriate at the time to minimize equipment maintenance and provide improved service to visitors.

Guideline OP3.7: 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 text on page 4-28 is revised as follows:

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.

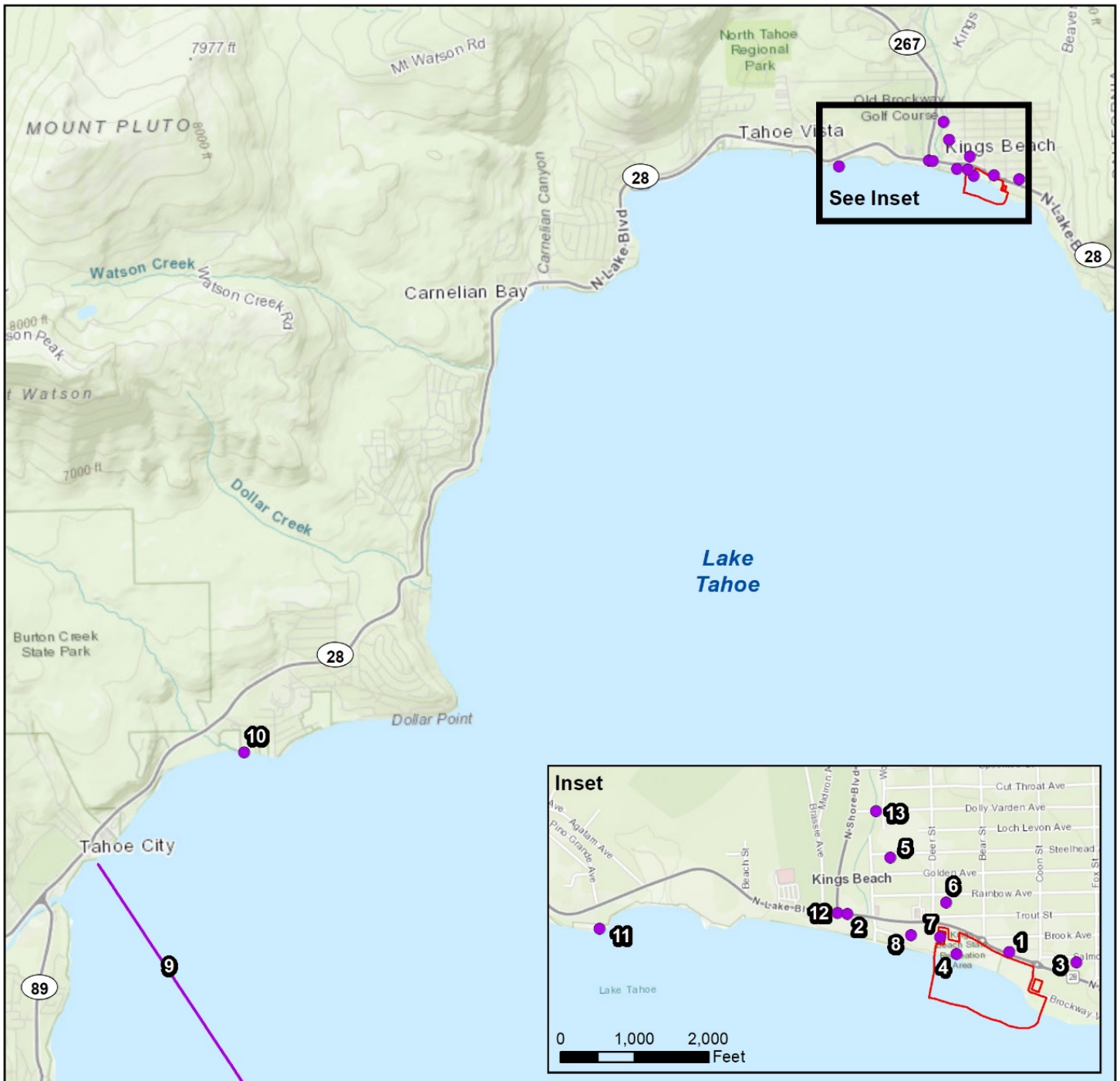
Guideline SD5.4: Provide an adequate number of bicycle racks distributed throughout KBSRA. Monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, assess the need and feasibility to install additional bicycle racks.

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

Revisions to Section 5.1.4, Cumulative Impacts

Portions of Table 5.1-4 beginning on page 5-32 and Exhibit 5.1-15 on page 5-36 in Section 5.1.3, Contents of Environmental Analysis Sections, are revised as follows:

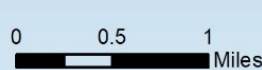
Table 5.1-4 Cumulative Projects List					
Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
Projects in Kings Beach					
8	Lakeside Redevelopment	8200 North Lake Boulevard, Kings Beach, CA	Redevelopment of 1.8 acres of lakefront land. The project would include a lakefront amenity building (Participant Sports Facility), street front retail, and 10 second home residential units.	10 residential units	Application received by Placer County. Preparation of an Initial Study is underway.
Projects on Lake Tahoe					
89	Lake Tahoe Passenger Ferry Project	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.	Year-round waterborne transit between north and south shores of Lake Tahoe.	—	Notice of Preparation (NOP)/Notice of Intent (NOI) released in November 2013; Draft EIS/EIR/EIS in preparation, but on hold.
910	Coast Guard Pier Expansion	2500 Lake Forest Road, Tahoe City, CA	The project would replace with existing Coast Guard pier with a longer pier in order to provide	—	Undergoing environmental review.
1011	North Tahoe Marina Expansion	7360 North Lake Boulevard, Tahoe Vista, CA		—	In early planning stages.
Caltrans Highway Improvement Projects (not mapped)					
112	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					
1213	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

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Revisions to Section 5.3.2, Biological Resources

Mitigation Measure 5.3.2-1 beginning on page 5.3.2-8 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.

Revisions to Section 5.3.10, Public Services and Utilities

The first paragraph on page 5.3.10-10 is 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.

The fourth paragraph on page 5.3.10-10 is 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**.

Revisions to Section 5.3.12, Scenic Resources

The first paragraph on page 5.3.12-33 is revised as follows:

Mitigation Measure 5.3.12-2a: Reduce visible mass

This mitigation measure ~~would apply~~ applies to the pier rebuild project under Alternatives 2, 3, and 4.

CSP will ensure that the pier rebuild would meet the minimum scenic mitigation requirements specified in the TRPA Code. The pier rebuild project would include visible mass reduction or screening as required by TRPA Code provisions that are in place at the time of adoption of this document. The mitigation requirement will be demonstrated in the TRPA project permit and the mitigation will need to be met before TRPA permit acknowledgement. At the time of preparation of this document, the current proposal for visible mass reduction mitigation as part of the proposed Shoreline Plan is at a 3:1 ratio. The current visible mass reduction mitigation requirement in the existing TRPA Code requires ~~results in~~ no net increase in visible mass. To achieve a ~~no net increase in~~ the applicable reduction in visible mass, CSP will install additional visual screening in KBSRA to block views of human-made structures or remove existing structures that are visible from Lake Tahoe. ~~The combination of additional visual screening and/or removal of structures will result in a net reduction of at least 174.9, 866.2, or 1,037.1 sq. ft. of visible mass respectively for Alternatives 2, 3, and 4. All landscape screening shall be implemented consistent with current defensible space guidelines.~~ The reduction in visible mass will be maintained in perpetuity.

Mitigation Measure 5.3.12-2b on page 5.3.12-33 is revised as follows:

Mitigation Measure 5.3.12-2b: Calculate visual magnitude and ensure compliance with the TRPA Code

This mitigation measure ~~would apply~~ applies to Alternatives 3 and 4.