CHAPTER 5

Environmental Analysis

5 Environmental Analysis

5.1 Introduction and Description of the Alternatives

As described in Chapter 1, Introduction, this is a joint environmental impact report (EIR) for the General Plan revision and pier rebuild project pursuant to the California Environmental Quality Act (CEQA), and an environmental impact statement (TRPA EIS) for the pier rebuild project pursuant to the Tahoe Regional Planning Compact, TRPA Code of Ordinances, and Rules of Procedure. While some terminology and document contents vary between the two sets of environmental statutes and regulations, this EIR/EIS contains the necessary elements to satisfy the requirements of both CEQA and TRPA.

5.1.1 CEQA and TRPA Regulation Overview

California Environmental Quality Act

CEQA and the State CEQA Guidelines direct that an EIR evaluate and disclose the environmental impacts associated with a proposed project. The potentially significant environmental effects of all phases of the proposed project and project alternatives, including construction and operation, are evaluated in the analysis (consistent with Guidelines Section 15126.2). A significant effect is defined in CEQA as a substantial or potentially substantial adverse change to the physical environment resulting from implementation of the project. Where significant effects on the environment are identified, the document describes all feasible mitigation measures and a reasonable range of alternatives to reduce the potentially significant or significant effects on the environment. Mitigation measures may avoid, minimize, or compensate for significant adverse impacts, and need to be fully enforceable through permit conditions, agreements, or other legally binding means (Guidelines Section 15126.4[a]). Mitigation measures are not required for effects that are found to be less than significant.

Tahoe Regional Planning Agency

Article VII(a)(2) of the Bi-State Compact requires TRPA, when acting upon matters that may have a significant effect on the environment, to prepare and consider a detailed TRPA EIS before deciding to approve or carry out any project. The TRPA Code states that a TRPA EIS shall identify significant environmental impacts of the proposed project, any significant adverse environmental effects that cannot be avoided should the project be implemented, and mitigation measures that must be implemented to ensure meeting standards of the Tahoe Basin (Code Section 3.7.2). A TRPA EIS must include a discussion of the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity and identify any significant irreversible and irretrievable commitments of resources should the project be implemented. The TRPA--EIS shall also evaluate growth-inducing impacts of the proposed project (TRPA Code of Ordinances, Section 3.7.2). These topics are addressed in Section 5.4, Other CEQA and TRPA Considerations.

TRPA has established Environmental Threshold Carrying Capacities (threshold standards) and indicators for nine resource areas: water quality, air quality, scenic resources, soil conservation, fish habitat, vegetation, wildlife habitat, noise, and recreation. TRPA threshold standards are minimum standards of environmental quality to be achieved in the Tahoe Region. Every four years, TRPA evaluates the attainment status of all TRPA threshold standards. The latest TRPA Threshold Evaluation

was completed in December 2016 (TRPA 2016). Pursuant to TRPA Code Section 4.4, TRPA is required to find that the proposed project would not cause the environmental threshold carrying capacities to be exceeded. These findings will be presented to the TRPA Governing Board during consideration of certification of this EIS and adoption of a project alternative.

5.1.2 General Plan Revision and Pier Rebuild Project Alternatives

The resource sections in this chapter evaluate the environmental impacts and identify mitigation for four General Plan revision and pier rebuild project alternatives. Alternative 1 is the no-project alternative. Alternatives 2 through 4 are action alternatives that involve a range of options for upland features and pier location and design. Alternative 2, the Eastern Pier Alternative, is the proposed project.

The improvements proposed under the General Plan revision do not differentiate between state land ownerships and seamlessly integrate all state lands within the General Plan boundary in site designs. The operation and maintenance of the Plaza parcels, and any environmental impacts resulting from General Plan implementation would be the same regardless of ownership of the Plaza parcels.

Alternative 1 – No Project

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

Alternative 2 – Eastern Pier Alternative (Proposed Project)

General Plan Revision

The Introduction, Existing Conditions, Issues and Analyses, and the Plan chapters constitute the General Plan revision. These components address 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, economic, and environmental characteristics. Collectively, these components constitute the project description for Alternative 2.

Exhibit 5.1-1 shows the conceptual layout of the proposed General Plan revision features associated with Alternative 2, including upland and shorezone features. It is anticipated that the features of the General Plan revision would be constructed in phases as soon as financing is available for each component. The proposed pier rebuild project, described separately below, is the one near-term project planned to be constructed, following financing, project approval, and permitting.

Upland Features

The primary upland features associated with Alternative 2, some of which may be located on or cross Conservancy land within the boundary of KBSRA, include:

- a new small administrative office located on the east side of the park;
- a new seasonal non-motorized watercraft storage structure located adjacent to the proposed administrative office;

- new drop-off locations in the main parking lot and near the proposed pier;
- two new 10-foot wide paved beach access ramps, which would be used for equipment access for sand management purposes by CSP maintenance staff;
- a new nature play area to replace the existing playground;
- relocation of the half basketball court inland to establish a new small group picnic area in its current location;
- a new concessionaire building to replace the existing building;
- a new information kiosk near the main park entrance;
- a new two-stall comfort station with two changing rooms on the western side of the park;
- demolition and replacement of the existing 7-stall comfort station centrally located in the park with a new 10-stall restroom/shower building with two changing rooms. The new combination building would be relocated to be closer to the proposed open lawn and event stage area;
- new trash enclosures;
- a new 12-foot wide shared-use path/waterfront promenade (Exhibits 5.1-1 through 5.1-4) and sand wall that:
  - includes viewpoints or interpretative nodes to create recreation elements throughout the site;
  - provides internal circulation by extending to the eastern and western park edges, and allowing for future extension of the Kings Beach Promenade project by Placer County;
  - allows for bicycle and pedestrians use; and
  - assists with sand management in combination with vegetated dune landscape;
- reduced and reconfigured parking to improve on-site circulation, reduce queuing onto SR 28, and increase the area available for recreational amenities. The total number of parking spaces would be 157 (a reduction of 20 spaces, or 11 percent of the parking);
- new open lawn (turf or alternative) and stage/event areas. A portable stage could also be located on the beach. The open lawn could be used for winter ice skating;
- eastern and western entry plazas;
- large group and small group picnic pavilions; and
- individual picnic sites.

Shorezone Features

Alternative 2 is consistent with the pier location depicted in the Kings Beach Vision Plan vision diagram (Placer County 2013), prepared in support of the recently-adopted Placer County Tahoe Basin Area Plan. The primary shorezone (lakeward of the backshore boundary) features associated with Alternative 2 include:

- a rebuilt and extended pier that: anchors the eastern park edge and creates a single access location, provides for a contiguous beach area that maximizes beach and swim areas, and eliminates the existing motorized boat ramp;
- inclusion of a 10-foot wide lake access point with removable bollards that allows for access by non-motorized watercraft and emergency vehicles; and
- a swim buoy area that extends from a point just east of the westernmost stormwater outfall to a point just west of the central stormwater outfall. The distance into the lake would be determined at the time a future permit application submittal. The swim buoy area would be anchored by buoys that include a concrete block with an anchor connected to a floating buoy via a chain. The buoys would be spaced approximately 50 feet apart, with approximately 25 buoys required.

Pier Rebuild Project

Exhibits 5.1-5 and 5.1-6 show plan and profile views of the proposed eastern pier. Exhibits 5.1-7 and 5.1-8 show pier section and low freeboard dock details. Table 5.1-1 compares the physical characteristics of the proposed pier (Alternative 2) with the existing pier and pier alternatives under consideration. Because construction of the eastern pier would involve locating improvements in prime fish habitat (feed and cover habitat only), the motorized boat launch would be removed in accordance with TRPA Code Section 84.5.1.C. Permits and approvals that would be required for the pier rebuild include a lease from California State Lands Commission for construction and operation, TRPA Environmental Improvement Program permit, Section 401 water quality certification from Lahontan Regional Water Quality Control Board, Section 404 permit from U.S. Army Corps of Engineers, Section 1602 streambed alteration permit from California Department of Fish and Wildlife, and Section 7 consultation with U.S. Fish and Wildlife Service (see Section 1.7, Planning Process and Subsequent Planning and Permitting).

As a proposed multiple-use pier, the pier is eligible for deviation from the Design and Construction Standards of TRPA Code Subsection 84.5.2(F). 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 pier would include an estimated 27 pier pilings for the fixed and floating sections (the ramped sections would not include pilings), which has about the same footing area as the existing pier. The proposed pier would extend beyond the TRPA-designated pierhead line (elevation 6219.0 feet Lake Tahoe Datum).

Because the proposed deck, gangway, and low float docks would all be Americans with Disabilities Act compliant, the proposed pier would enhance public access to the lake for those with disabilities. The pier would allow non-motorized watercraft to launch from the pier or to unload from the lake. Motorized watercraft would be allowed to load and unload passengers at the pier; no overnight mooring would be allowed. The proposed gangway would allow the floating section to adjust with changing lake levels.

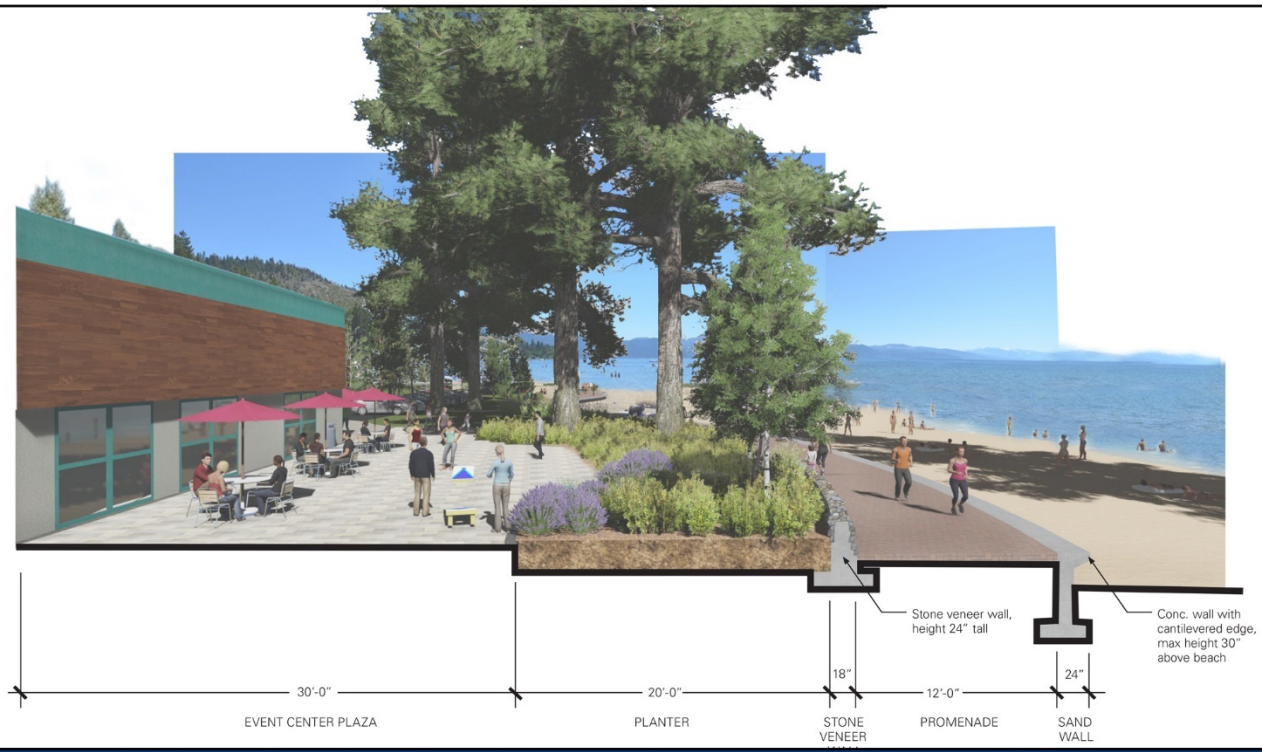
Kings Beach State Recreation Area General Plan

Source: Prepared by Design Workshop in 2018

X13010017 04 031

Exhibit 5.1-1

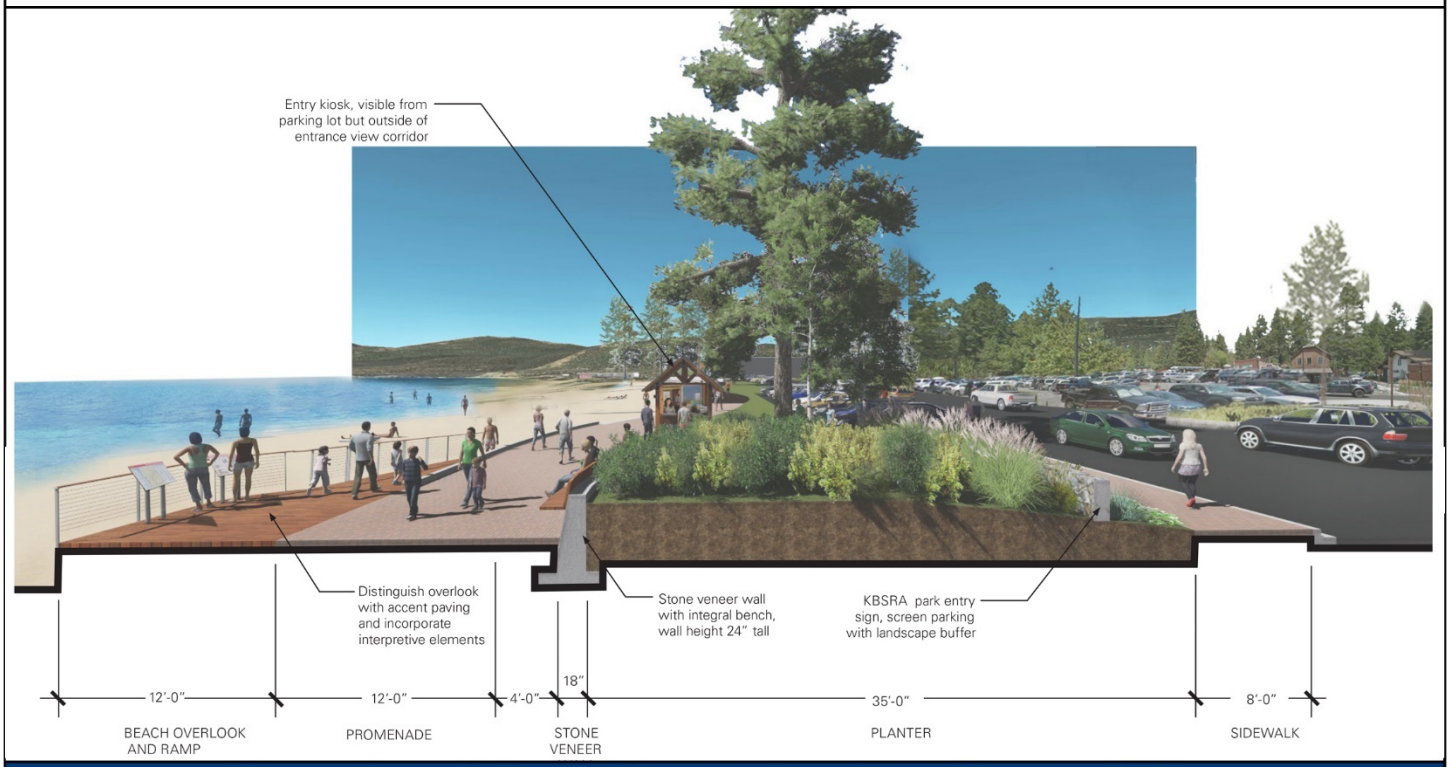
Alternative 2 – Eastern Pier Alternative



Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

Exhibit 5.1-2 Cross-Section Looking East Showing the Event Plaza and Promenade



Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 047

Exhibit 5.1-3 Cross-Section Looking West Showing an Overlook on the Promenade at the Park Entry

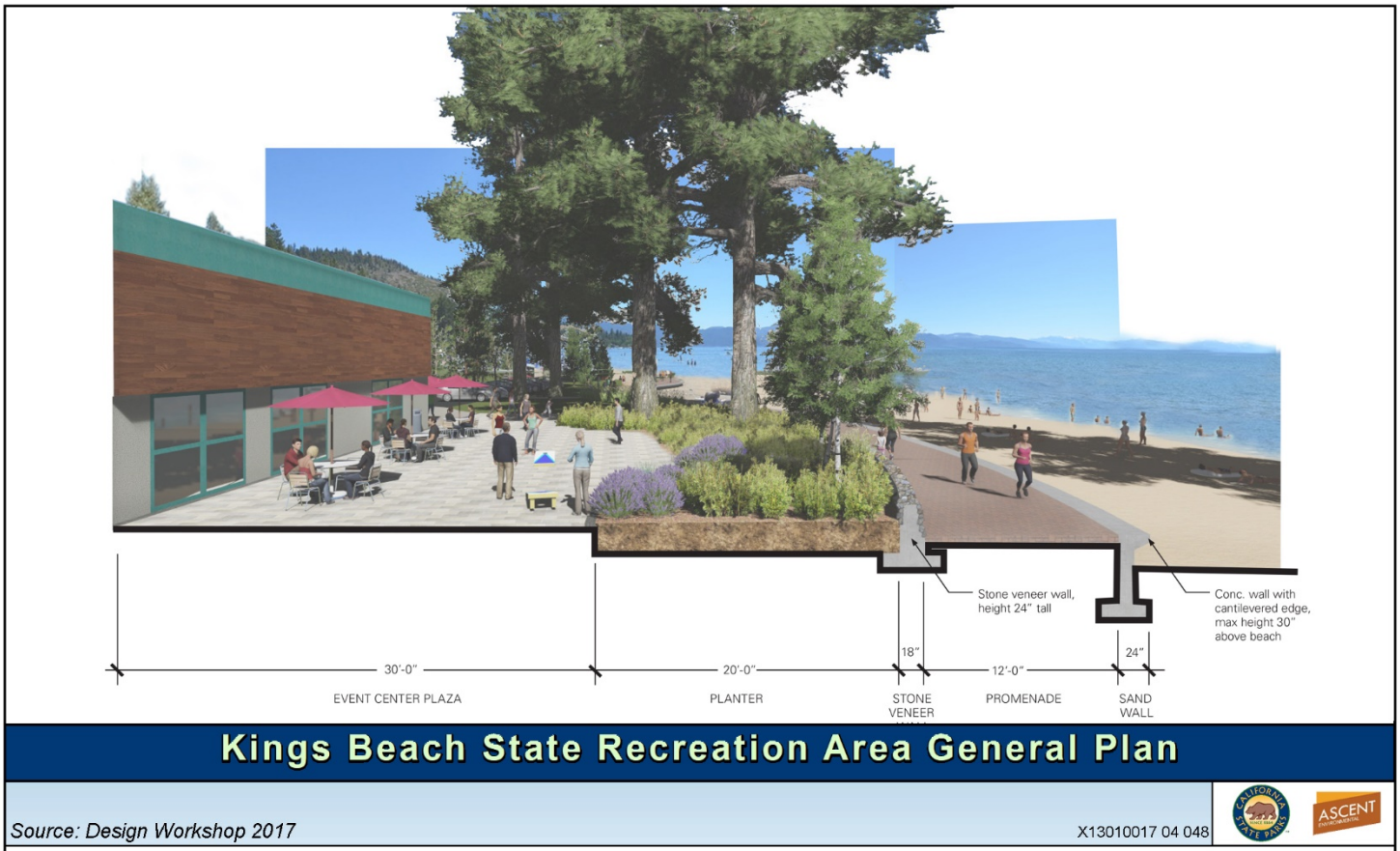
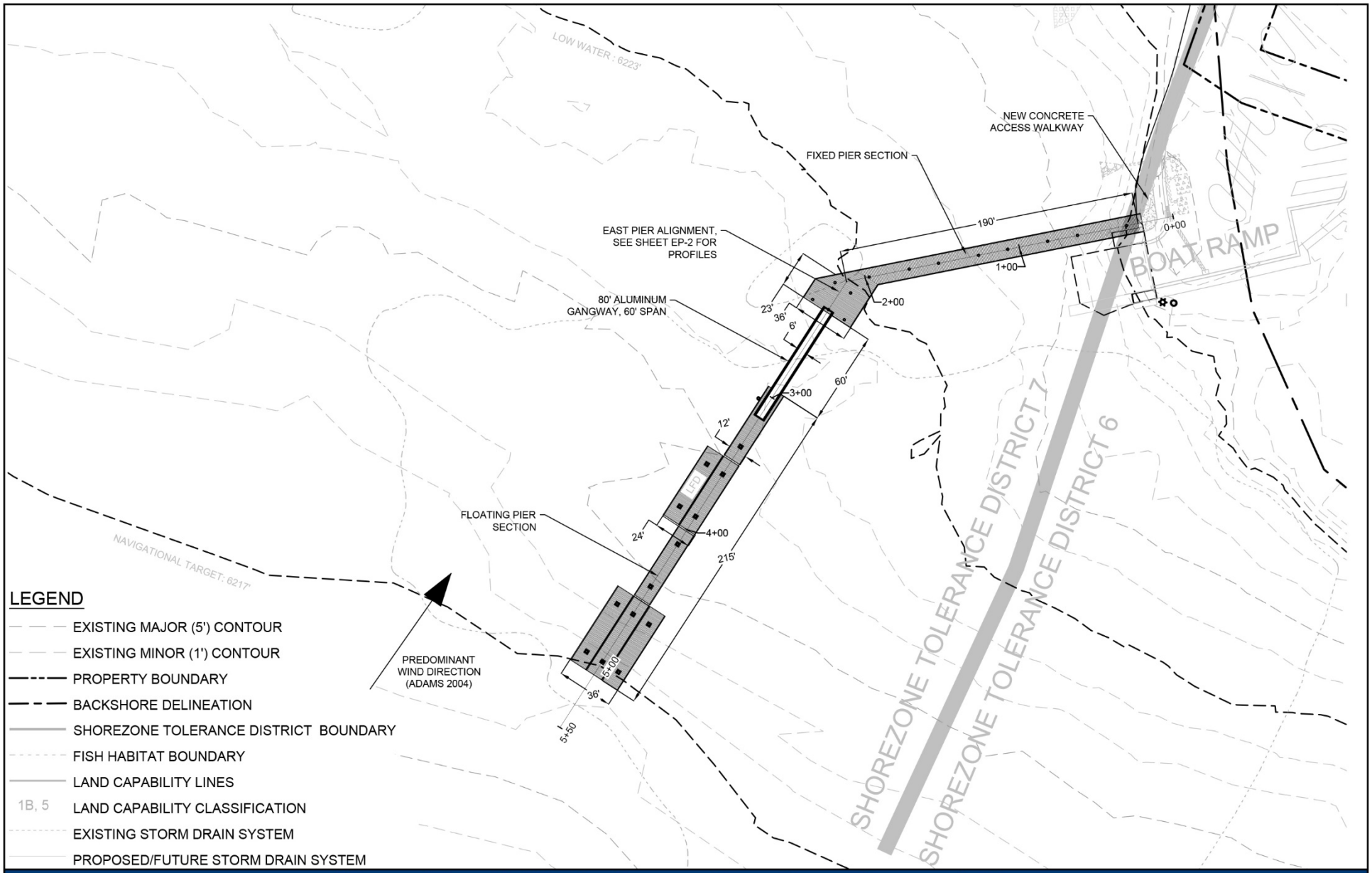


Exhibit 5.1-4 Cross-Section Looking West Showing the Expanded Event Lawn and Promenade

The pier would be constructed by a floating or amphibious barge during the winter season (October to May). The barge would launch from one of the nearby boat launch locations. The type of barge to be used would depend on the water level in the Lake at the time of construction. During high water, a floating barge can be used, however during low water years, the amphibious barge would be needed to access the portions of the pier nearest to the beach. Both types of barge are currently docked on Lake Tahoe and available for commercial service. Amphibious barges can be driven out of the Lake to refuel equipment. For floating barges, fuel must be transferred in containers for refueling on the Lake. All barges would carry a 40- to 65-gallon spill containment kit (Ragan, pers. comm., 2017).

The existing piles would be pulled from the lakebed using a crane or jack mechanism mounted to the barge. Cutting and abandoning the existing piles in place could create a safety hazard as shifting lakebed sediments could expose the cut edge of the pilings. Turbidity curtains would be used during piling removal and installation to minimize water quality impacts from suspended sediment. Pier construction professionals interviewed for this analysis expressed confidence that piles could be driven in all potential pier locations (Ragan, pers. comm., 2017); however, if drilling were to be required for pile installation a caisson would be used to isolate the drilling site and protect water quality. A turbidity curtain is a floating barrier consisting of relatively impervious fabric, used to prevent fine and coarse suspended sediment transport away from areas of water-based construction activities, in this case the removal and driving of the pier piles. Similarly, a caisson is a watertight retaining structure used to isolate the work area during pier construction. With a caisson, the water can be pumped out to create a dry environment. Piles in Lake Tahoe are typically driven 6-8 feet into the lake bottom (Ragan, pers. comm., 2017). Bubble curtains would also be used to reduce impacts on fish if required by CDFW permitting.

The near-term pier rebuild project in Alternative 2 would involve construction of the eastern pier and lake access point, and removal of the boat ramp.



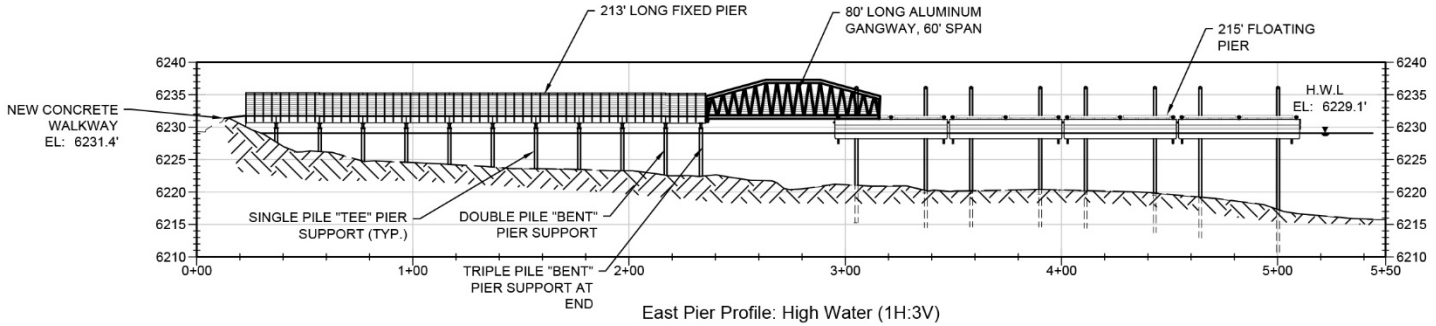
Kings Beach State Recreation Area General Plan

Source: Prepared by Cardno in 2015

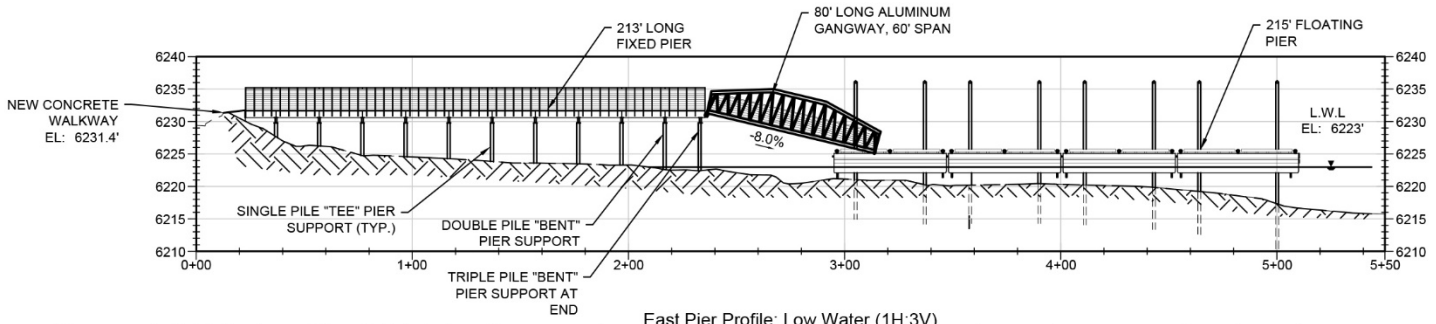
0 30 60
Feet

X13010017 04 013

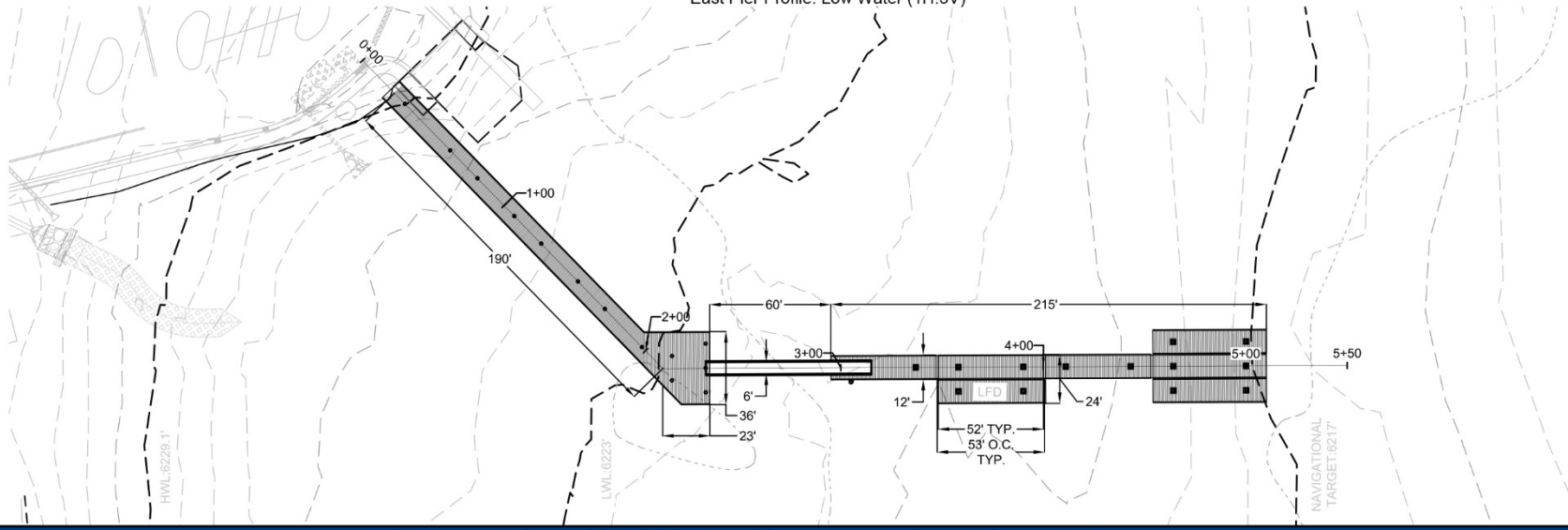
Exhibit 5.1-5 Alternative 2 – Eastern Pier Plan View



East Pier Profile: High Water (1H:3V)



East Pier Profile: Low Water (1H:3V)



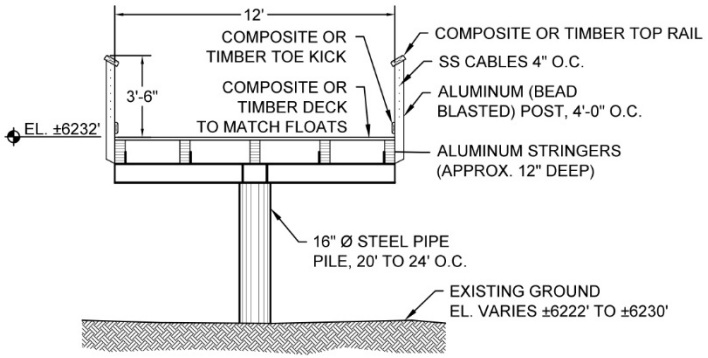
Kings Beach State Recreation Area General Plan

Source: Prepared by Cardno in 2015

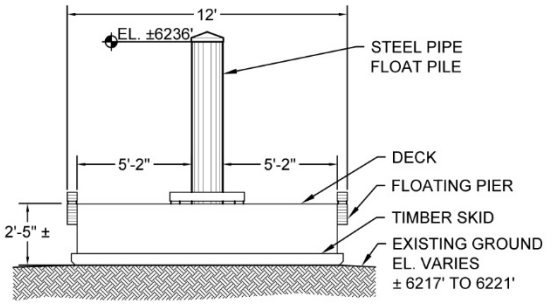
0 30 60
Feet

X13010017 04 014

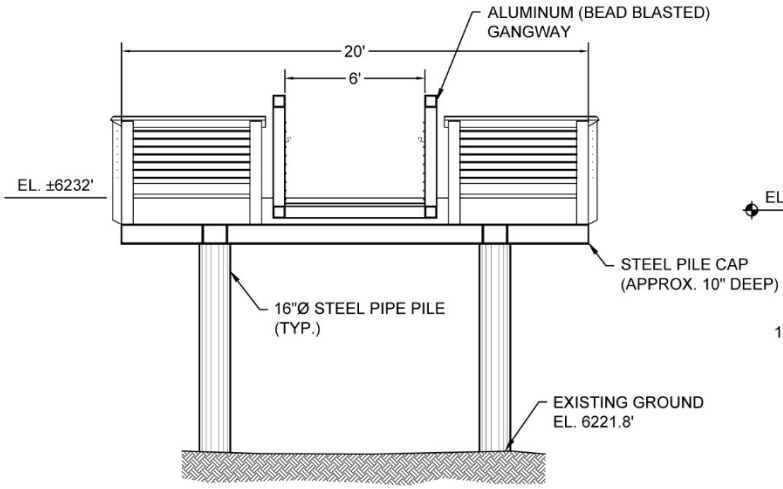
Exhibit 5.1-6 Alternative 2 – Eastern Pier Profile View



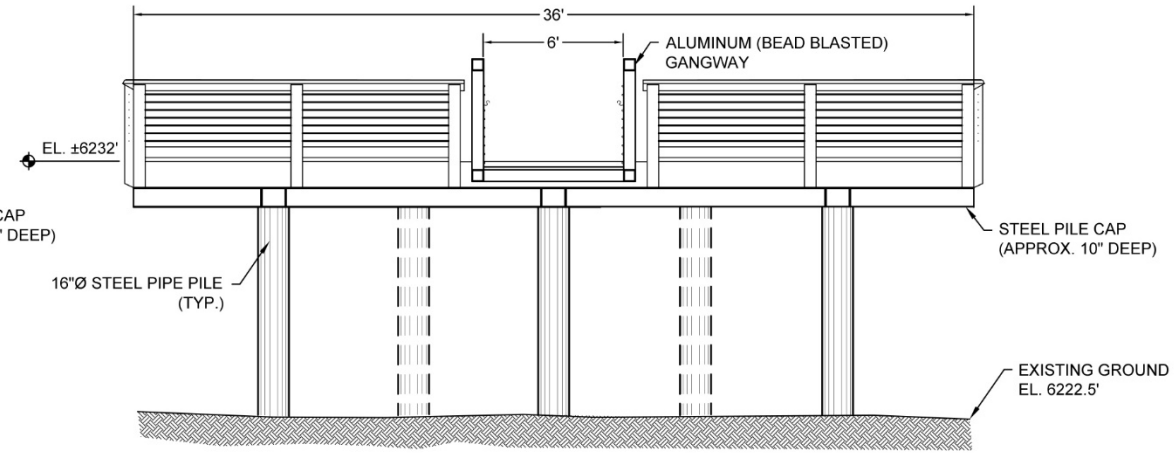
PIER SECTION
AT STEEL SUPPORT



FLOAT SECTION
AT SKID SUPPORT



PIER SECTION
'CENTRAL PIER' END



PIER SECTION
'EAST PIER' END

NOTES:

1. ORIGINAL DESIGN OF PIER SECTIONS AND COMPONENTS OBTAINED FROM TRANSPAC MARINAS INC. THE DESIGN PRESENTED HEREIN IS AS MODIFIED PER CALIFORNIA STATE PARKS REQUIREMENTS.

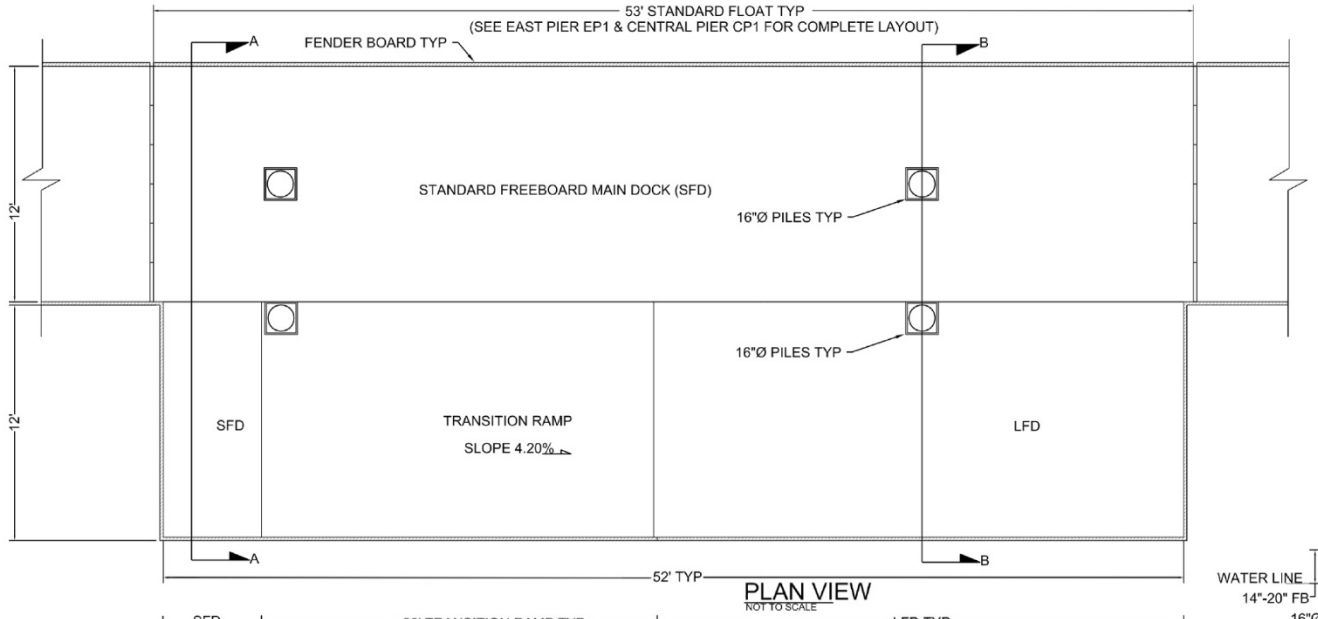
Kings Beach State Recreation Area General Plan

Source: Prepared by Cardno in 2015

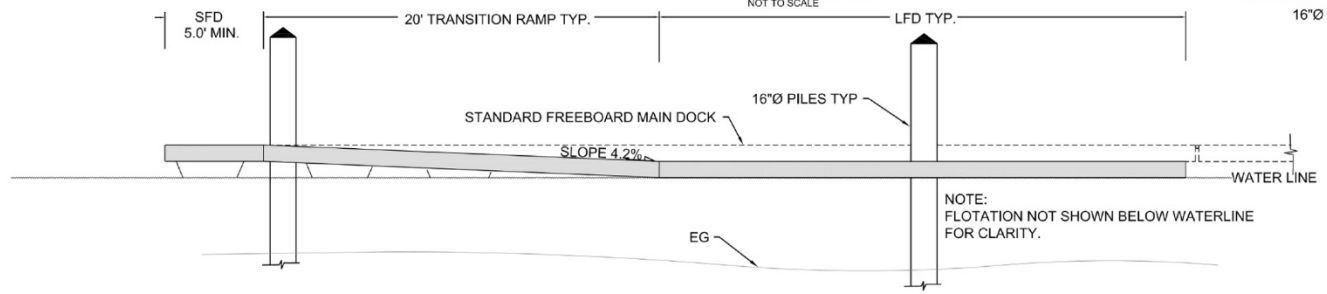
0 40 80
Feet

X13010017 04 015

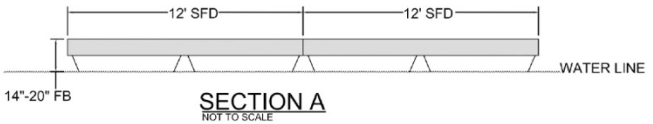
Exhibit 5.1-7 Pier Section Details



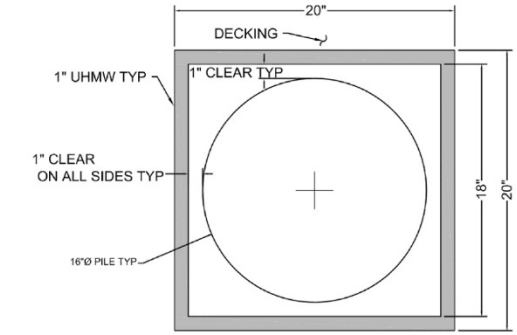
PLAN VIEW
NOT TO SCALE



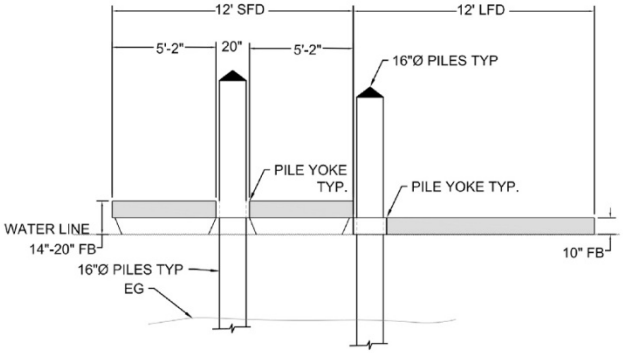
PROFILE VIEW
NOT TO SCALE



SECTION A
NOT TO SCALE



PILE YOKE DETAIL
NOT TO SCALE



SECTION B
NOT TO SCALE

DESIGN NOTES

FREEBOARD REQUIREMENTS PER DIVISION OF BOATING AND WATERWAYS GUIDELINES:
10" FOR LOW FREEBOARD FLOAT
14"-20" FOR STANDARD FLOAT

TRANSITION RAMP CALCULATIONS:

MAX DESIGN SLOPE 4.165%
DELTA = 20" STANDARD FREEBOARD - 10" LOW FREE BOARD
= 10" DELTA (.833')
TRANSITION RAMP LENGTH = DELTA/SLOPE =
0.833/.04165 = 20'

NOTES:
1. LFD DETAIL PROVIDED BY CALIFORNIA STATE PARKS

Kings Beach State Recreation Area General Plan

Source: Prepared by Cardno in 2015

X13010017 04 016

Exhibit 5.1-8 Low Freeboard Dock Details

Table 5.1-1 Comparison of Existing and Pier Rebuild Alternative Details

Feature		Existing Conditions	Alternative 1 No Project	Alternative 2 Eastern Pier	Alternative 3 Central Pier	Alternative 4 Western Pier
Pier Structure Type		Fixed	Fixed	Combined: fixed from shore to low water (6223 feet), floating from low water to navigational target (6217 feet)	Same as Alternative 2	Same as Alternative 2
Pier length (feet)	Fixed section	207	Same as existing conditions	213	212	320
	Floating section	--		215	329	329
	# of Floating sections	--		7	10	10
	Gangway	--		80	80	80
	Total length	207		488	601	704
Total visible mass (sq. ft.)		537		1,421	1,403	1,574
Prime fish habitat affected (sq. ft.)[1]		NA		4,930	NA	NA
Piling configuration		Double		Single	Single	Single
Number of pier pilings		26		27	33	38
Total footing area of pier pilings (sq. ft.)		71.06		71	88	101
Average deck width (feet)		10		12	12	12
Deck surface area (sq. ft.)		3,151		8,121	9,904	11,220
Low freeboard docks (LFDs)		NA	NA	1	2	2
Accessibility		ADA compliant deck	Same as existing conditions	ADA compliant deck, gangway, and LFDs (including railings)	Same as Alternative 2	Same as Alternative 2
Materials		Wood	Wood	Steel, aluminum, stainless steel, composite	Same as Alternative 2	Same as Alternative 2
Lighting		NA	NA	Navigational safety lights only	Same as Alternative 2	Same as Alternative 2
Colors		Brown	Same as existing conditions	Muted; greys	Same as Alternative 2	Same as Alternative 2

[1] Pier area over feed and cover fish habitat. No portion of any of the piers overlays spawning habitat.

Source: Conservancy 2016

Alternative 3 – Central Pier Alternative

General Plan Revision

The General Plan revision in Alternative 3 would be similar to Alternative 2; it too would include a park development and operations component, and designate appropriate land uses and resource management. Alternative 3 includes the same unit purpose and park vision, visitor carrying capacity, and adaptive management elements as described above for Alternative 2.

Exhibit 5.1-9 shows the site design of the proposed features associated with Alternative 3, including upland and shorezone features. With Alternative 3, it is also anticipated that the features of the General Plan revision would be constructed in phases as soon as financing is available for each component. The Alternative 3 pier rebuild project, described separately below, would be the one near-term project expected to be constructed within the next three years, following project financing, approval and permitting.

Upland Features

Alternative 3 includes most of the same upland features as Alternative 2, some of which may be located on or cross Conservancy land within the boundary of KBSRA, but with some refinements in location or size as follows:

- the new seasonal non-motorized boat storage structure would be located at the required setback distance close to the residential fence to the east;
- the drop-off areas, beach access ramps, nature play area, and 10-stall comfort station would be in slightly different locations;
- the concessionaire building would be located near the event lawn;
- the waterfront promenade 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;
- the total number of parking spaces would be 183 (an increase of 6 spaces relative to existing conditions);
- the event lawn would be reoriented and the event stage would be on the western side of the event lawn;
- an entry plaza would be centrally located and connect the street to the pier;
- a single group pavilion would be constructed; and
- the existing stormwater basin near SR 28 would be reconfigured, but would accommodate the current capacity.

Alternative 3 does not include the following features included in Alternative 2:

- an on-site administrative office,
- the existing half basketball court
- an entry kiosk, and
- a new comfort station on the western side of the park.

Kings Beach State Recreation Area General Plan

Source: Prepared by Design Workshop in 2018

X13010017 04 009

Exhibit 5.1-9 Alternative 3 – Central Pier Alternative

Shorezone Features

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

- a rebuilt and extended pier that is centrally located closes to SR 28 and downtown businesses, and eliminates the existing motorized boat ramp; and
- 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.

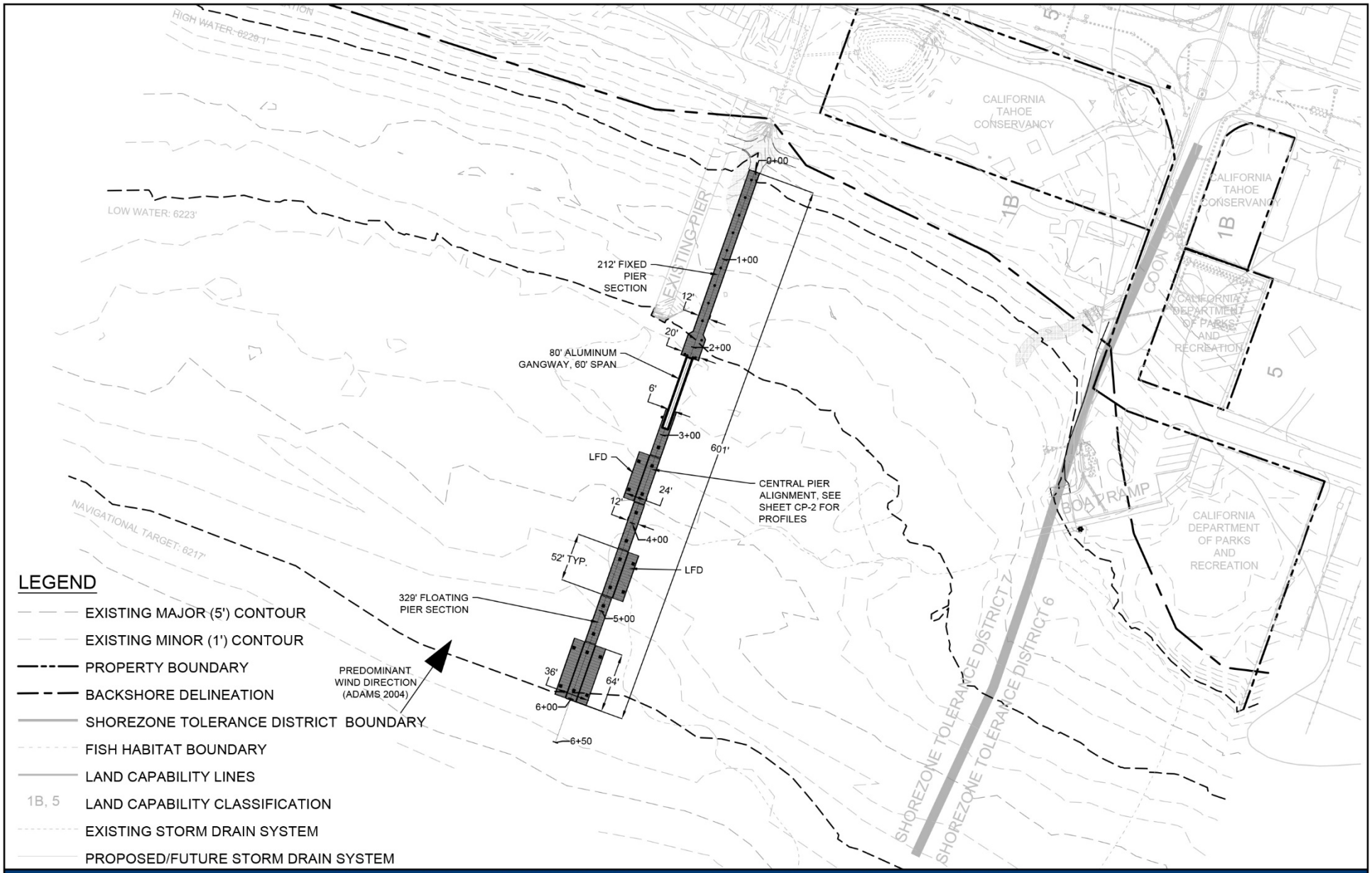
Pier Rebuild Project

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.



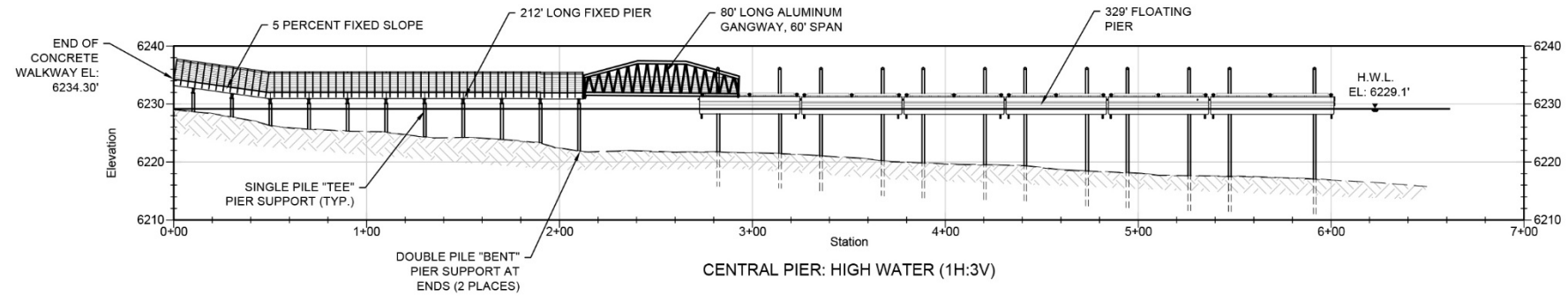
Kings Beach State Recreation Area General Plan

Source: Prepared by Cardno in 2015

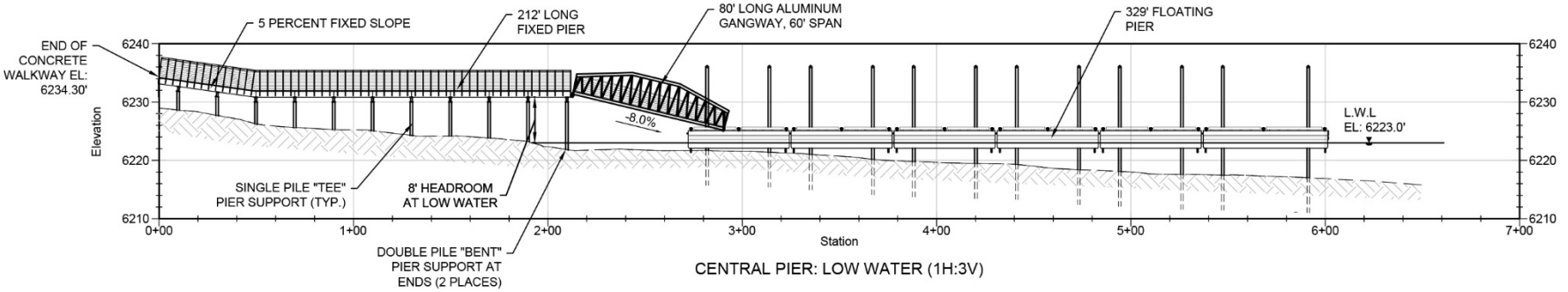
0 50 100 Feet

X13010017 04 011

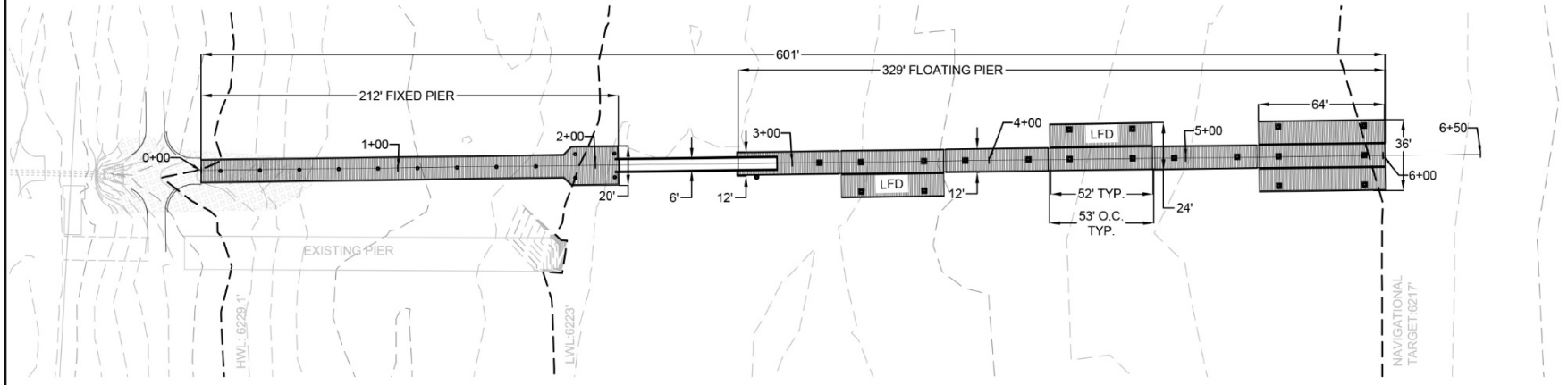
Exhibit 5.1-10 Alternative 3 – Central Pier Plan View



CENTRAL PIER: HIGH WATER (1H:3V)



CENTRAL PIER: LOW WATER (1H:3V)



Kings Beach State Recreation Area General Plan

Source: Prepared by Cardno in 2015

0 30 60
Feet

X13010017 04 012

Exhibit 5.1-11 Alternative 3 – Central Pier Profile View

Alternative 4 – Western Pier Alternative

General Plan Revision

The General Plan revision in Alternative 4 would be similar to Alternative 2; it too would include a park development and operations component, and designate appropriate land uses and resource management. Alternative 4 includes the same plan and pier objectives as Alternative 2. The unit purpose and park vision, visitor carrying capacity, and adaptive management elements would be the same as described above for Alternative 2.

Exhibit 5.1-12 shows the site design of the proposed features associated with Alternative 4, including upland and shorezone features. With Alternative 4, it is also anticipated that the features of the General Plan revision would be constructed in phases as soon as financing is available for each component. The Alternative 4 pier rebuild project, described separately below, would be the one near-term project expected to be constructed, following project financing, approval and permitting.

Upland Features

Alternative 4 includes most of the same upland features as Alternative 2, some of which may be located on or cross Conservancy land within the boundary of KBSRA, but with some refinements in location or size as follows:

- the drop-off areas, the entry kiosk, trash enclosures, beach access ramps, nature play area, and 10-stall comfort station would be in slightly different locations;
- the concessionaire building would be on the western end of the park;
- the waterfront promenade would meander further from the beach than with Alternative 2;
- moves parking further from the beach, and reduces it relative to Alternative 2. The total number of parking spaces would be 119 (a reduction of 58 spaces relative to existing conditions);
- the event lawn would be reoriented toward the beach with stairs facing the lake and a flexible concert/event area;
- two single group pavilions would be constructed near the location of the existing half basketball court;
- 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;
- the existing boat trailer parking spaces would be retained;
- the stormwater basin near SR 28 would be reconfigured but accommodate the current capacity;
- an entry plaza would be created with a connection from SR 28 to the pier; and
- the event center plaza would be expanded with access to the beach.

Kings Beach State Recreation Area General Plan

Source: Prepared by Design Workshop in 2018

X13010017 04 010

Exhibit 5.1-12 Alternative 4 – Western Pier Alternative

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

Shorezone Features

Alternative 4 would rebuild the pier on the western side of the park, near the event center. The primary shorezone features associated with Alternative 4 include the rebuilt pier, and an extended motorized boat ramp. The boat ramp would be extended approximately 100 feet further into the lake to approximately 6223 feet mean sea level (msl), Lake Tahoe's low water elevation, and outside of the limits of prime fish habitat as mapped in Exhibit 2.2-5 in Chapter 2, Exiting Conditions. Alternative 4 would not include an additional lake access point, nor would it include a swim buoy area.

Pier Rebuild Project

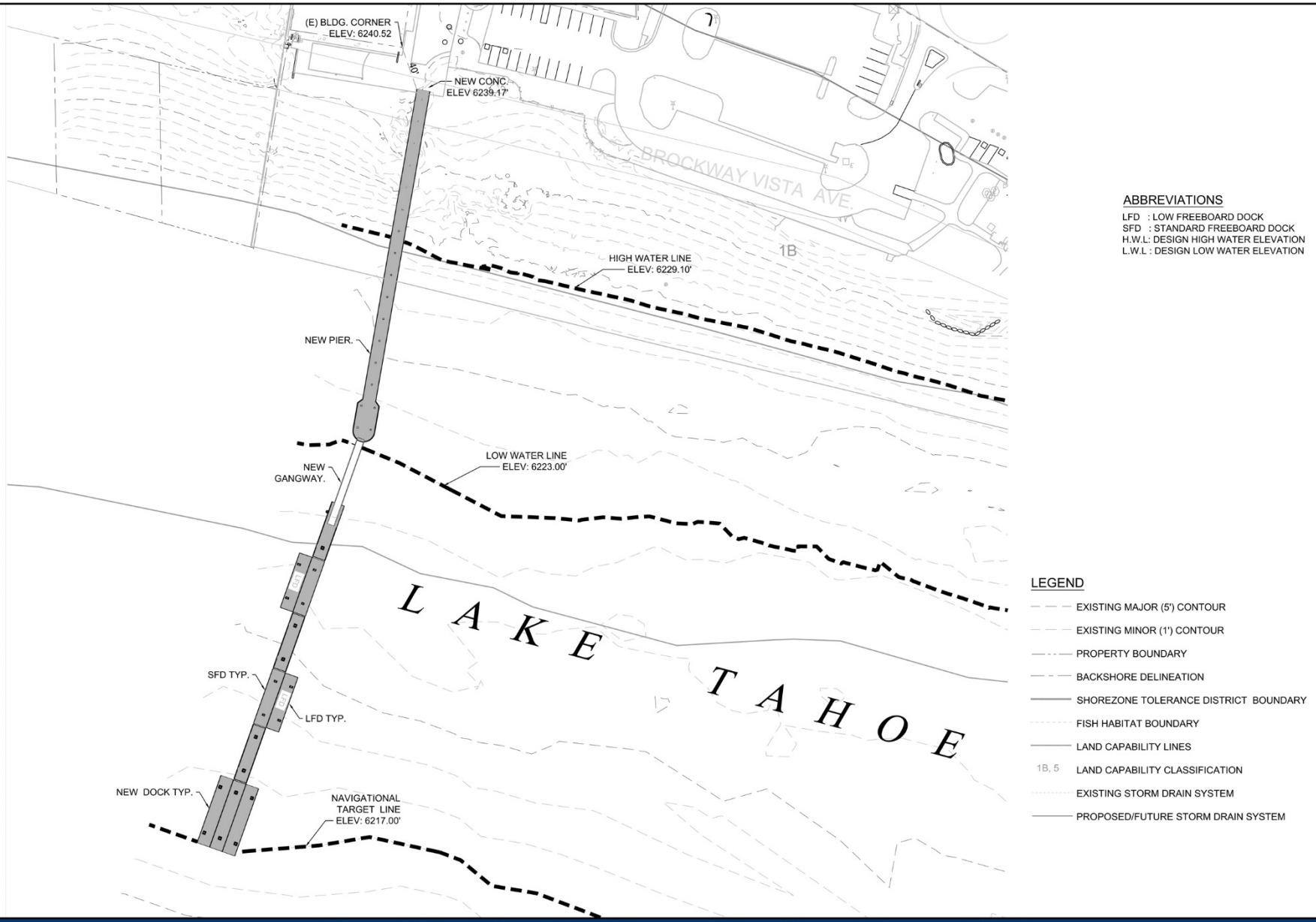
Exhibits 5.1-13 and 5.1-14 show plan and profile views of the western pier. Exhibits 5.1-7 and 5.1-8, earlier in this section, show pier section and low freeboard dock details. Table 5.1-1 compares the physical characteristics of the Alternative 4 pier with the existing pier and pier alternatives under consideration. Implementation of Alternative 4 would require obtaining the same permits and approvals for the pier as identified for Alternative 2.

Similar to Alternative 2, the Alternative 4 western pier would be a multiple-use pier. 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. The proposed pier would include an estimated 38 pier pilings for the fixed and floating sections (the ramped sections would not include pilings), which would include about an additional 30 square feet of footing area relative to the existing pier. The western pier would extend beyond the TRPA-designated pierhead line (elevation 6,219.0 feet Lake Tahoe Datum).

As with Alternative 2, the Alternative 4 pier would enhance public access to the lake for those with disabilities. Similar to Alternative 2, the Alternative 4 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 4 as described above for Alternative 2. The near-term pier rebuild project with Alternative 4 would involve construction of the western pier and extension of the motorized boat ramp.

Alternatives Considered but Eliminated from Further Discussion

Additional alternatives were considered during the initial planning for the KBRSA General Plan Revision and Pier Rebuild Project. CEQA Guidelines Section 15126.6(c) includes three factors that may be used to eliminate alternatives from detailed consideration in an EIR: "i. failure to meet most of the basic project objectives, ii. infeasibility, or iii. inability to avoid significant environmental impacts." Table 5.1-2 describes the alternatives that were considered and the rationale for eliminating them from detailed evaluation in this draft EIR/EIS. This table also includes design and management suggestions provided during public workshops and the public scoping period.



Kings Beach State Recreation Area General Plan

Source: Prepared by California State Parks in 2017

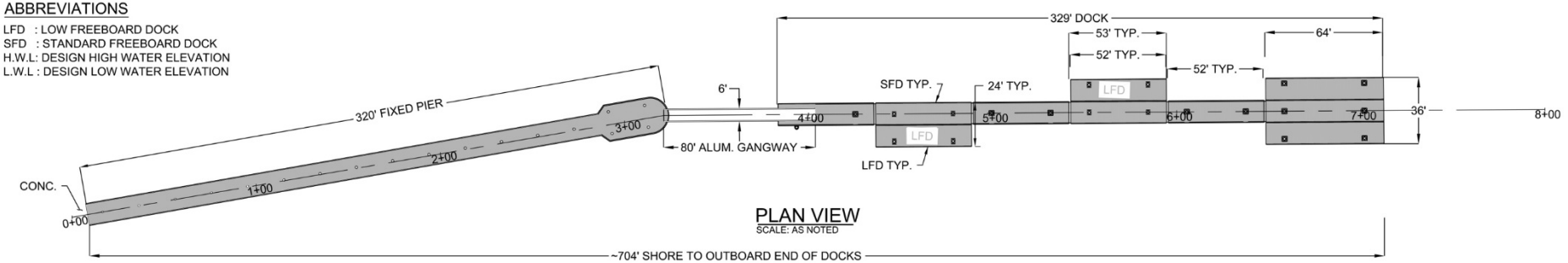
0 40 80
Feet

X13010017 04 021

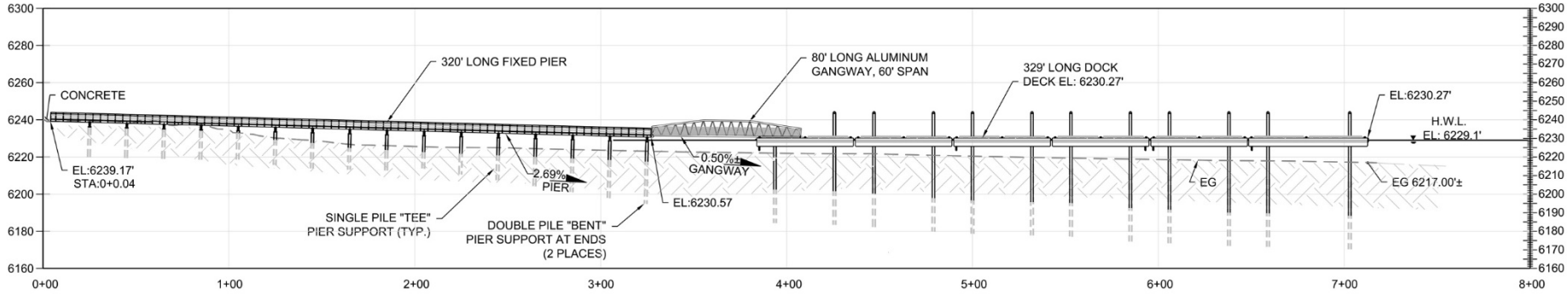
Exhibit 5.1-13 Western Pier Concept Plan

ABBREVIATIONS

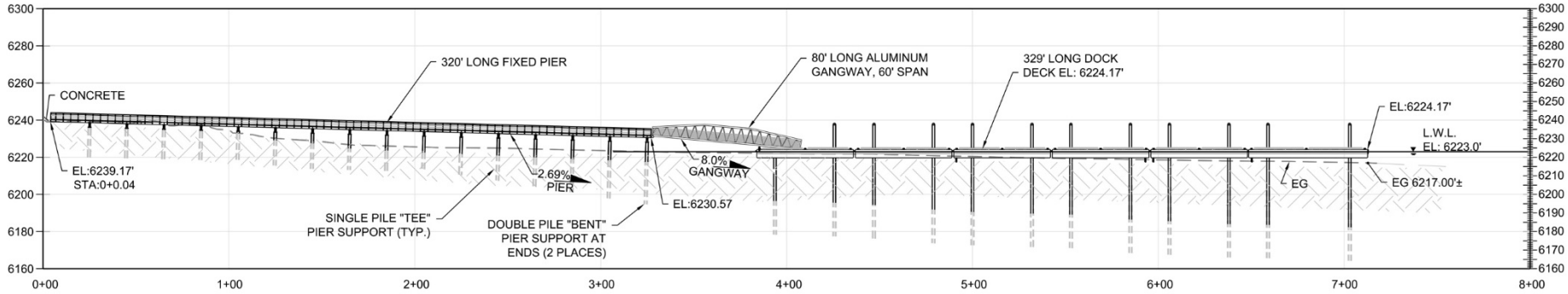
LFD : LOW FREEBOARD DOCK
SFD : STANDARD FREEBOARD DOCK
H.W.L: DESIGN HIGH WATER ELEVATION
L.W.L : DESIGN LOW WATER ELEVATION



PLAN VIEW
SCALE: AS NOTED



PROFILE @ DESIGN HIGH WATER
SCALE: AS NOTED



PROFILE @ DESIGN LOW WATER
SCALE: AS NOTED

Kings Beach State Recreation Area General Plan

Source: Prepared by California State Parks in 2017

0 30 60
Feet

X13010017 04 020

Exhibit 5.1-14 Western Pier Plan Profile

Table 5.1-2 Alternatives Considered but Eliminated from Further Discussion

Alternative/Design Feature	Description	Reasons Alternative/Design Feature Eliminated from Consideration
Alternatives		
No Pier Alternative	This alternative would include a revision to the KBSRA General Plan with improvements to facilities at KBSRA and would remove the Kings Beach pier without replacement. The existing boat ramp would be eliminated and replaced by a lake access point that allows for access by non-motorized watercraft. Upland amenities that support non-motorized water craft recreation could include seasonal non-motorized watercraft storage and concessionaire building for non-motorized watercraft storage. Shorezone features would include a swim buoy area.	This alternative was eliminated from consideration because it would not enhance recreation access from the lake to Kings Beach for motorized watercraft users because people on boats in the lake would be required to either swim into shore or anchor and take a dingy to access the beach and other facilities at KBSRA. Therefore, this alternative does not meet the project objective to improve the accessibility of the pier for a variety of recreation watercraft types over a wider range of lake-level conditions or the objective to include a safe access point to Lake Tahoe and a safe landing place for boaters. This alternative does not meet the project objective to improve lake access opportunities for persons with various levels of mobility because it eliminates the existing, although limited, access to the lake on a pier. Additionally, removal of the existing pier without replacement would eliminate the opportunity for publicly accessible recreational vistas, interpretation, and education, which is another project objective. However, this alternative could reduce the potential for boater-swimmer conflicts and result in scenic benefits for scenic views from removal of the pier.
Fixed-Pier to 6221' Alternative	This alternative is in response to comments from public agencies during development of the preferred alternative. This alternative would include a revision to the KBSRA General Plan with improvements to facilities at KBSRA and would replace the existing pier with a fixed-pier longer than the existing pier. Commenters suggested construction of a fixed-pier alternative that extends to the lakebed elevation near 6,221' and allow non-motorized watercraft to pass under the fixed pier at all water levels. An entirely fixed pier, compared to a combination fixed and floating pier to this elevation, would address concerns related to littoral processes and safety for visitors on the pier during high wave conditions.	This alternative would not meet the project objective to improve accessibility of the pier for a variety of recreational watercraft types over a wider range of lake-level conditions. Additionally, a longer, fixed-pier would result in adverse scenic effects on views from the lake to the shore at low lake levels, when a portion of the pier would stick out above the lake.
Design Features		
Pier	Construct a two-story fixed pier.	A two-story pier would not meet TRPA design standards and scenic regulations. TRPA limits construction above the pier deck to safety features, such as railings. An additional level above the deck would add visible mass, which could result in an adverse scenic impact.
	Designate one side of the pier for motorized watercraft and the other side for non-motorized watercraft.	The goals and guidelines included in the General Plan revision provide broad-level management and operational guidance specific to KBSRA, including guidelines for minimizing conflicts between recreation users, are intended to allow for flexibility and adaptive management in operation of the park. These management actions are included here for consideration by decisionmakers and CSP staff.

Table 5.1-2 Alternatives Considered but Eliminated from Further Discussion

Alternative/Design Feature	Description	Reasons Alternative/Design Feature Eliminated from Consideration
	Consider building modest length pier initially and lengthen it later (i.e., adjustable pier).	There is existing unmet demand for a longer pier. This would also not meet the project objective to improve the accessibility of the pier for a variety of recreational watercraft types over a wider range of lake-level conditions.
	Include a glass bottom viewing area in pier.	This suggestion from a commenter is related to selection of material types for construction of the pier. The pier plans included in this EIR/EIS are not at the level of detail that identifies materials to be used for the pier or for other facilities that could be constructed subsequent to the General Plan revision. These types of material and design details are included here for consideration by decisionmakers.
Park Management and Amenities	Return management of the park back to NTPUD.	The park is a State Recreation Area owned by CSP. CSP successfully manages SRAs throughout the state consistent with the overall mission of CSP and consistent with the purpose and vision established for each SRA.
	Use spotlights instead of flood lights.	Only lighting for navigational safety would be used on the pier. Lighting design will include use of cut-off fixtures to reduce light spill. These design details are included here for future consideration by decisionmakers and CSP staff.
	Provide free wi-fi, live webcams and other new technologies.	The goals and guidelines included in the General Plan revision provide broad-level management and operational guidance specific to KBSRA are intended to allow for flexibility and adaptive management in operation of the park. These management actions are included here for future consideration by decisionmakers and CSP staff.
	Expand areas for dogs in the off season and early morning or other times of day.	
	Sift sand to remove trash and rocks.	
	Provide recreational water service.	The General Plan revision includes guidelines to allow for recreational water service to operate at KBSRA. Implementation of a recreational water service could occur as part of implementation of the General Plan revision and management of KBSRA. These management actions are included here for future consideration by decisionmakers and CSP staff.
	Trolley service from parking area at Tahoe Vista Recreation Area.	The General Plan revision includes goals and guidelines for supporting shared parking opportunities and developing an incentive program to reduce parking demand in coordination with other entities, including Truckee Area Regional Transit. Implementation of a water shuttle service or bike borrowing program could occur as part of implementation of the General Plan revision and management of KBSRA. These management actions are included here for future consideration by decisionmakers and CSP staff.
	Offer a bike borrowing program.	
	Brockway Vista Avenue should be one-way with bike-only access on the weekends.	Brockway Vista Avenue is a county road and change in the operations is outside of CSP jurisdiction and ability to implement such a change.

Table 5.1-2 Alternatives Considered but Eliminated from Further Discussion

Alternative/Design Feature	Description	Reasons Alternative/Design Feature Eliminated from Consideration
	Include an interpretive element that presents the history of Mark Twain's activity in the area.	The General Plan revision includes guidelines for developing an interpretive and education program at KBSRA. Identification of specific topics for the interpretive and education program would be determined as part of implementation of the General Plan revision and management of KBSRA. This interpretive element is included here for future consideration by decisionmakers and CSP staff.
Recreation Facilities	Expand facilities to include a mini disc golf course, skate park, splash pad, adventure play area (e.g., climbing/ropes), and full court basketball with lights.	KBSRA is a small park with the beach covering over half of the park space. While the park does function as a community park for local residents, the purpose of KBSRA is to provide public access to Lake Tahoe and the recreational opportunities offered by the lake and beach. Adding new recreation facilities, such as a disc golf course, skate park, and splash pad would detract from the purpose of the park to focus on its natural, cultural, and educational values as well as providing public gathering spaces and connections to the community that blends with the natural environment and town-center setting of KBSRA. Additionally, some of these facilities are located at nearby recreation areas, such as the North Tahoe Regional Park. The action alternatives do propose to include a volleyball court and nature play area and reconstruct the existing basketball court.
Special Events	Locking storage space for Music on the Beach (and other events) supplies near the stage and/or event space.	These are specific design considerations for the open lawn and stage/event area at KBSRA. The final design details for facilities at KBSRA would be determined following project approval. These design details are included here for consideration by decisionmakers.
	Provide sloped seating in the open space/lawn area for better viewing of the lake and stage.	
	Provide a permanent stage with permanent, professional sound system.	
Promenade	Place promenade in the park and under the trees, not next to the beach.	The conceptual plan for each of the action alternatives co-locates the promenade with the sand wall adjacent to the beach for efficient use of space in this small park and efficiency in constructing these two facilities together. The final design and alignment details for the path would be determined following project approval. These design details are included here for consideration by decisionmakers.
	Place promenade closer to commercial core.	
	Promenade should not extend west past the event center in front of private residences.	
	Connect west end of promenade to commercial core between Jason's and the Conference Center so that it brings users to food, dining, and shopping.	
	Keep pedestrians and bicyclists separate on promenade.	The goals and guidelines included in the General Plan revision provide broad-level management and operational guidance specific to KBSRA are intended to allow for flexibility and adaptive management in operation of the park. These management actions are included here for consideration by decisionmakers and CSP staff.
	Limit paths to pedestrians only.	

Table 5.1-2 Alternatives Considered but Eliminated from Further Discussion

Alternative/Design Feature	Description	Reasons Alternative/Design Feature Eliminated from Consideration
Changes to Natural Features	Reintroduce 6- to 10-foot high sand dunes as barriers to keep sand from blowing across the highway during winter storm events.	This design feature is eliminated from consideration because it would not effectively reduce the amount of sand that blows into the parking lot from the beach. The General Plan revision proposes a sand wall with vegetative screening that would help with sand management at KBSRA while also preserving views to and from the lake.
	Relocate rocks near boat ramp.	This design feature would not avoid significant environmental impacts. In addition, the intent of this feature is met by the extended boat ramp in Alternative 4, which would improve navigation near the boat ramp during period of low lake levels.
	Remove rock and dirt fill near the boat ramp and restore the grassy meadow area now designated as the dog beach.	These changes to natural features near the Coon Street/dog beach portions of KBSRA would not meet the basin project objectives of the General Plan revision and pier rebuild project, would not reduce significant environmental impacts, and could cause additional significant environmental impacts due to the required disturbance of prime fish habitat.
	Restore shoreline near Coon Street to pre-1960s conditions.	
	Consider planting additional large and trees that provide shade on the edge of the beach.	Implementation of the General Plan revision would result in planting vegetation and some trees to screen the proposed sand wall. However, scenic views of the lake from SR 28, which is a TRPA-designated scenic travel route, must be retained.
	Use the detention basin for multiple uses, including a skatepark.	The stormwater infiltration basin at KBSRA is owned by Placer County and acts as a natural functioning system to collect and treat stormwater runoff from the Kings Beach community and State Route 28. Redesigning the basin to include a skatepark would not support continued proper functioning of the basin for the purposes of stormwater collection and treatment in compliance with TRPA requirements.

Source: Compiled by Ascent Environmental in 2017

5.1.3 Contents of Environmental Analysis Sections

This environmental document assesses the environmental effects of all alternatives at a comparable level of detail. Discussion of each technical topic is contained in Sections 5.3.1 through 5.3.13. Each of these sections includes a discussion of cumulative impacts in the context of other past, present, and reasonably foreseeable future development near the project site and in the region, as appropriate. Sections 5.3.1 through 5.3.13 include the evaluation of all environmental topics originally identified for review in the Notice of Preparation (NOP) (CSP et al. 2015). The NOP and Public Scoping Summary Report, which summarizes scoping comments and includes the comment letters received in their entirety, can be found on the KBSRA General Plan webpage.

In accordance with CEQA and TRPA requirements, this environmental analysis examines 13 technical topics. The impact analyses in Sections 5.3.1 through 5.3.13 of this EIR/EIS address the physical effects resulting from implementation of Alternatives 1 through 4. Technical topic areas consist of the following:

- Section 5.3.1, Air Quality
- Section 5.3.2, Biological Resources
- Section 5.3.3, Cultural Resources
- Section 5.3.4, Geology, Soils, Land Capability, and Coverage
- Section 5.3.5, Greenhouse Gas Emissions and Climate Change
- Section 5.3.6, Hazards, Hazardous Materials, and Risk of Upset
- Section 5.3.7, Hydrology and Water Quality
- Section 5.3.8, Land Use and Planning
- Section 5.3.9, Noise
- Section 5.3.10, Public Services and Utilities
- Section 5.3.11, Recreation
- Section 5.3.12, Scenic Resources
- Section 5.3.13, Traffic and Transportation

The technical chapters of this EIR/EIS are organized into the following major sections:

Introduction: This section provides introductory text pertaining to each technical topic, including a summary of comments raised by the public in response to the NOP. The environmental setting and regulatory setting for each topic is included in Chapter 2, Existing Conditions, which describes baseline setting information for local and regional conditions using data available in 2016. This section refers the reader to the applicable section(s) in Chapter 2 containing setting information relevant to the resource topic.

Environmental Impacts and Mitigation Measures: This section identifies and describes the methods and assumptions used in the environmental impact analysis, the criteria used to determine the level of significance of environmental impacts, the environmental effects of implementing the project alternatives, and feasible minimization and mitigation measures that could reduce potentially significant and significant impacts. The impacts of the alternatives are determined by comparing the environmental effects of each alternative with the baseline, or existing, condition. Project impacts are numbered sequentially in each section. A summary impact statement precedes a more detailed discussion of the environmental effects of the alternatives for the General Plan revision and the pier rebuild project. The level of significance of the impact is also defined for each alternative. The discussion is organized by alternative and includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. Some alternatives may have the same or similar impacts. In these instances, the reader is referred back to previous impact discussions to reduce redundancy.

Analysis Methodology: This section describes the methods, process, procedures, and/or assumptions used to formulate and conduct the impact analysis.

Significance Criteria: This section provides the criteria by which an impact is considered significant, in accordance with CEQA and TRPA Code of Ordinances. Significance criteria used in this EIR/EIS are based on the environmental checklist in Appendix G of the State CEQA Guidelines; the TRPA Initial Environmental Checklist; factual or scientific information and data; and regulatory standards of Federal, State, and local agencies.

Environmental Impacts: For each alternative, environmental effects are listed numerically and sequentially throughout each section. Project impacts are arranged to address individual TRPA and CEQA checklist questions, or multiple checklist questions that address the same topic. Project alternatives are individually addressed under each impact heading for both programmatic and project-level components. A **bold** font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. Impact conclusions are made using the significance criteria described above and include consideration of the "context" of the action and the "intensity" (severity) of its effects.

The level of impact of the alternatives is determined by comparing estimated effects with baseline conditions. Under CEQA, the existing setting normally constitutes the baseline point of comparison against which a significance determination is made. Alternative-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact or a beneficial effect. The significance of impacts is determined after consideration of the extent that implementation of the proposed General Plan revision goals and guidelines and established Department of Parks and Recreation Operations Manual policies, Departmental Notice policies, and Standard Project Requirements would avoid, minimize, or reduce the severity of the impact. Impacts identified as significant or potentially significant require feasible mitigation to reduce the impact. A less-than-significant impact is one that would not result in a substantial adverse change in the physical environment.

Both direct and indirect effects of the alternatives are evaluated for each environmental resource area. Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Plan area, such as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Mitigation Measures: Mitigation measures are identified for significant or potentially significant impacts of the project alternatives, in accordance with the State CEQA Guidelines (Section 15126.4) and TRPA regulations.

5.1.4 Cumulative Impacts

Cumulative impacts are discussed in each resource chapter, following discussions of the project-specific impacts.

Cumulative Impact Analysis Methodology

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Where a project's incremental effect is not cumulatively considerable, the effect need not be considered significant, but

the basis for concluding the incremental effect is not cumulatively considerable must be briefly described. Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Cumulative Impact Approach

State CEQA Guidelines Section 15130 identifies two basic methods for establishing the cumulative environment in which a project is considered: the use of a list of past, present, and probable future projects; or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. The cumulative analyses in this EIR/EIS primarily uses the list approach, with some use of the plan approach to describe the cumulative setting for some resource areas (e.g., air quality, greenhouse gas emissions, and transportation). The list approach identifies reasonably foreseeable projects that may contribute to a cumulative effect rather than projections contained in an adopted local, regional or statewide plan, or related planning document. The effects of past and present projects on the environment are reflected by the existing conditions in the project area. Probable future projects are those 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 sufficient information about the project to allow at least a general analysis of environmental impacts.

The cumulative list below considers related, reasonably foreseeable projects likely to be constructed over the 20 years of buildout of the KBSRA General Plan revision or simultaneously with construction of the pier rebuild project, which would be expected to occur within the next 3 years. This time period was selected because it coincides with the timing of the introduction of project impacts (project impacts would be introduced by construction and operational activities) and it would be speculative to forecast development beyond a 20-year timeframe.

Cumulative Setting

Geographic Scope

The geographic area that could be affected by the project varies depending on the environmental resource topic. When the effects of the project are considered in combination with those other past, present, and reasonably foreseeable future projects to identify cumulative impacts, the specific projects considered may also vary depending on the type of environmental effects being assessed. Table 5.1-3 presents the general geographic areas associated with the different resource topics addressed in this analysis.

Table 5.1-3 Geographic Scope of Cumulative Impacts

Resource Topic	Geographic Area
Air Quality	Tahoe Region (pollutant emissions that affect the applicable air basins) General Plan boundary and immediate project vicinity (pollutant emissions that are highly localized)
Biological Resources	Defined differently for each species, based on species distribution, habitat requirements, and scope of impact from proposed activities
Cultural Resources and Tribal Cultural Resources	General Plan boundary
Geology, Soils, Land Capability, and Coverage	Tahoe Region for land capability and coverage; General Plan boundary for site grading and erosion potential
Greenhouse Gas Emissions and Climate Change	Global/statewide
Hazards, Hazardous Materials, and Risk of Upset	General Plan boundary
Hydrology and Water Quality	Local and regional watersheds
Land Use and Planning	General Plan boundary and surrounding land uses
Noise	Immediate project vicinity where project-generated noise could be heard concurrently with noise from other sources
Public Services and Utilities	North Shore area of Lake Tahoe
Recreation	North Shore area of Tahoe and Truckee region
Scenic Resources	General Plan boundary, KBSRA vicinity, and surrounding public viewpoints
Traffic and Transportation	Regional and local roadways and freeways where the General Plan revision and pier rebuild project could contribute traffic that could alter traffic conditions

Source: Compiled by Ascent Environmental in 2017

Project List

Probable future projects considered in the cumulative analysis meet the criteria described above: they are in the project vicinity and have the possibility of interacting with projects that would implement the KBSRA General Plan revision and the pier rebuild project to generate a cumulative impact (Table 5.1-4 and Exhibit 5.1-15). This list of projects was considered in the development and analysis of the cumulative settings and impacts for most resource topics within the geographic scope of each resource topic (as listed in Table 5.1-3). Past and present projects in the vicinity were also considered as part of the cumulative setting, as they contribute to the existing conditions upon which the environmental effects of the proposed project and reasonably foreseeable future projects are compared.

Table 5.1-4 Cumulative Projects List

Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
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 Plan/Sustainable Communities Strategy (RTP/SCS)	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 programs planned for implementation in the Tahoe Region through 2040. The plan identifies a long-term vision, regional transportation goals and supportive projects, and policies and programs needed to meet these goals.	-—	Environmental review is complete. Adopted by TRPA in April 2017.

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					
1	Lake Tahoe Regional Multimodal Pedestrian and Safety Improvement Project (formerly Kings Beach Commercial Core Improvement Project)	SR 28 commercial corridor, Kings Beach, CA	Project involves reducing SR 28 in Kings Beach from a 4-lane highway to a 3-lane highway with roundabouts. Project is a SR 28 beautification project, and includes off-highway and water quality improvement components.	-—	Phased project construction began in 2013, with ongoing construction activities during the appropriate. Completion anticipated in fall 2017.
2	Gateway to Kings Beach Commercial Core Project		Relocation of sewer and water infrastructure in conflict with Kings Beach Gateway to the Core project.	-—	In progress. Two of the five water main relocations have been completed. Two of 14 water meter relocations have been completed. One of four sewer service relocations are complete.
3	Kings Beach Center Design Concept	The mountain side of North Lake Boulevard (SR 28), between Fox and Coon streets, Kings Beach, CA	The parcels that comprise the Kings Beach Center Design Concept represent an opportunity for a mixed-use environmental redevelopment project in this town center location. Placer County has developed two conceptual proposals that involve a combination of hotel, commercial, professional office, and retail uses.	80 – 110 hotel units 40,000 to 59,000 square feet of mixed use	In early planning stages.
4	Kings Beach Boardwalk/Promenade	Brockway Vista Drive between Kings Beach State Recreation Area and Secline Beach, Kings Beach, CA	Improve Brockway Vista Drive along the Kings Beach waterfront with curb, gutter, sidewalk and storm drains; and construct a boardwalk along Lake Tahoe between the State Recreation Area and Secline Beach. The promenade concept was developed through the Kings Beach visioning efforts conducted in support of the Area Plan.	-—	In early planning stages.
5	Kings Beach Library Relocation	301 Secline Street, Kings Beach, CA	In conjunction with the Griff Creek improvements, the Kings Beach library is planned to be relocated from SEZ to high capability lands.	-—	In early planning stages.
6	West End Parking Lot	8200 to 8230 Rainbow Avenue, Kings Beach, CA	The project would include construction of a 29-space public parking lot to support the Kings Beach Commercial Core Improvement Project.	-—	Board of Supervisors approved project plans and specifications for parking and landscape improvements. Construction anticipated to be completed in fall 2017.

Table 5.1-4 Cumulative Projects List

Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
7	North Tahoe Event Center	8318 North Lake Boulevard, Kings Beach, CA	Redevelopment of the North Tahoe Event Center adjacent to the Kings Beach State Recreation Area.	-—	In early planning stages.
Projects on Lake Tahoe					
8	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.
9	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.
10	North Tahoe Marina Expansion	7360 North Lake Boulevard, Tahoe Vista, CA		-—	In early planning stages.
Caltrans Highway Improvement Projects (not mapped)					
NA	Transportation Corridor Concept Report, SR 267	SR 267 between Placer County line and SR 28	Planned Improvements (those included in a long-term plan that can be funded) and Programmed Improvements (those included in a near-term programming document that identifies funding amounts by year) in the 2012 Transportation Corridor Concept Report for SR 267 include: widening to 4 lanes between the Placer County line and Northstar Drive, rehabilitating pavement and widening shoulders between the Nevada/Placer County line and Brockway Summit, plant establishment and protection from Northstar Drive to SR 28, and a Class II bicycle lane from Brockway Summit to SR 28.	-—	Periodic construction over the next 20 years.

Table 5.1-4 Cumulative Projects List

Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
NA	Transportation Corridor Concept Report, SR 28	SR 28 between the California/Nevada state line and SR 89	Planned Improvements and Programmed Improvements in the 2012 Transportation Corridor Concept Report for SR 28 include: Class II bicycle lanes from Tahoe City to Kings Beach, reduce the number of lanes between Estates Drive and Beach Street to three lanes for most of the segment, pedestrian facility from Chipmunk Street to Stateline Road.	-—	Periodic construction over the next 20 years.
11	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.
Public Services and Utilities Projects (not mapped)					
NA	North Tahoe Public Utility District (NTPUD) Infrastructure/System Improvements Projects	North Shore communities between Dollar Point and North Stateline	Planned sewer and water capital improvement projects include sewer line rehabilitation, rehabilitation of pump stations, and water main rehabilitation and replacement.	-—	Projects are included in the NTPUD Capital Improvements Plan for fiscal years 2014/15 through 2018/19.
Specific Water Quality Improvement Projects					
12	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

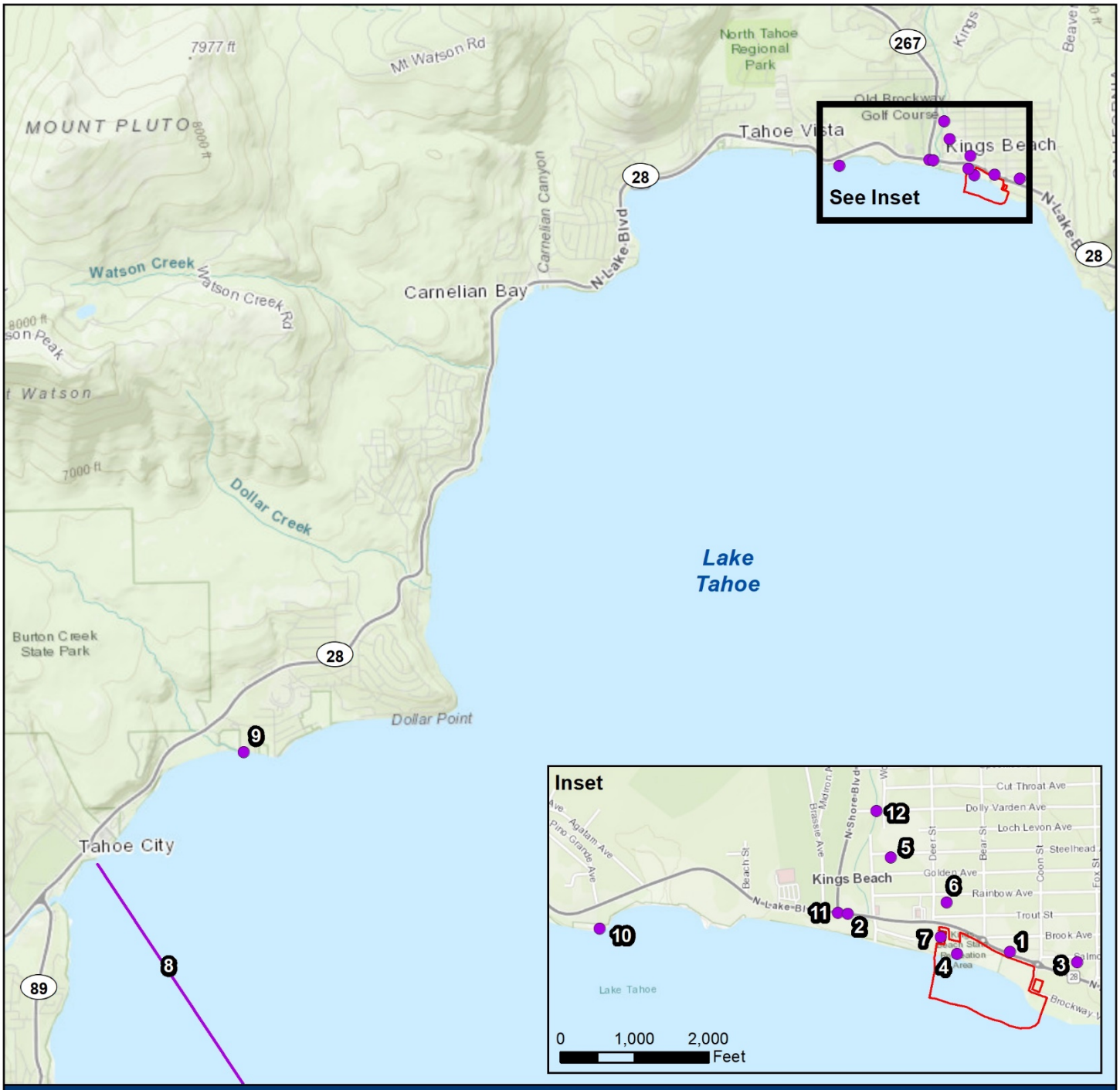


Exhibit 5.1-15 Cumulative Projects