

5.3.11 Recreation

This section evaluates the effects of the General Plan revision and pier rebuild project on recreation, as defined by CEQA and the TRPA Regional Plan, Code of Ordinances, and Environmental Thresholds. The effects resulting from General Plan implementation under all of the alternatives described herein would be the same regardless of ownership of the Plaza parcels.

The existing conditions related to recreation are summarized in the following sections of Chapter 2, Existing Conditions, of this document: Section 2.1.2, Regional Recreation Opportunities; Section 2.3.1, Park Land Uses; Section 2.3.2, Recreation Facilities; Section 2.4.1, Visitor Profile; and Section 2.4.2, Recreation Opportunities. A more detailed description of the existing recreation setting and a summary of pertinent regulations are included in the Resources Inventory and Existing Conditions Report, available on the KBSRA webpage (www.parks.ca.gov/PlanKBSRA) and at CSP and TRPA offices during normal business hours through consideration of project approval. Relevant goals and guidelines are summarized in Section 4.4.2, Visitor Experiences and Opportunities, and Section 4.5, Preferred Site Design and Visitor Facilities, and under the heading Visitor Use Facilities in Chapter 4, The Plan. CSP Standard and Special Project Requirements pertaining to recreation, which would support enhanced recreation are included in Section 4.7, CSP Standard and Special Project Requirements; these requirements include measures that would enhance access and recreation offerings at the park. Other recreation goals and guidelines in Chapter 4, The Plan, would be implemented as part of project operations.

Chapter 50 of the TRPA Code regulates allocations, include commercial floor area, residential units of use, and tourist accommodation units. It also regulates targets for developed outdoor recreation measured in “persons at one time” (PAOTs), for overnight facilities, winter day-use facilities, and summer day-use facilities. The PAOT measure is an estimate of the number of individuals that a recreation facility or area can support at any given time. The PAOT allocations are used as both a target for desired recreation capacity, and a maximum limit to the recreational use that can be supported in the Region. Beach recreation and day-use areas, such as KBSRA, are subject to summer day-use PAOT allocations. TRPA allocates PAOTs to plan area statements (PAS), community plans, and area plans and to a pool where PAOTs are held in reserve. If a proposed new or expanded recreational facility meets TRPA’s criteria and the project is approved, then the number of PAOTs necessary to accommodate the increased level of activity associated with the project would be assigned or allocated to the project from the relevant PAS, community plan, area plan, or reserve pool.

The TRPA Fair Share Distribution of Recreation Capacity Threshold is intended to ensure that a fair share of the region’s outdoor recreation capacity is available to the public. As of 2015, there were a total of 5,039 PAOT allocations remaining (TRPA 2016:11-14). The 2015 Threshold Evaluation determined that a fair share of the Region’s capacity is available for public recreation, and that this threshold is in attainment. Much of the shoreline in the Kings Beach area, includes public recreation facilities (Kings Beach SRA, Secline Beach, and Steamer’s Beach) with access to the lake and shoreline. Each of the General Plan and pier alternatives would maintain a fair share of the total lake and shoreline recreation capacity for the public at KBSRA, and would contribute to the continued attainment of the recreation threshold by retaining and expanding upon the recreational offerings at KBSRA. KBSRA is a public beach facility that meets TRPA’s criterion for a public beach recreation area and therefore summer day-use PAOTs have been assigned to the existing beach and additional PAOTs would be allocated from the pool of 5,039 PAOTs, if warranted, by TRPA. As identified in the Implementing Regulations for the Placer County Tahoe Basin Area Plan, 750 PAOTs of the pool of remaining PAOTs have been assigned to the Kings Beach Town Center (Placer County 2017:140).

Implementation of the alternatives would result in an increase in visitation at KBSRA by up to 10 percent. Based on the highest peak day average visitation numbers provided in Table 2.4-I in Chapter 2, Existing Conditions, the estimated peak visitation at KBSRA could increase by approximately 440 visitors on a peak day. Thus, there would be sufficient available PAOTs to accommodate the estimated increase in peak visitors at KBSRA.

Further, the alternatives would not include structures that impede pedestrian access along or to the shoreline. To the contrary, the project and build alternatives would include a waterfront promenade, or shared-use path, and a rebuilt and extended pier that would enhance access to the lake and the shoreline for the public and persons with mobility challenges.

Lastly, the General Plan revision and pier rebuild alternatives would not create additional demand for recreation facilities such as a residential or tourist development might. Therefore, adverse effects caused by substantially increased demand that could cause physical deterioration of a facility is not discussed further.

Environmental Impacts and Mitigation Measures

Analysis Methodology

The following analysis assesses the environmental effects of each alternative with respect to the existing or currently proposed recreation uses and facilities in the Plan area. This analysis is based on review of existing documents, policies, ordinances, and other regulations pertinent to recreation. The analysis also considers the recreational analysis approach developed and approved by the Joint Fact Finding Committee in support of the environmental review for the proposed Lake Tahoe Shoreline Plan (Ascent 2017).

Significance Criteria

Significance criteria relevant to recreation issues are summarized below.

CEQA Criteria

Based on Appendix G of the State CEQA Guidelines impacts to recreation resources would be significant if the project would:

- ◆ include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, or recreation user groups such as motorized and non-motorized watercraft.

TRPA Criteria

The recreation criteria from the TRPA Initial Environmental Checklist were used to evaluate the recreation impacts of the alternatives. Impacts to recreation would be significant if the project would:

- ◆ have the potential to alter the character of recreational experiences or create conflicts between recreation uses, either existing or proposed;
- ◆ result in a change in access to or along the shoreline that would cause a loss of public access to any lake, waterway, or public lands; or
- ◆ have an unplanned effect upon recreation user groups.

Environmental Impacts

Impact 5.3.11-1: Affect access or recreation opportunities for motorized watercraft

There are four public boat launches in the north shore area of Lake Tahoe, including the boat ramp at KBSRA. Boat launches from KBSRA represent 1 percent of the motorized launches in the north shore. The existing boat ramp and pier currently provide limited accessibility to the lake and shoreline for motorized boats because of varying lake levels, and the short length of the ramp and pier that do not reach sufficiently deep lake water to support consistent motorized boat access. The KBSRA boat ramp does not accommodate a substantial number of motorized boat launches relative to other nearby boat ramps. For these reasons, and because the action alternatives would expand accessibility for motorized boats from the lake to the pier, closure of the boat ramp at KBSRA with implementation of the rebuilt pier with Alternatives 2 and 3 would result in a **less-than-significant** impact to shoreline access or recreation opportunities for motorized watercraft.

Implementation of the Alternative 4 western pier would construct an extended boat ramp and an extended pier, which would enhance motorized boat access to the shoreline and recreation opportunities. This would be a **beneficial** impact.

Aside from proposed changes associated with replacement of the existing boat ramp with a non-motorized lake access point and pier, the upland features proposed by General Plan revision with Alternatives 2 through 4 would otherwise not affect motorized access to Lake Tahoe. These General Plan revision alternatives would have a **less-than-significant** impact to shoreline access or recreation opportunities for motorized watercraft.

Alternative 1 would have **no impact** to access or recreation opportunities for motorized watercraft.

This impact considers whether the project alternatives would reduce opportunities for motorized watercraft or large non-motorized watercraft to access Lake Tahoe. It considers whether shoreline structures or other provisions of the alternatives would substantially reduce recreational opportunities for users of these watercraft. The analysis considers changes in the launch capacity and distribution of launching opportunities likely to occur under each alternative. As described in Section 2.3.2, Recreation Facilities, in Chapter 2, Existing Conditions, neither the pier nor the boat ramp reach Lake Tahoe during periods of low lake levels (i.e., lake levels below 6,227 feet mean sea level [msl]). Some commercial users can still access the ramp during these times with specialized equipment. The existing boat ramp at KBSRA is one of four public boat launches in the north shore area of Lake Tahoe (see Table 5.3.11-1). The nearest boat ramp to KBSRA is 1.3 miles away at the Tahoe Vista Recreation Area. Over 75 percent of the boat launches in the north shore occur at the Tahoe Vista and Lake Forest Beach boat ramps and only a small proportion of launches are from the KBSRA boat ramp.

The analysis also considers the element of the preferred alternative of the Shoreline Plan, currently under environmental review, that would allow additional motorized boat ramps or relocation of boat ramps to locations with better conditions for navigation.

Table 5.3.1 I-I Summary of North Shore Public Boat Launching Facilities

Facility Name	Managed By	Distance from KBSRA Boat Launch (miles)	Average Annual Motorized Boat Launches/Year	Average % of North Shore Motorized Boat Launches/Year	Pier Supports Boating (Yes/No)	Water Elevation in Which Boat Ramp Must Close (feet/msl)
KBSRA Coon Street	California State Parks	NA	210 ^a	1%	Yes	6,227
Tahoe Vista Recreation Area	North Tahoe Public Utility District	1.3	8,940 ^b	50%	No	Not available
Lake Forest Beach	Tahoe City Public Utility District	8.1	5,010 ^c	28%	No	Never closed ^e
Sand Harbor State Park	Nevada State Parks	10.0	3,734 ^d	21%	No	6,224 ^f

Notes: msl = mean sea level; NA = not applicable

^a The range of motorized boat launches varied between 2001 and 2012, from a low of 60 to a high of 377. The average number of boat launches was determined by averaging the launches during years where water levels were sufficient to operate the boat ramp.

^b This was provided by North Tahoe Public Utility District staff.

^c The range of boat launches varied between 2013 and 2016, from a low of 4,476 to a high of 5,801. The average number of boat launches was determined by averaging the number of launches over this four-year period.

^d This was provided by Nevada State Parks staff.

^e The boat ramp has never closed because of water depth. There may be times when larger boats are not able to launch due to depth, but the Lake Forest ramp has never had a full closure due to water depth.

^f Generally, the boat ramp at Sand Harbor closes to boats over 14 feet when water levels are at 6,224 feet msl. The boat ramp is closed to all boats at 6,223 feet msl.

Source: CSP 2017; Howard, pers. comm., 2017; Bernston, pers. comm. 2017; compiled by Ascent Environmental in 2017

Alternative 1: No Project

General Plan Revision

Because the 1980 General Plan Development Plan would remain unchanged and no upland improvements would be made under the no project alternative, there would be no change in public access for motorized watercraft to the shoreline over that which could occur under existing conditions. Alternative 1; therefore, would have **no impact** to access or recreation opportunities for motorized watercraft.

Pier Rebuild Project

Because the existing Kings Beach pier would remain and there would be no other improvements under the no project alternative, there would be no change in public access for motorized watercraft to the shoreline over that which could occur under existing conditions. Alternative 1 would, therefore, have **no impact** to shoreline access or recreation opportunities for motorized watercraft would occur.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

Aside from proposed changes associated with replacement of the existing boat ramp with a non-motorized lake access point and pier, evaluated separately below, the upland features proposed by the Alternative 2 General Plan revision would not affect motorized watercraft access to Lake Tahoe. The upland features include two 10-foot wide ramps from the shared-use path to the beach. These features would provide maintenance vehicle and emergency access to the beach, but would not alter public watercraft access. Because the upland improvements proposed by the General Plan revision would have no change in public access for motorized watercrafts to the shoreline over that which could occur under existing conditions, Alternative 2 would have a **less-than-significant** impact to shoreline access or recreation opportunities for motorized watercraft.

Pier Rebuild Project

Implementation of the Alternative 2 eastern pier would include removal of the existing pier and replacement of the boat ramp with a non-motorized watercraft lake access point. The pier rebuild project is intended to improve functional access of the pier for a range of recreational boating types over a wider range of lake level conditions. During peak periods of use, the rebuilt pier would be accessible to a maximum of 14 to 18 boats for short periods to load and unload passengers, depending on lake water level (see Table 5.3.11-2); whereas only three boats would be able to access the existing pier during high lake levels (above an elevation of 6,227 feet msl). Motorized boats desiring to stay at Kings Beach for long periods would need to anchor away from the pier.

As shown in Table 5.3.11-1, the existing boat ramp closes when the water surface elevation is below 6,227 feet msl. Furthermore, the existing pier is functional for motorized boat access only when the water surface elevation is above 6,227 feet msl. The boat launch has only been open for three seasons, 2011, 2012, and 2017 since 2008 (see Section 2.3.2, Recreation Facilities, and Sasaki, pers. com., 2017). The existing boat launch at KBSRA supports an average of 210 motorized boat launches in the years that the lake level is high enough for the ramp to operate. A small proportion, 1 percent, of all motorized boat launches in the north shore of Lake Tahoe occur at KBSRA (see Table 5.3.11-1). The majority of motorized boat launches in the north shore are from the Tahoe Vista Recreation Area boat launch, which is 1.3 miles from KBSRA, and the Lake Forest Beach boat launch, which is 8.1 miles from KBSRA.

Pier contractors, and a private concessionaire with an amphibious vehicle that supports 4th of July fireworks celebrations on Lake Tahoe for Kings Beach and Tahoe City, has historically launched from the KBSRA boat ramp (Krauss 2017). These users also access other nearby boat launches (i.e., Tahoe Vista Recreation Area, Lake Forest, and Incline Village, among others). The fireworks concessionaire prefers the KBSRA boat ramp because of the ease of access for launching, but is able to use other boat launches for the same purpose. With implementation of Alternative 2, these users would no longer be allowed to launch at KBSRA. However, provided that an amphibious vehicle meets county and state road standards, a vehicle would be able to access one of the three other boat launches on the north shore.

Although Alternative 2 would eliminate the motorized boat ramp at KBSRA, this alternative includes a pier that would be longer than the existing pier, which would increase accessibility from the lake to the shoreline at KBSRA. Additionally, the existing boat ramp and pier currently provide limited access to the lake and shoreline for motorized boats because of varying lake levels and the short length of the ramp and pier that do not reach sufficiently deep lake water to support continuous motorized boat access. The KBSRA boat ramp does not accommodate a substantial number of motorized boat launches relative to other nearby boat ramps. Because of the limited seasons that the boat ramp has been open due to low lake levels (about 25 percent of the boating seasons), and the trend toward continued low lake levels, the motorized boat launch at Kings Beach is not a feasible option. Further, the preferred alternative of the Shoreline Plan would allow additional motorized boat ramps or relocation of boat ramps to locations with better conditions for navigation. For these reasons, closure of the boat ramp at KBSRA with implementation of Alternative 2 would result in a **less-than-significant** impact to shoreline access or recreation opportunities for motorized watercraft.

Table 5.3.11-2 Maximum Number of Motorized Watercraft That Could Access Pier at One Time¹

	Existing Conditions ²	Alternative 2 — Eastern Pier Alternative	Alternative 3 — Central Pier Alternative	Alternative 4 — Western Pier Alternative
During high water conditions ³	3	18	29	29 ⁵
During low water conditions ⁴	0	14	20	20 ⁵

¹ Assuming an average boat length of 20 feet, with approximately 2 feet of space between boats. This is a conservative estimate that may overestimate the number of boats at one time because: boats could be longer than the assumed 20-foot length, boats could be moored at the pier with greater than a 2-foot space between boats, and boats could need more than a 2-foot draft as indicated in note 4, below.

² The existing pier has three cut outs in the railing along its east side that can accommodate motorized watercraft in high water conditions.

³ Assumes boats could access the pier up to the lakeward end of the floating pier in high water conditions. It also assumes the fixed section would not be accessible by boat because of the safety railing.

⁴ Assumes that a minimum of 2 feet of draft would be necessary for motorized watercraft; many motorized watercraft would require a greater draft. Assumes that the first two sections of the floating pier would not be accessible to motorized watercraft during low water conditions.

⁵ The number of boats that can access the pier during and low water conditions is the same for the western pier and central pier, because the floating dock dimensions are the same and the depth in which the pier would be accessible is the same.

Source: Cardno 2017; CSP 2017; compiled by Ascent Environmental in 2017

Alternative 3: Central Pier Alternative

General Plan Revision

The Alternative 3 General Plan revision would result in similar park amenities as those that would occur with Alternative 2; however, Alternative 3 only includes one beach ramp from the shared-use path in addition to the non-motorized lake access point. Because the upland improvements proposed by the General Plan revision would have no change in public access for motorized watercraft to the shoreline, Alternative 3 would have a **less-than-significant** impact to shoreline access or recreation opportunities for motorized watercraft.

Pier Rebuild Project

The Alternative 3 central pier would result in the same change in motorized boat access at KBSRA as described above for Alternative 2. However, because the central pier would be longer than the eastern pier proposed in Alternative 2, a maximum of 20 to 29 boats would be able to dock at the pier at a time, depending on lake elevation (see Table 5.3.11-2). For the reasons described above for Alternative 2, the impact to shoreline access or recreation opportunities for motorized watercraft from implementation of Alternative 3 would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision

The Alternative 4 General Plan revision would result in similar park amenities as those that would occur with Alternative 2. Because the upland improvements proposed by the General Plan revision would have no change in public access for motorized watercrafts to the shoreline over that which could occur under existing conditions, Alternative 4 would have a **less-than-significant** impact to shoreline access or recreation opportunities for motorized watercraft.

Pier Rebuild Project

The Alternative 4 western pier would be longer than the existing pier, and the alternative would include an extended motorized boat ramp. The extended boat ramp would allow the ramp to function during lower lake levels and, therefore, increase the amount of time during which the boat ramp is accessible. The boat ramp extension would be modest and while it would be expected to increase the period of time that the boat ramp is open, it would not provide access during all lake levels. The western pier would be longer than the existing pier and eastern pier proposed by Alternative 2; and a maximum of 20 to 29 boats would be able to moor at the pier at a time, depending on lake elevation (see Table 5.3.11-2). Because Alternative 4 would extend the amount of time that the boat ramp is accessible and increase the number of boats that could access the pier for loading and unloading it would enhance motorized boat access to the shoreline and recreation opportunities. This would be a **beneficial** impact.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.11-2: Affect navigation for non-motorized activities

With all of the pier alternatives, non-motorized watercraft and long-distance swimmers would need to navigate around the lakeward end of the pier, except during lake levels near median (about 6226 feet msl) where such users could choose to navigate under the fixed pier sections (or gangway). With Alternative 2, non-motorized watercraft would also need to navigate around the swim buoy area. Because the pier with Alternative 2 would be sufficiently distant from the 600-no wake zone in high and low water conditions; and non-motorized watercraft and swimmers are already accustomed to navigating into deeper waters to get around the point and buoys on the eastern end of the park, the impact on navigation for non-motorized watercraft and swimmers would be **less than significant** for Alternative 2. Because the Alternative 3 central pier and the Alternative 4 western pier would create a significant barrier by forcing non-motorized watercraft and swimmers to travel outside of the 600-foot no wake zone during high water conditions, this impact would be **significant**. After implementation of Mitigation Measure 5.3.11-2, the piers proposed in Alternatives 2 and 3 would include buoys to notify motorized watercraft to reduce speeds, and the most lakeward sections of the piers would be removed during periods of high lake levels to increase the space available for non-motorized navigation. After incorporation of mitigation, the impact of the piers in Alternatives 3 and 4 would be **less than significant**.

Aside from proposed changes associated with replacement of the existing boat ramp with a non-motorized lake access point and pier, the upland features proposed by the General Plan revision in Alternatives 2 through 4 would not affect non-motorized navigation on Lake Tahoe. These General Plan revision alternatives would have a **less-than-significant** impact on non-motorized navigation parallel to the shore.

Alternative 1 would have **no impact** on non-motorized watercraft activities.

This impact considers whether the project alternatives would degrade the quality of recreation by impairing the ability of small non-motorized watercraft (e.g., kayak, paddleboards) and long-distance swimmers to safely navigate parallel to the shore. The analysis considers whether the pier design for each alternative would be a significant barrier by forcing non-motorized watercraft and swimmers to travel outside of the 600-foot no wake zone (where speeds are limited to 5 miles per hour [or less]), or requiring them to take substantial detours. Exhibit 5.3.11-1 shows the location of the Alternative 2, 3, and 4 piers relative to the 600-foot no wake zone in high and low water conditions.

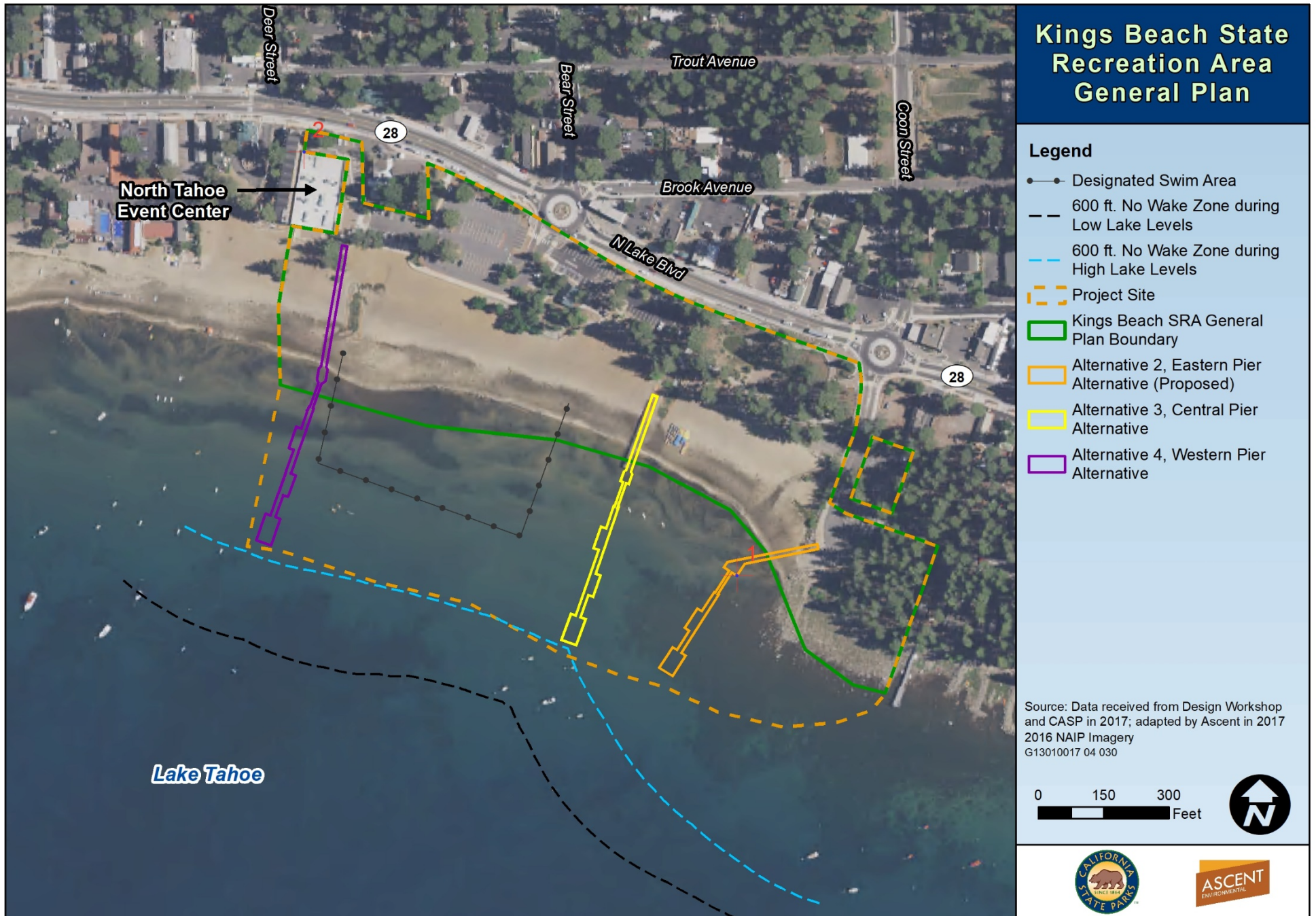


Exhibit 5.3.11-1 Pier Rebuild Alternatives Compared to the 600-foot No Wake Zone

Alternative 1: No Project

General Plan Revision

Because the 1980 General Plan Development Plan would remain unchanged and no upland improvements would be made under the no project alternative, there would be **no impact** to navigation for non-motorized watercraft.

Pier Rebuild Project

For the existing pier, passage under the fixed pier is not an option under most lake levels, but avoiding the pier requires only a short detour away from the shoreline (approximately 200 feet at high lake levels). The existing pier is approximately 400 feet inside of the no wake zone under high water conditions (Cardno 2016); therefore, swimmers and non-motorized watercraft navigating around the end of the existing pier experience limited hazards from potential interactions with motorized vessels and wakes. Because the existing Kings Beach pier would remain and there would be no other improvements under the no project alternative, there would be no change to navigation for non-motorized watercraft and **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

Aside from the proposed changes associated with the swim buoy area and replacement of the existing motorized boat ramp with a non-motorized lake access point and pier on the eastern end of the park, the upland features proposed by the Alternative 2 General Plan revision would otherwise not affect non-motorized watercraft movements at Lake Tahoe. Effects on non-motorized watercraft activities related to the swim buoy area and rebuilding the pier and removing the boat ramp are discussed below under the pier rebuild project header. The upland features include a non-motorized watercraft storage area and two 10-foot wide ramps from the shared-use path to the beach that could be used by non-motorized watercraft to access the lake. Because the upland improvements proposed by the General Plan revision would not include any shorezone features, Alternative 2 would have a **less-than-significant** impact on navigation of non-motorized watercraft.

Pier Rebuild Project

For the eastern pier alternative, the need to navigate around the pier end varies by lake level. During high and low lake levels, there would be little or no option for non-motorized watercraft and swimmers to safely navigate under the fixed pier; either because there is insufficient room between the water surface and bottom of the pier (during high lake levels) or there is insufficient water under the fixed portion of the pier (during low lake levels). During these times, non-motorized watercraft and swimmers would be required to detour around the lakeward end of the 488-foot-long pier. For lake levels near median (about 6226 feet), non-motorized watercraft and swimmers could choose to go under the fixed pier sections (or gangway), or go around the lakeward end of the pier.

During high lake levels, non-motorized watercraft and swimmers would need to navigate more than 400 feet away from the shoreline to pass the pier. Given the shoreline configuration, the east pier's lakeward end would still be about 200 feet inside of the existing no wake boundary (Exhibit 5.3.11-1), limiting the potential for conflicts with motorized watercraft traveling at high speeds outside of the no wake zone. Under existing conditions, non-motorized watercraft and swimmers traveling along the shoreline near the eastern end of the park tend to move into deeper water to pass the rocky point east of the boat ramp and the eight legally-existing buoys east of the park, thus many users already navigate out and around this boundary point (Cardno 2016:37). At low water, the no wake boundary would lie approximately 400 feet beyond the end of the pier in this location; which would provide sufficient room for non-motorized users to navigate around the pier and avoid conflicts with motorized watercraft.

In addition to navigating around the pier, non-motorized watercraft would need to navigate around the swim buoy area, which prohibits access to non-motorized watercraft with a paddle. The swim buoy area would extend 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 but has been depicted in Exhibit 5.1-5 as extending approximately 500 feet along the beach and 200 feet into the lake. The swim buoy area would provide an area free of boats for swimmers. Over half of the length of the beach would continue to be open to non-motorized watercraft access and lateral navigation would not be impaired beyond the outer limit of the swim buoy area.

Because the pier in Alternative 2 would be sufficiently distant from the 600-foot no wake zone in high and low water conditions, more than half of the beach would be accessible to non-motorized watercraft, and non-motorized watercraft and swimmers are already accustomed to navigating into deeper waters to get around the point on the eastern end of the park, the impact on navigation for non-motorized watercraft and swimmers would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision

Aside from the proposed changes associated with replacement of the existing motorized boat ramp with a non-motorized lake access point and pier in the location of the existing pier, the upland features proposed by the Alternative 3 General Plan revision would otherwise not affect non-motorized watercraft movements at Lake Tahoe. Effects on non-motorized watercraft activities related to rebuilding the pier and removing the boat ramp are discussed below under the pier rebuild project header. The upland features include a non-motorized watercraft storage area and one 10-foot wide ramp from the shared-use path to the beach that could be used by non-motorized watercraft to access the lake. Because the upland improvements proposed by the General Plan revision would not include any shorezone features, Alternative 3 would have a **less-than-significant** impact on navigation of non-motorized watercraft.

Pier Rebuild Project

Alternative 3 would include a 601-foot long pier in the center of KBSRA. The potential to safely swim under the central pier with Alternative 3, would be similar to Alternative 2 except that Alternative 3 does not include a swim buoy area. As with Alternative 2, non-motorized watercraft and swimmers would need to navigate around the pier end at various lake levels with Alternative 3. Under high water conditions, non-motorized watercraft and swimmers would need to travel about 600 feet away from the shore to navigate around the pier. During periods of heavy use, this distance could be greater to navigate around motorized boats tied up at the pier head. Therefore, during high water level lake conditions, this option places non-motorized users near or past the boundary of the no wake zone (Exhibit 5.3.11-1) and would increase the potential for safety conflicts between user groups. During low water conditions, ample space within the no wake zone would allow non-motorized passage around the pier without conflicts with motorized watercraft.

Because the Alternative 3 central pier would create a significant barrier to navigation by forcing non-motorized watercraft and swimmers to travel outside of the 600-foot no wake zone during high water conditions, this impact would be **significant**.

Alternative 4: Western Pier Alternative

General Plan Revision

Aside from the proposed changes associated with replacement of the existing pier on the western end of the park, the upland features proposed by the Alternative 4 General Plan revision would otherwise not affect non-motorized watercraft movements at Lake Tahoe. Effects on non-motorized watercraft activities related to rebuilding the pier are discussed below under the pier rebuild project header. The upland features include two 10-foot wide ramps from the shared-use path to the beach that could be used by non-motorized watercraft to access the lake. Because the upland improvements proposed by the General Plan revision would not include any shorezone features, Alternative 4 would have a **less-than-significant** impact on navigation of non-motorized watercraft.

Pier Rebuild Project

Alternative 4 would include a 704-foot long pier on the western end of the KBSRA, near the event center. The potential to safely swim or navigate under the fixed portion or gangway of the pier in Alternative 4, would be similar to Alternative 2.

As with Alternative 2, non-motorized watercraft and swimmers would need to navigate around the pier end at various lake levels with Alternative 4. Under high water conditions, non-motorized watercraft and swimmers would need to travel about 700 feet away from the shore to navigate around the pier. During periods of heavy use, this distance could be greater to avoid motorized boats moored at the pier head. Therefore, during high water level conditions, this option places non-motorized users near or past the boundary of the no wake zone (Exhibit 5.3.11-1) and would increase the potential for safety conflicts between user groups. During low water conditions, ample space within the no wake zone would allow non-motorized passage without increased safety conflicts.

Because the Alternative 4 western pier would create a significant barrier by forcing non-motorized watercraft and swimmers to travel outside of the 600-foot no wake zone during high water conditions, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 5.3.11-2: Improve lateral movement and navigation around pier

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

CSP and the Conservancy will redesign the pier to improve lateral movement and navigation for non-motorized watercraft and swimmers. The pier would be redesigned and constructed to include the following features:

- ◆ removable navigational buoys shall be added beyond the lakeward end of the pier for use in high water conditions to notify motorized boaters of an extended no wake zone; and
- ◆ the design shall allow for the outermost floating platform(s) to be temporarily removed during high water conditions, to shorten the pier while maintaining access to the pier for motorized watercraft.

Significance after Mitigation

Implementation of Mitigation Measure 5.3.11-2 would improve navigation and lateral movements for the western pier for Alternatives 3 and 4. Navigational buoys would notify operators of motorized watercraft of an extended no wake zone, which would reduce watercraft speeds near the end of the pier. Removal of the outermost section of the pier would reduce the pier length by approximately

64 feet, and removal of the outermost two sections would reduce the pier length by approximately 116 feet during periods of high lake levels. The reduced pier length would provide adequate space for non-motorized watercraft and swimmers to navigate around the pier while remaining within the 600-foot no wake zone, reducing the potential for conflicts with motorized watercraft. In addition, when the outermost pier section(s) are removed, the pilings would remain at the end of the pier, which would deter motorized watercraft from mooring at the pier head and provide additional space for non-motorized users to navigate around the pier. After implementation of Mitigation Measure 5.3.11-2, motorized watercraft would operate at lower speeds near the pier, and the pier would be shortened to provide sufficient space for non-motorized watercraft and swimmers to navigate around the pier while avoiding areas where motorized watercraft operate at high speeds. Therefore, this impact would be **less than significant**.

Impact 5.3.11-3: Alter the character of the park or create user conflicts

With all of the action alternatives, the revised General Plan would provide additional recreational amenities similar to existing recreational amenities, which would not substantially alter the character of the park. Because the 0.25-mile shared-use path would bisect the park from at the western edge to east to Coon Street, all beach users west of Coon Street would need to cross the path to access the beach. Because of the nature and length of the path, it is not expected that path users would travel at high speeds across this short distance or travel in such a manner as to create bicycle and pedestrian conflict. Motorized watercraft would be unable to access the piers in nearshore locations because of barrier railing along the extent of the fixed section and gangway, which would extend about between 273 and 400 feet into the lake, depending on alternative. This would minimize the potential for conflict between motorized watercraft and swimmers in nearshore areas. For these reasons, the General Plan revision and pier rebuild project in Alternatives 2 through 4 would neither substantially alter KBSRA's character nor create user conflicts. This impact would be **less than significant**.

Alternative 1 would have **no impact** on the character of the park or the potential to create user conflicts.

Alternative 1: No Project

General Plan Revision

Because the 1980 General Plan Development Plan would remain unchanged and no upland improvements would be made under the no project alternative, there would be no change in the types of facilities or uses that occur at KBSRA. Therefore, there would be **no impact** on the character of recreational experiences at KBSRA or potential for user conflicts.

Pier Rebuild Project

Because the existing Kings Beach pier would remain and there would be no other improvements under the Alternative 1, there would be no change in the types of facilities or uses that occur at KBSRA. Therefore, there would be **no impact** on the character of recreational experiences at KBSRA or potential for user conflicts.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

With Alternative 2, the revised General Plan would provide additional recreational amenities. The new upland features include large and small group pavilions, an open lawn and event/stage, a nature play area that would replace the existing playground, new drop-off locations in the parking lots,

interpretative information and scenic overlooks, a shared-use path and bicycle racks that support additional bicycle and pedestrian access and use, non-motorized watercraft storage, and showers and changing rooms in a new central comfort station. The open lawn area could be used for wintertime ice skating. Existing recreational amenities would be retained, except as noted above. With respect to shorezone-related features, the Alternative 2 General Plan revision would rebuild and extend the pier on the western end of the park, add a new lake access point accessible to non-motorized watercraft and pedestrians only, and add a new swim buoy area that would separate swimmers from motorized watercraft. The existing boat ramp would be eliminated with Alternative 2.

The new and redeveloped recreational facilities would provide similar recreation opportunities and a similar intensity of use as existing conditions, which would not substantially alter the character of the park. The improvements would be consistent with the park vision to provide a park where “visitors from across California and beyond, including the local community, will enjoy beach swimming boating and other watersports, and family-friendly recreation opportunities in the heart of a mountain town.”

The proposed changes are not expected to create new user conflicts. See the Pier Rebuild Project header below for a discussion of the potential for conflict between the proposed shorezone features. With respect to upland features, the half basketball court would be relocated away from its location at the beach edge to allow that area to be used for picnicking and lake viewing. Relocation of the pier to the eastern edge would create a more uniform and expansive beach area that would reduce the potential for conflicts between beach users and watercraft at the pier. Because the 0.25-mile shared-use path would bisect the park from the western edge east to Coon Street, all beach users west of Coon Street would need to cross the path to access the beach. The path meanders behind picnic areas as it approaches Coon Street. Because of the meandering nature and length of the path, it is not expected that path users would travel at high speeds across this short distance or travel in such a manner as to create bicycle and pedestrian conflict. Special event permits would include signage and temporary walk your bike areas to minimize upland conflicts, as necessary.

For these reasons, the Alternative 2 General Plan revision would neither substantially alter KBSRA’s character nor would it create user conflicts associated with the upland features. These effects are consistent regardless of which state agency owns the land. This impact would be **less than significant**.

Pier Rebuild Project

Alternative 2 includes a designated-swim buoy area that would provide a protected area free of motorized-and non-motorized watercraft. Swimmers would also be free to swim elsewhere along the beach, outside of the swim buoy area. With this alternative, the boat ramp would be closed and replaced with a non-motorized lake access point and a longer rebuilt pier. Motorized watercraft would be unable to access the pier in nearshore locations because of barrier railing along the extent of the fixed section and gangway (Exhibit 5.1-5), which would extend about 273 feet into the lake. This would minimize the potential for conflict between motorized watercraft and swimmers in nearshore areas. It is likely that non-motorized watercraft would either access the lake from the beach or near the lake access point, which are separated from the portion of the pier that would be accessed by motorized watercraft. The eastern pier would be within the limits of the TRPA-designated no wake zone whereby boat speeds cannot exceed 5 mph (TRPA Code Section 84.17.1), which would reduce the potential for conflict.

For these reasons, the Alternative 2 pier rebuild project would neither substantially alter KBSRA’s character nor would it create user conflicts. This impact would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision

The potential to affect park character and create user conflicts associated with Alternative 3 would be similar to Alternative 2 because the park amenities that are included in Alternative 3 would largely be the same as with Alternative 2, except in location and size. The primary difference in upland features is the removal of the half basketball court, the alignment of the shared-use path, and the location of the pier. The removal of the popular half basketball court would be met with substantial local opposition (because there are no other basketball courts available to the public in Kings Beach) and conflict with Guidelines V2.3 of the General Plan, but it would not substantially alter the character of the site. With Alternative 3, the expansive beach would be divided by a pier, and picnickers would need to cross the shared-use path in some areas. With respect to shorezone-related features, the Alternative 3 General Plan revision would rebuild and extend the pier in the location of the central part of the park in place of the existing pier. The existing boat ramp would also be eliminated with Alternative 3.

For these reasons and those described for Alternative 2, the Alternative 3 General Plan revision would neither substantially alter KBSRA's character nor would it create user conflicts. This impact would be **less than significant**.

Pier Rebuild Project

The potential to affect park character and create user conflicts associated with the Alternative 3 pier rebuild project would be similar to Alternative 2, except with respect to the location of the pier. Alternative 3 would include a non-motorized lake access point, but would not include a swim buoy area. While swimmers would not have a protected swim buoy area, motorized watercraft would be unable to access the pier in nearshore locations because of barrier railing along the extent of the fixed section and gangway (Exhibit 5.1-10), which would extend about 302 feet into the lake, and because most swimmers would prefer swimming at distances away from the pier and closer to the shore.

For these reasons and those described for Alternative 2, the Alternative 3 General Plan revision would neither substantially alter KBSRA's character nor would it create user conflicts. This impact would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision

The potential to affect park character and create user conflicts with implementation of Alternative 4 would be similar to Alternative 2 because the park amenities that are included in Alternative 4 would be largely the same as with Alternative 2, except in location and size. The primary difference in upland features is the alignment of the shared-use path (which is set back further from the beach with Alternative 4), and the location of the relocated half basketball court (which would be located to the east side of the park), and the location of the pier. A non-motorized watercraft storage structure is not included in Alternative 4. With the Alternative 4 General Plan revision, the pier would be rebuilt and extended on the western side of the park, near the event center. The boat ramp would be extended further into the lake to facilitate operations during lower lake level conditions.

For the reasons described above for Alternative 2, the Alternative 4 General Plan revision would neither substantially alter KBSRA's character nor would it create user conflicts. This impact would be **less than significant**.

Pier Rebuild Project

The potential to affect park character and create user conflicts associated with the Alternative 4 pier rebuild project would be similar to Alternative 2, except with respect to the location of the pier. Alternative 4 would include a non-motorized lake access point, but would not include a swim buoy area. While swimmers would not have a protected swim buoy area, motorized watercraft would be unable to access the pier in nearshore locations because of barrier railing along the extent of the fixed section and gangway (Exhibit 5.1-13), which would extend about 400 feet into the lake, and because most swimmers would prefer swimming at distances away from the pier and closer to the shore.

For these reasons and those described for Alternative 2, the Alternative 4 pier rebuild would neither substantially alter KBSRA's character nor would it create user conflicts. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Cumulative Impacts

Recreation demand within the Tahoe Basin is met with a wide variety and extensive amount of recreational facilities and opportunities. The Tahoe Basin contains thousands of acres of public lands and lands in permanent conservation that provide the public with opportunities for hiking, bicycling, cross-country skiing, snowshoeing, snowmobiling, wildlife viewing, water sports, beach use, and relaxation. Nearby resources include, but are not limited to KBSRA, Secline Beach, Tahoe Vista Recreation Area, the Tahoe Rim Trail, Burton Creek State Recreation Area, the Tahoe National Forest, the Lake Tahoe Basin Management Unit, North Tahoe Regional Park, Fibreboard Freeway, and the Tahoe State Recreation Area (Exhibit 2-2, Recreational Opportunities, in Chapter 2, Existing Conditions). These recreation resources provide ample opportunities for recreating to meet the existing and future demand such that adverse physical effects would not result beyond that which occurs under current conditions. Currently, there is no existing adverse cumulative condition related to effects on existing recreation users or adverse physical effects on recreation resources.

Aside from Placer County's plan to extend the promenade on both ends of the park to connect to SR 28 and TRPA's Draft Shoreline Plan, none of the other projects identified in Table 5.1-4, would provide new recreation opportunities near the shoreline in the region. The General Plan revision and pier rebuild alternatives would not create additional demand for recreation facilities such as a residential or tourist development project might. Therefore, adverse effects caused by substantially increased demand that could cause physical deterioration of a facility is not discussed further. However, due to the limited extent of this project, and the ample variety and supply of recreation opportunities throughout the region, the County's promenade project, the Shoreline Plan, and the proposed project together would not result in a cumulative impact on recreation user experience or adverse physical effects on these recreation resources. This would be a less-than-significant cumulative impact on recreation resources.

None of the cumulative projects listed in Table 5.1-4 would combine with the KBSRA General Plan revision and pier rebuild project to create potential recreation conflicts. In fact, the County's promenade project would extend the shared-use path to be located at KBSRA to SR 28 on both ends, which would enhance the opportunity for non-automobile access to KBSRA. Conflicts among swimmers, non-motorized watercraft, and motorized watercraft would continue to be evaluated on a project-by-project basis under the existing partial permitting program or the proposed Shoreline Plan, and mitigated as necessary.

The proposed Shoreline Plan would update the TRPA shorezone ordinances in TRPA Code Chapters 80 to 86, which would replace the existing partial permitting program. With respect to public shoreline facilities, the Draft Shoreline Plan would: (1) allow the development of up to 10 new public piers; (2) two additional public boat ramps could be added; and (3) dredging at existing public boat ramps (if increased functionality of the ramp can be demonstrated) (TRPA 2017).

As described in Impacts 5.3.11-1 through 5.3.11-3, the General Plan revision and pier rebuild project would not result in substantial user conflicts, adversely affect navigation for non-motorized watercraft parallel to the shore, or adversely affect recreational opportunities for motorized watercraft. Additionally, future project planning would be completed in coordination with recreation providers and TRPA threshold standard requirements and potential conflicts with existing recreation resources would be addressed at the project-level. Thus, the KBSRA General Plan revision and pier rebuild project in combination with other cumulative projects would result in a less-than-significant cumulative impact, and the contribution by any of the proposed project alternatives would **not be cumulatively considerable**.