

### 5.3.12 Scenic Resources

This section evaluates the effects of the General Plan revision and pier rebuild project on scenic and aesthetic resources, 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.

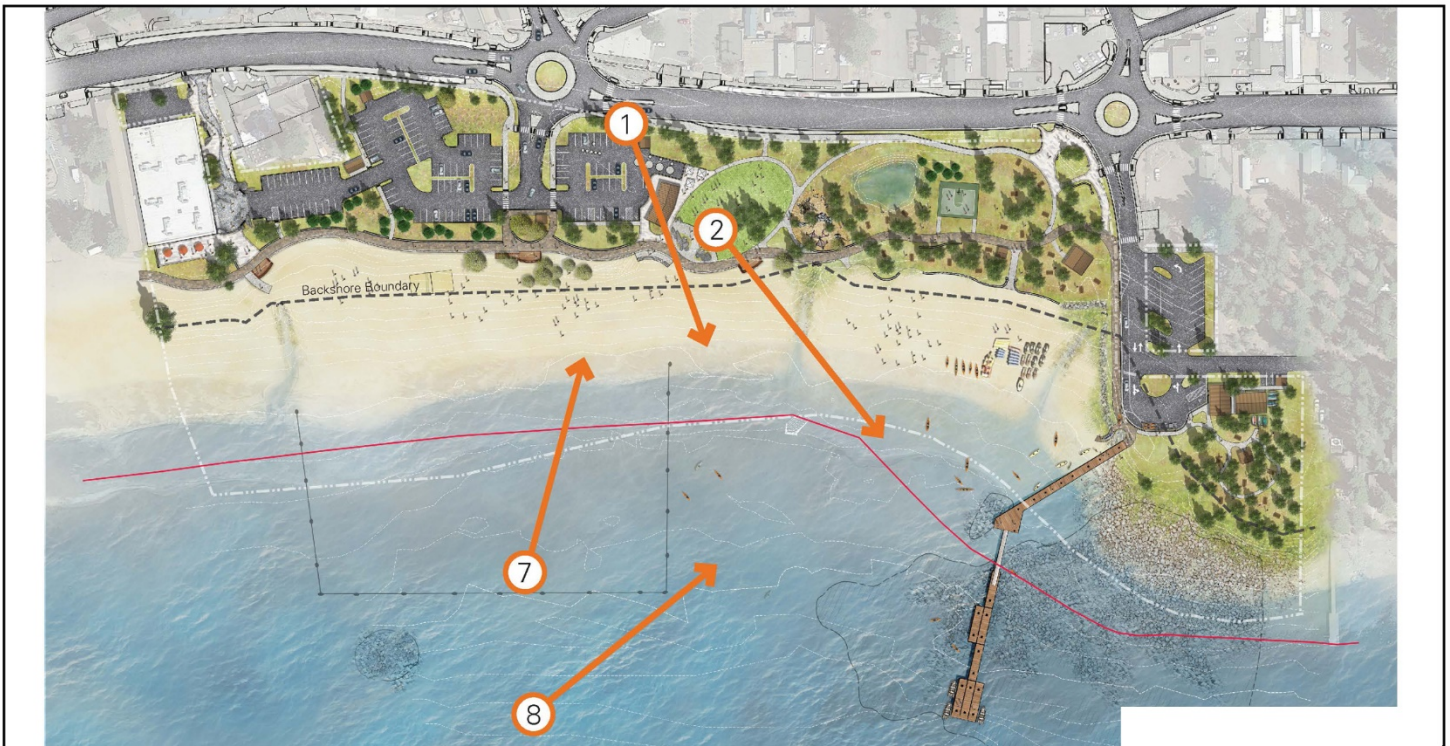
The existing conditions and resource values related to scenic resources are summarized in Section 2.2.4, Scenic Resources, in Chapter 2, Existing Conditions, of this document. A more detailed description of the existing scenic resource conditions and a summary of pertinent regulations are included in the Resources Inventory and Existing Conditions Report, available on the Kings Beach SRA webpage ([www.parks.ca.gov/PlanKBSRA](http://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 under the heading Scenic and Aesthetic Resources in Section 4.4.1, Resource Management and Protection, in Chapter 4, The Plan.

## Environmental Impacts and Mitigation Measures

### Analysis Methodology

The methods of analyzing impacts on scenic resources in this document are consistent with the TRPA scenic threshold monitoring system and Code of Ordinances. The methods are based on visual characteristics of the landscape, the condition of which, when considered as a group and expressed as a numerical rating, represents the relative level of excellence in scenic quality (TRPA 2016). Assessing the characteristics under pre- and post-project scenarios provides an understanding of the status of scenic quality and the visual effect of a proposed action. The existing scenic conditions of KBSRA are reflected in scenic threshold monitoring data collected by TRPA in 2015. Environmental review of the General Plan revision is achieved through evaluation of the long-term effects of implementing goals, guidelines, and site improvements proposed in the General Plan alternatives. This evaluation is supported by visual simulations and a quantitative assessment of the visual magnitude of the alternatives consistent with TRPA Code Section 66.3.3.E.2. Exhibits 5.3.12-1, 5.3.12-2, and 5.3.12-3 depict the locations and directions of viewpoints for visual simulations of Alternatives 2, 3, and 4, respectively.

Scenic evaluation of the pier rebuild project includes a site-specific assessment of the current visual conditions and visual effects of the pier alternatives, supported by visual simulations. The analysis also includes a quantitative assessment of changes in visible mass consistent with the requirements of the TRPA Shorezone partial permitting program. The analysis also considers, and where appropriate, incorporates the analytical approach developed in 2017 by TRPA and partner organizations for the Lake Tahoe Shoreline Plan EIS.



## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017



Exhibit 5.3.12-1

Alternative 2 Viewpoints



## Kings Beach State Recreation Area General Plan

Source: Prepared by Design Workshop in 2018



X13010017 01 044



Exhibit 5.3.12-2

Alternative 3 Viewpoints





## Significance Criteria

Significance criteria for determining impacts to scenic resources are summarized below.

### CEQA Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to aesthetics/scenic resources would be significant if the project would:

- ◆ have a substantial adverse effect on a scenic vista;
- ◆ substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- ◆ substantially degrade the existing visual character or quality of the site and its surroundings; or
- ◆ create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

### TRPA Criteria

The Scenic Resources/Community Design, and Light and Glare criteria from the TRPA Initial Environmental Checklist, and the TRPA scenic thresholds were used to guide the selection of significance criteria. Impacts to scenic resources would be significant if the project would:

- ◆ block or cause substantial degradation of an existing view of Lake Tahoe or other scenic vistas seen from a public area;

- ◆ decrease the TRPA Travel Route or Scenic Quality rating for roadway or shoreline travel units, scenic resources, or bicycle trails and recreation areas;
- ◆ be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP), TRPA Design Review Guidelines, or applicable height and design standards; or
- ◆ create new sources of light or glare that are more substantial than other light or glare in the area, or cause exterior light to be cast off-site.

## Environmental Impacts

### Impact 5.3.12-1: Effects on views toward Lake Tahoe and the visual quality of the site

Implementation of Alternative 1 would result in no changes at KBSRA and therefore **no impact** to views toward Lake Tahoe or the visual quality of the site. Alternative 2 would affect visual conditions by modifying man-made features visible from SR 28 and altering views of Lake Tahoe from SR 28. These visual changes would not substantially degrade the visual quality of the site, views from SR 28, views of Lake Tahoe or scenic vistas. Nor would the visual changes reduce the TRPA scenic quality ratings for the applicable roadway travel units, scenic resources, or for the recreation area. Thus, Alternative 2 would have a **less-than-significant** impact. The upland features of the General Plan revision in Alternative 3 would have similar effects on scenic and visual quality as Alternative 2, which would be **less than significant**. The upland features of the General Plan revision in Alternative 4 include shade structures that would degrade an existing view of Lake Tahoe and would reduce the TRPA scenic threshold score for Scenic Resource 20-5 resulting in a **significant** impact. However, after implementation of Mitigation Measure 5.3.12-1b, the impact of the upland features of the General Plan revision in Alternative 4 would be reduced to a **less-than-significant** level. The pier rebuild project in Alternatives 3 and 4 would block views of Lake Tahoe from the beach, including from TRPA-designated Scenic Resource 9-2, which would bring that resource out of attainment of its scenic threshold standard. This would be a **significant** impact for Alternatives 3 and 4. After implementation of all feasible mitigation, the pier rebuild project in Alternatives 3 and 4 would continue to block views of the lake and bring Scenic Resource 9-2 out of attainment of the TRPA scenic threshold standard. Therefore, the pier rebuild project in Alternatives 3 and 4 would have a **significant and unavoidable** impact on the scenic quality of views toward the lake.

## Alternative 1: No Project

### General Plan Revision

Alternative 1 would include no changes to the existing KBSRA General Development Plan. No new goals, guidelines, or site improvements would be implemented and views toward Lake Tahoe and the visual quality of the site would remain in, or similar to, its existing condition. The gradual deterioration of recreation facilities in the Tahoe region has been identified as contributing to declines in TRPA scenic threshold scores (TRPA 2016:9-36). However, CSP has two park maintenance employees, each of whom dedicates approximately 75 percent of their time to maintaining KBSRA. Because CSP has dedicated maintenance staff, it is unlikely that the condition of KBSRA would deteriorate under Alternative 1 such that it would degrade scenic or visual quality. For these reasons, there would be **no impact** under Alternative 1.



### Pier Rebuild Project

Under Alternative 1, the existing pier would remain and would be maintained in its current condition. Because there would be no changes to the existing pier, there would be **no impact** on views toward Lake Tahoe or the visual quality of the site.

### Alternative 2: Eastern Pier Alternative (Proposed Project)

#### General Plan Revision

Implementation of Alternative 2 would result in several changes that could affect views toward Lake Tahoe and the visual quality of KBSRA. In addition to the rebuilt pier, discussed below, the alternative would include a beach front promenade, several new structures (picnic pavilion, small administrative building, visitor contact station, restroom, and nature play area), relocated or reconfigured facilities (basketball court, restroom, parking lot), and changes to vegetation and landscaping. These changes could affect scenic vistas of Lake Tahoe and surrounding peaks, or otherwise alter the visual quality of the site or change TRPA scenic threshold scores.

KBSRA is a recreation area documented in the 1993 Lake Tahoe Basin Scenic Resource Evaluation (TRPA 1993), and subsequently included in TRPA's Other Areas Scenic Threshold category. The TRPA inventory identified important views from the recreation area and designated these as scenic resources. The inventory also identified the beach and trees that punctuate the inland edge of the beach as important natural features. As shown in Exhibit 4.5-1 in Chapter 4, The Plan, Alternative 2 would retain these features. Alternative 2 would also enhance the visual quality of the site by implementing the following recommendations from the 1993 inventory to improve scenic quality:

- ◆ The rock walls and terrace should be rehabilitated (e.g., replace missing and/or broken pavers) and planter areas refurbished. Sidewalks should be kept clean of sand buildup.
- ◆ Additional landscaping should be introduced into the boat launch area to mitigate the effects of the large expanse of pavement. At a minimum, the launch area requires some visual softening when viewed from the beach, as it is currently a negative visual element at the eastern end of the recreation area.

In addition, implementation of Alternative 2 would result in redevelopment of the park consistent with design guidelines included in Guidelines RES 10.1 through 10.3, and Guidelines RES 11.1 through 11.4, that are discussed in more detail under Impact 5.3.12-3, below. Therefore, elements of Alternative 2 would improve the visual character and quality of the site. These changes would have a beneficial effect on the TRPA scenic threshold for the recreation area.

Viewpoints shown in Exhibit 5.3.12-1 reflect the views most likely to be degraded by changes in visual conditions under Alternative 2. Exhibit 5.3.12-4 shows the existing and future views from Viewpoint 1, from the south side of SR 28 just east of the Bear Street roundabout, facing southeast. This viewpoint reflects the view from SR 28 that has the highest probability of being degraded by Alternative 2 because it provides relatively open views to Lake Tahoe, which would be affected by new structures. As described in the roadway scenic resources discussion in Section 2.2.4 of this General Plan, TRPA-designated roadway Scenic Resource 20-5 is located along SR 28 just west of the Bear Street roundabout facing southeast across the KBSRA parking lot towards Lake Tahoe. However, only minimal changes would occur within the view from Scenic Resource 20-5, and changes that could occur (e.g., resurfacing and configuring the parking lot, would not block existing views). Therefore, the simulation was prepared for Viewpoint 1 because it is the view towards Lake Tahoe most likely to be affected by Alternative 2.



Existing



Proposed



## Kings Beach State Recreation Area General Plan

Source: Prepared by Design Workshop in 2018

X13010017 01 034



Exhibit 5.3.12-4

Existing View and Simulation of Alternative 2 from Viewpoint I



In the existing view from Viewpoint 1, the parking lot dominates the foreground view and the edge of the parking lot is poorly defined. The existing playground is clearly visible in the center of view and the existing pier is directly to the left of the playground. The existing restroom is visible on the right side of the view, along with a patch of conifer trees. The playground, pier, restroom, and conifers partially block views of Lake Tahoe and reduce the intactness of the view. Overall, the quality of the view is good because of the partially filtered views of the lake and distant ridges.

In the simulation of Alternative 2 from Viewpoint 1, a reconfigured parking lot dominates the foreground view. The edge of the parking lot is well-defined and landscaping is visible on the periphery. An enclosed dumpster is also visible on the edge of the parking lot. The reconfigured parking lot is closer to the lake than the existing parking lot. However, a vegetated buffer remains between the parking lot and the lake, and another vegetated buffer would be added between the existing parking lot and lake to the right of this view. The length of the eastern parking lot that parallels Lake Tahoe would be reduced from approximately 300 feet to 150 feet. The effects of the parking lot reconfiguration is also shown under Impact 5.3.12-2, below. A new restroom building is clearly visible in the center left of the view and the new pier is partially visible between trees to the left of the restroom. Guideline RES 10.3 calls for locating and designing facilities to minimize encroachment into views of Lake Tahoe from State Route 28. However, this restroom could not feasibly avoid any encroachment into this view due to the presence of adjacent stormwater infrastructure that prevents the relocation of the restroom to a site farther from the lake. In the simulation, the new restroom is represented as a rectangular building with minimal articulation and architectural detail. This representation of the restroom allows for an evaluation of a worst-case-scenario, although when constructed, the restroom building would likely include additional materials (such as natural stone) and additional articulation, which would improve the aesthetics of the reconstructed building.

In Alternative 2, the existing playground would be replaced with a nature-based play structure. However, this play structure would be located farther to the east, outside of the view from Viewpoint 1, and behind a clump of existing trees, such that the new structure would not block views of the lake. In Alternative 2, the existing restroom and several adjacent conifers would be removed to accommodate the reconfigured parking lot. The conifers that would be removed currently screen views of the restroom. However, with the restroom relocation, removal of these trees would not increase the visibility of human-made structures from the roadway or lake.

The new restroom would block views of Lake Tahoe and views of distant ridgelines. However, the existing elements that block or partially block lake views and ridgeline views (restroom, trees, playground, and pier) would be removed, opening views of Lake Tahoe and distant ridgelines. As shown in Exhibit 5.3.12-4, Alternative 2 would result in a net increase in unobstructed views of Lake Tahoe and distant ridgelines.

As described above, Alternative 2 would modify man-made features along SR 28 and views of the lake from SR 28, two of the six criteria that TRPA uses to quantify the roadway travel unit scenic ratings. Manmade features visible from the road would be of a similar character as existing features along that segment of SR 28, and the visual quality of man-made features would be no worse than existing features because they would include new landscaping and would comply with scenic and aesthetic guidelines RES 10.1, RES 10.3, and RES 10.4. Views of Lake Tahoe would be modified with the removal of some structures that block views of the lake and the placement of new structures that partially block lake views. Overall, the expanse of unobstructed views of Lake Tahoe from SR 28 would increase. Thus, the impact would be **less than significant**.

### Pier Rebuild Project

Alternative 2 would include the removal of the existing pier and the construction of a pier at the eastern end of KBSRA. The rebuilt pier would be a total of 488 feet in length, with a fixed section extending to approximately the low lake stand elevation, followed by a floating section.

TRPA has designated two separate scenic resources within KBSRA. Scenic Resource 9-1 is associated with the pier and includes views of the lake from the base of the pier. Scenic Resource 9-2 reflects panoramic views of Lake Tahoe from a point near the center of KBSRA. Because Scenic Resource 9-1 is associated with the pier, the location of this resource would change under each alternative. But, because each alternative would include a pier without obstructions to block the view toward the lake, the scenic quality rating of this resource would not be affected. However, Scenic Resource 9-2 would remain near the center of the beach, and the views from this resource would be affected by each alternative. This scenic resource is reflected in Viewpoint 2 as shown in Exhibit 5.3.12-1. Exhibit 5.3.12-5 shows the existing and future views from Viewpoint 2 facing southeast toward the rebuilt pier.

In the existing view from Viewpoint 2, the sandy beach is visible in the foreground, and the existing pier (located approximately 250 feet from the viewpoint) dominates the center of the view. In the simulation of Alternative 2, the immediate foreground view includes portions of the lawn and stage area, and associated landscaping, that would extend farther south than the existing upland features in this location. The new pier is clearly visible in the middleground, approximately 500 feet from the viewpoint. A small interpretive kiosk and a railing associated with a viewing area/gathering space along the promenade are also visible between the new landscaping and the rebuilt pier.

The existing and proposed piers affect the intactness of scenic views from the beach and TRPA-designated Scenic Resource 9-2. Intactness is one of the four criteria used to develop TRPA scenic quality ratings for this scenic resource, and is the primary factor affected by the rebuilt pier. Intactness is defined as “the degree to which a landscape retains its natural condition, or the degree to which modifications emphasize or enhance the natural condition of the landscape” (TRPA 1993). If the rebuilt pier reduces the intactness of the view, it would reduce the TRPA scenic quality rating for Scenic Resource 9-2, which would bring that resource out of attainment of its scenic threshold standard. Both the existing and proposed piers partially block views of the surface of the lake, which affects the intactness of the view. Neither the existing nor the proposed pier block the visually-important background views of the shoreline or ridgelines. The new pier is longer than the existing pier, but it is positioned at the eastern edge of the beach rather than the center. As a result, the new pier appears to extend the same distance on the horizon and visually blocks a similar amount of lake surface as the existing pier, when viewed from Scenic Resource 9-2. Because the proposed pier would not block more of the lake surface than the existing pier, it would not reduce the intactness of the view below existing levels. Thus, the proposed pier would have a **less-than-significant** impact on views toward the lake and the visual quality of the site.

### Alternative 3: Central Pier Alternative

#### General Plan Revision

Implementation of Alternative 3 could affect views toward Lake Tahoe and the visual quality of KBSRA. In addition to the rebuilt pier, discussed below, the alternative would include many of the same features as Alternative 2, albeit in a different configuration.



Existing



Proposed



## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 036



Exhibit 5.3.12-5

Existing View and Simulation of Alternative 2 from Viewpoint 2



As described above, the 1993 Lake Tahoe Basin Scenic Resource Evaluation (TRPA 1993) identified important views from the recreation area and designated these as scenic resources. As with Alternative 2, Alternative 3 would enhance the visual quality of the site by implementing recommendations from the 1993 evaluation and redeveloping the park consistent with design guidelines and CSP Standard and Special Project Requirements (Chapter 4.7) that are discussed in more detail under Impact 5.3.12-3, below. Therefore, elements of Alternative 3 would benefit the visual character and quality of the site.

The viewpoints shown in Exhibit 5.3.12-2 reflect the views most likely to be degraded by changes in visual conditions under Alternative 3. Exhibit 5.3.12-6 shows the existing and futures views toward Lake Tahoe from Viewpoint 3, which is located at the TRPA-designated roadway Scenic Resource 20-5 along SR 28 just west of the Bear Street roundabout facing southeast. In addition to being a TRPA-designated scenic resource, this viewpoint reflects the view from SR 28 that has the highest probability of being degraded by Alternative 3 because it provides open views to Lake Tahoe, which could be affected by new structures.

In the existing view, the parking lot dominates the foreground and the lake and distant peaks are visible in the background across the parking lot. The view of the lake is obscured by trees on the left side of the view. The existing entry kiosk/visitor contact station is visible on the left side of the view. Overall, the quality of the view is very good because of open views of the lake and distant ridges.

In the simulation of Alternative 3, the parking lot continues to dominate the foreground view. The existing entry kiosk/visitor contact station has been removed, which opens a small filtered lake view that was previously blocked. A new restroom building is clearly visible on the left side of the view. The new restroom is larger than the kiosk that was removed, and therefore blocks more of the background. However, the restroom is also farther to the left and positioned in front of the densest cluster of trees in the view, which reduces the amount of filtered lake view blocked by the building. A small portion of the sand wall and promenade is visible along the far edge of the parking lot, and the rebuilt pier can be seen behind the cluster of trees on the left side of the view, but to the right of the restroom. Both the sand wall/promenade and the pier are barely perceptible from this view.

As shown in Exhibit 5.3.12-6, Alternative 3 would modify man-made features along SR 28 and views of the lake from SR 28, two of the six criteria that TRPA uses to quantify the roadway travel unit scenic ratings. Man-made features visible from the road would be similar in character to existing features along that segment of SR 28, and their visual quality would increase slightly because of new landscaping and implementation of scenic and aesthetic guidelines RES 10.1, RES 10.3, and RES 10.4. Views of Lake Tahoe would be modified with the removal of some structures and the placement of new structures. Overall, the expanse and quality of views of Lake Tahoe from SR 28 and from TRPA-designated Scenic Resource 20-5 would remain the same as existing conditions.

Alternative 3 would affect visual conditions by modifying man-made features visible from SR 28 and altering views of Lake Tahoe from SR 28. As described above, these visual changes would not substantially degrade the visual quality of the site or views toward Lake Tahoe. Thus, the impact would be **less than significant**.

#### Pier Rebuild Project

Alternative 3 would include the removal of the existing pier and the construction of a new pier in the same location (near the center of KBSRA). The new pier would be a total of 601 feet in length, with a fixed section extending to approximately the natural rim of Lake Tahoe (elevation 6223 mean sea level [msl]), followed by a floating section.



Existing



Proposed



## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 038



Exhibit 5.3.12-6

Existing View and Simulation of Alternative 3 from Viewpoint 3



As described above, TRPA designated panoramic views of Lake Tahoe from a point near the center of KBSRA as Scenic Resource 9-2. This scenic resource is reflected in Viewpoint 4 as shown in Exhibit 5.3-2. Exhibit 5.3.12-7 shows the existing and future views from Viewpoint 4 facing southeast toward the new pier. In addition to being a TRPA-designated scenic resource, this viewpoint depicts a direct view of the new pier from the center of the beach.

In the existing view from Viewpoint 4, the sandy beach is visible in the foreground, along with a concession buildings and rental kayaks. The existing pier dominates the center of the view. In the simulation of Alternative 3, the concessionaire building has been removed and the rental kayaks have been relocated out of view, expanding views of the beach. The new pier continues to dominate the center of the view and is clearly larger and more visually prominent than the existing pier. The central pier has a lower visual profile because of the floating section, which substantially reduces the visual prominence of that section of pier, as well as the single piling design, lower profile railing on the fixed section, and lack of railing on the floating section. Even with the lower-profile design, the pier is clearly more visually prominent because it is larger than the existing pier and in the same location as the existing pier. At 601 feet, the pier is nearly three times as long as the 207-foot-long existing pier. As a result, the pier extends farther into the lake, and blocks views to more of the lake surface than the existing pier.

Because the rebuilt pier would block additional views of the lake surface, it would reduce the intactness of scenic views from TRPA-designated Scenic Resource 9-2. Intactness is one of the four criteria used to develop TRPA scenic quality ratings for this scenic resource, and is defined as “the degree to which a landscape retains its natural condition, or the degree to which modifications emphasize or enhance the natural condition of the landscape” (TRPA 1993). By reducing the intactness of this view, the pier would reduce the TRPA scenic quality rating for Scenic Resource 9-2, which would bring that resource out of attainment of its scenic threshold standard. This would be a **significant** impact.

## Alternative 4: Western Pier Alternative

### General Plan Revision

Implementation of Alternative 4 could affect views toward Lake Tahoe and the visual quality of KBSRA. In addition to the rebuilt pier, discussed below, the alternative would include many of the same features as Alternatives 2 and 3, albeit in a different configuration.

As with Alternatives 2 and 3, Alternative 4 would implement recommendations from the Lake Tahoe Basin Scenic Resource Evaluation (TRPA 1993) to improve scenic quality at KBSRA. It would also result in the redevelopment of facilities at KBSRA consistent with design standards that would improve the visual quality of the site. For the same reasons described for Alternatives 2 and 3, above, this redevelopment would benefit the visual quality of the site.



Existing



Proposed



## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 039



Exhibit 5.3.12-7

Existing View and Simulation of Alternative 3 from Viewpoint 4

Exhibit 5.3.12-8 shows the existing and future views from Viewpoint 5, located on the south side of SR 28 just east of the Bear Street roundabout, facing southwest. This viewpoint reflects the view from SR 28 that has the highest probability of being degraded by Alternative 4 because it provides relatively open views to Lake Tahoe, which would be affected by new structures. As described above, TRPA designated roadway Scenic Resource 20-5 along SR 28 just west of the Bear Street roundabout facing southeast across the KBSRA parking lot towards Lake Tahoe. However, the simulation was prepared for Viewpoint 5 instead because it provides views of the new structures that would be visible from Scenic Resource 20-5, as well as views of the new pier, which would not be visible from Scenic Resource 20-5. Therefore, this viewpoint includes the views most likely to be degraded by Alternative 4.

In the existing view, the main vehicular entrance into KBSRA is visible in the immediate foreground. The entry kiosk/visitor contact station is visible near the center of the view, and the existing parking lot dominates the right side of the view. The North Tahoe Event Center is visible on the far-right side of the view. Parking cones and other visual clutter detracts from the view, but overall the quality of the view is very good because of expansive open views of the lake and distant ridges.

In the simulation of Alternative 4, the vehicular entrance continues to dominate the immediate foreground. The western pier is also visible on the lake, and the impact of this pier is evaluated separately, below. In the simulation, the existing entry kiosk/visitor contact station has been relocated to the far-left side of the view. The condition of the structure is improved, but it continues to block a portion of the lake view behind it. A reconfigured parking lot continues to dominate the right side of the view. The redeveloped parking lot with enhanced landscaping provides a moderate increase in the visual quality of the parking lot. The North Tahoe Event Center is still visible on the right side of the view and some tree removal is visible on the right side and near the center of the view. The most obvious visual change is the addition of four new shade structures between the parking lot and the beach. While the lake is partially visible through the shade structures, the roofs and posts of the structures obscure views of the lake and distant mountains. These shade structures decrease the unity of the view and block important visual elements, including open water, distant shoreline, and distant ridgelines. As shown in Exhibit 5.3.12-8, the views blocked by the shade structures are not offset by the removal of existing features that block views of Lake Tahoe. Thus, the shade structures would result in a net decrease in views of Lake Tahoe from this viewpoint. When considered in the context of the entire roadway travel unit, these changes would degrade views of the lake from the roadway, but not to the extent that would reduce the scenic threshold score for the roadway travel unit. However, these structures would degrade an existing view of Lake Tahoe and would reduce the TRPA scenic threshold score for Scenic Resource 20-5. Thus, the impact would be **significant**.



Existing



Proposed



## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 041



Exhibit 5.3.12-8

Existing View and Simulation of Alternative 4 from Viewpoint 5



### Pier Rebuild Project

Alternative 4 would include the removal of the existing pier and the construction of a pier on the western side of KBSRA near the North Tahoe Event Center. The rebuilt pier would be a total of 704 feet in length, with a fixed section extending to approximately the low lake stand elevation, followed by a floating section. Alternative 4 would also extend the existing motorized boat ramp. The boat ramp extension would be modest with most of the extension underwater and not visible. Because the motorized boat ramp would be similar to the existing boat ramp, there would not be a substantial change in views of Lake Tahoe. Alternative 4 would not include an additional lake access point, nor would it include a swim buoy area. As described above, TRPA has designated panoramic views of Lake Tahoe from a point near the center of KBSRA as Scenic Resource 9-2. Exhibit 5.3.12-9 shows the existing and future views from Scenic Resource 9-2 facing southwest toward the new pier (Viewpoint 6).

In the existing view from Viewpoint 6, the sandy beach is visible in the foreground along with portions of the existing rock walls and several deciduous trees along the upland edge of the beach. In the simulation of Alternative 4, removal of the rock wall is evident on the right side of the view and the new pier is clearly visible at a distance of approximately 750 feet. The floating portion of the pier has a low visual profile, but it blocks views of the lake surface. The fixed portion of the pier is more visually prominent and blocks views of the lake surface and the distant shoreline. Alternative 4 would also involve the removal of the existing pier, which is shown in Exhibit 5.3.12-7, above. Removal of the existing pier would open views of Lake Tahoe, however at 704 feet the rebuilt pier is over three times as long as the 207-foot-long existing pier. Even when viewed from a distance of approximately 750 feet, the rebuilt pier extends farther along the horizon and blocks more of the view of the lake surface than the existing pier. Because the rebuilt pier would reduce the amount of lake that is visible, it would reduce the intactness of the view from the beach and TRPA-designated Scenic Resource 9-2. By reducing the intactness of this view, the pier would reduce the TRPA scenic quality rating for Scenic Resource 9-2, which would bring that resource out of attainment of its scenic threshold standard. This would be a **significant** impact.

### Mitigation Measures

#### Mitigation Measure 5.3.12-1a: Redesign the pier as a floating pier

This mitigation measure applies to Alternatives 3 and 4.

CSP and the Conservancy will redesign the central and western piers as low-profile floating piers that minimize their visibility from the beach. The redesigned piers shall maintain the following elements of the existing design that reduce its visual prominence: (1) minimize the visibility of pilings by including fewest number, smallest diameter, and shortest pilings feasible; and (2) the pier decking, floats, pilings, and other elements shall be colored a muted shade of medium to dark grey that allows the pier to visually blend into the water. In addition to maintaining these elements of the existing design, the redesigned pier shall comply with the following design criteria to the extent feasible without jeopardizing public safety or the structural integrity of the pier:

- ◆ the entire pier shall be designed as a floating pier with no fixed sections elevated above the beach or water surface;
- ◆ no railings or other non-structural elements shall be included above the pier deck; and
- ◆ the floating deck shall be designed to minimize the distance between the water surface and the top of the pier decking.



**Existing**



**Proposed**



## **Kings Beach State Recreation Area General Plan**

Source: Design Workshop 2017

X13010017 01 042





### **Mitigation Measure 5.3.12-1b: Redesign shade structures as picnic sites or relocate shade structures**

This mitigation measure applies to Alternative 4.

CSP will redesign or relocate the four shade structures proposed between the parking lot and beach on the west side of KBSRA to minimize new obstructions to views of Lake Tahoe from the main vehicular entry (Viewpoint 5) and from Scenic Resource 20-5, located on SR 28 directly north of the proposed shade structures. The structures will either be redesigned as unshaded picnic sites or relocated to another area of the park where they would not block views of Lake Tahoe. If they are redesigned, the redesigned structures will include no permanent roofs, walls, posts, or other structural elements that extend above four feet in height. If they are relocated, they will be relocated to the eastern side of the park in an area where existing vegetation and/or structures block views of Lake Tahoe from State Route 28.

#### *Significance after Mitigation*

Implementation of Mitigation Measure 5.3.12-1b would relocate shade structures to locations where they do not block views of Lake Tahoe or eliminate structural elements that exceed four feet in height, which could be visible above vehicles parked in the adjacent parking lot, visually obscure substantial portions of the lake surface, or block visually important elements including the distant shoreline and ridgelines. With these changes, implementation of the General Plan revision under Alternative 4 would no longer degrade an existing view of Lake Tahoe or reduce the TRPA scenic threshold score for Scenic Resource 20-5. After incorporation of mitigation, the impact would be **less than significant** for the General Plan revision under Alternative 4

Implementation of Mitigation Measure 5.3.12-1a would reduce the visibility of the central pier and western piers by removing the fixed portion of the piers and the gangway, which are the most visually prominent design features. This would reduce the impacts to views of Lake Tahoe from Scenic Resource 9-2. However, the redesigned central floating pier would still extend 601 feet from shore and the western pier would still extend 704 feet from shore. Thus, even after implementation of the mitigation measure, the central and western piers would block more of the view of Lake Tahoe from Scenic Resource 9-2 than the existing pier. Because the rebuilt pier in Alternatives 3 and 4 would increase the amount of the lake surface blocked from view, it would reduce the intactness of the view and bring Scenic Resource 9-2 out of attainment of the TRPA scenic threshold standard.

Several other mitigation measures were considered, but determined to be infeasible. These measures include:

- ◆ Reduce the length of the pier: A shorter central or western pier could reduce the visual impacts of the rebuilt pier and reduce the impact to a less-than-significant level. However, as described in Section 4.2, the basic project objectives of the pier rebuild project include enhancing watercraft access from the lake to KBSRA and the community of Kings Beach, and improving the accessibility of the pier for a variety of recreational watercraft types over a wider range of lake-level conditions. To meet these basic objectives, the pier would need to reach 6,217-foot lakebed elevation, which would require that they remain at their current length. Thus, this mitigation measure would not meet the basic project objectives.
- ◆ Relocate the pier: The piers could be relocated to the eastern edge of KBSRA. A relocated pier would increase the distance between the pier and the center of the beach, which would make the pier appear less visually prominent from the beach and Scenic Resource 9-2. However, an eastern pier location is already proposed under Alternative 2. Because the relocated piers are already under consideration as a separate alternative and the central and western locations of the pier are

primary elements of Alternatives 3 and 4, relocation of the pier would not constitute a mitigation measure for these alternatives.

Because the pier would reduce the scenic quality rating for Scenic Resource 9-2 after implementation of the mitigation measure and no other mitigation is feasible, the impact would be **significant and unavoidable** for the pier rebuild project under Alternatives 3 and 4.

#### Impact 5.3.12-2: Effects on views from Lake Tahoe

---

Alternative 1 would result in **no impact** on views from Lake Tahoe because it would make no changes to elements of KBSRA that are visible from the lake. Alternative 2 would alter human-made features visible from Lake Tahoe, which is one of the three criteria used to determine shoreline travel unit threshold scores. These visual changes would not reduce the quality of views from Lake Tahoe or degrade the TRPA scenic quality ratings for the applicable shoreline travel units. Thus, the impact of Alternative 2 would be **less than significant**. Alternatives 3 and 4 would result in similar changes to human-made features visible from the lake. However, the exact visual magnitude of upland facilities proposed under Alternatives 3 and 4 has not been calculated, and it is possible that these alternatives could exceed the maximum area of lakefront façade allowed by the TRPA Code of Ordinances, which is a **potentially significant** impact. Implementation of Mitigation Measure 5.3.12-2.2b would require that the upland features of Alternatives 3 and 4 be consistent with visual magnitude requirements of the TRPA Code of Ordinances and Design Review Guidelines, reducing the impact to a **less-than-significant** level.

The pier rebuild project component of Alternatives 2, 3 and 4 would result in a **significant** impact because they would result in a net increase in visible mass. However, implementation of Mitigation Measure 3.12-2.2a would reduce the visible mass and reduce the impact to a **less-than-significant** level for the pier rebuild component of Alternatives 2, 3 and 4.

---

### Alternative 1: No Project

#### General Plan Revision

Because implementation of Alternative 1 would not result in the construction or relocation of facilities, it would not change views of KBSRA from Lake Tahoe. Therefore, this alternative would have **no impact**.

#### Pier Rebuild Project

Under Alternative 1, the existing pier would remain with no changes. Because the existing pier would be unchanged, it would have **no impact** on views of KBSRA from Lake Tahoe.

### Alternative 2: Eastern Pier Alternative (Proposed Project)

#### General Plan Revision

Implementation of Alternative 2 would result in several changes that could affect views toward KBSRA from Lake Tahoe. In addition to the rebuilt pier, discussed below, the alternative would include a beach front promenade, several new structures (picnic pavilion, small administrative building, visitor contact station, restroom, and nature play area), relocated or reconfigured facilities (basketball court, restroom, parking lot), and changes to vegetation and landscaping. These changes could affect the scenic quality and visual magnitude of human-made features visible from Lake Tahoe, and affect TRPA scenic threshold standards for Shoreline Travel Units 21 (Agate Bay) and 22 (Brockway).



Exhibit 5.3.12-10 shows the existing and future views from Viewpoint 7, on Lake Tahoe, approximately 300 feet from the high-water mark and facing north-northeast. This viewpoint reflects the view from Lake Tahoe that has the greatest chance of being degraded by Alternative 2 because it provides direct views of the structures that would be most visible, including the new restroom, promenade/sand wall, and visitor contact station. In the existing view, the shoreline is dominated by a mix of deciduous and conifer trees. The existing rock retaining walls are visible as tan walls near the center of the view, and the restroom is visible as a dark structure, partially obscured by trees directly behind the retaining wall. The playground is clearly visible just to the right of the retaining wall, and the green concessionaire building and the landside end of the pier are visible on the right side of the view. Several buildings north of KBSRA are also visible through the trees. These off-site buildings include the brown building in the left side of the view, and the brown and yellowish buildings between the playground and the concessionaire building. Overall, the quality of the existing view is good because of the predominance of trees along the shoreline, which screen most visible signs of development.

In the simulation of Alternative 2, the proposed sand wall and lakefront promenade are visible along the interface between the beach and the upland vegetation throughout the entire view. This structure is the largest visible feature of Alternative 2, but the tan color required by Guideline RES 11.1, allows the sand wall to visually blend into the beach. The new restroom is partially screened by vegetation, but visible in the center of the view; and the visitor contact station is visible through some deciduous trees to the left. The existing restroom, retaining walls, playground, and concessionaire building would be removed and are no longer visible in the view. Off-site buildings are still visible on the left and right sides of the view. The reconfigured parking lot is closer to the lake than the existing parking lot, but the total length of parking lot potentially visible from the lake has been reduced and vegetation has been added between the lake and parking areas. Some tree removal is evident when comparing the existing view and simulation. However, the tree removal does not expose views of additional off-site structures, and a mix of conifers and deciduous trees still dominate the view.

As shown in Exhibit 5.3.12-10, Alternative 2 would modify man-made features along the shoreline, which is one of the three criteria assessed to develop shoreline travel unit scenic ratings. Existing visible man-made features would be removed (retaining wall, restroom, playground, and concessionaire building), and new features would be visible (sand wall, restroom, visitor contact station). Some man-made features, such as the new restroom, would be more visible than existing structures. But, other structures, such as the concession building and playground, would no longer be visible. The proposed promenade and sand wall would be larger and less articulated than the existing retaining walls, however the tan color of the wall would cause it blend into the background.

TRPA has developed a quantitative method to evaluate visual magnitude that can be used to determine if the proposed changes would alter the character of views from the lake or degrade applicable scenic threshold standards. Visual magnitude is a measure of the size and visual contrast of human-made structures that could detract from scenic views. The amount of visual magnitude allowed within a project area in the shoreland of Lake Tahoe is regulated by Section 66.3 of the TRPA Code of Ordinances. Compliance with this visual magnitude system has been documented to lead toward maintenance and attainment of scenic threshold standards for shoreline travel units (TRPA 2016:9-20).

**Existing**



**Proposed**



## Kings Beach State Recreation Area General Plan

Source: Prepared by Design Workshop in 2017

X13010017 01 035



Exhibit 5.3.12-10 Existing View and Simulation of Alternative 2 from Viewpoint 7



Appendix H of the TRPA Design Review Guidelines (TRPA 2004) provides a detailed methodology for calculating the visual magnitude of a proposed project. This method identifies a maximum allowable visible lakefront façade based on the visible surface area, color and reflectivity, texture, and visible perimeter of existing and proposed structures. The visual magnitude of Alternative 2 is calculated in Appendix B, Visual Magnitude Drawings and Calculations. Based on this evaluation, up to 7,616 square feet (sq. ft.) of visible lakefront façade is permissible within KBSRA. Full build-out of all features proposed in Alternative 2 would result in 5,604 sq. ft. of visible lakefront façade, or 2,012 fewer sq. ft. than the maximum allowed.

As described above, Alternative 2 would alter man-made features visible from Lake Tahoe, which is one of the three criteria used to determine shoreline travel unit threshold scores. Based on the simulation in Exhibit 5.3.12-10 and the visual magnitude calculations in Appendix B, these visual changes would not reduce the quality of views from Lake Tahoe or degrade the TRPA scenic quality ratings for the applicable shoreline travel units. Thus, the impact would be **less than significant**.

### Pier Rebuild Project

Exhibit 5.3.12-11 shows a simulation of the proposed pier from Viewpoint 8. Viewpoint 8 is located near the center of KBSRA on Lake Tahoe approximately 0.25 mile from the high-water mark and facing northeast. The 0.25-mile viewing distance was selected because it is one of the two standard distances that TRPA uses to evaluate scenic impacts on views from Lake Tahoe (see TRPA Code of Ordinances Section 66.3.2.A.3), and the other standard distance (300 feet from shore) would not provide a view of the entire pier. In this simulation, the proposed pier has been added and the existing pier has been removed. Because the upland features of the General Plan revision are evaluated separately above, none of the proposed upland changes are included in this simulation. The existing playground is visible on the left edge of the view and the existing green concessionaire building is to the right of the playground. The proposed pier is in the center of the view, and the right side of the view shows adjacent areas to the east of KBSRA.

As shown in Exhibit 5.3.12-11, the proposed pier would be visible but would not dominate the view from this distance. The fixed portion of the pier and the gangway are the most visible elements of the pier because they block views of the sandy beach. The floating section of the pier, while longer and closer than the fixed portion, is substantially less prominent. The color and proximity of the floating section to the surface of the water cause it to blend into the water, while retaining unobstructed views of the sandy beach behind the pier. The design elements of the proposed pier are shown in greater detail in a rendering of the rebuilt pier included as Exhibit 5.3.12-12. Overall, Alternative 2 would result in the removal of an existing pier that blocks views of the sandy beach and replace it with a new pier that also blocks views of the sandy beach. The proposed pier would not change the character of the shoreline view, which already contains a mix of visible shoreline development and vegetation.

TRPA has developed a quantitative method to evaluate and regulate the visible mass of piers. The visible mass of a pier is defined by TRPA as the total visible area of a pier, including all elements of the pier (e.g., pilings, deck, railings). Visible mass is calculated by summing the area (in sq. ft.) of visible elements of the pier when viewed in profile (i.e., parallel to the shore), and the area of visible elements of the pier when viewed from the end (i.e., perpendicular to the shore). The TRPA shorezone partial permitting program screening criteria require that a pier rebuild project must offset any increase in visible mass at a 1:1 ratio in shoreline travel units that are in attainment of threshold standards, and at a 1.5:1 ratio in units that are not in attainment (TRPA 2011).

**Existing**



**Proposed**



## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 037



Exhibit 5.3.12-11 Existing View and Simulation of Alternative 2 from Viewpoint 8





## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017



## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 049



Exhibit 5.3.12-12 Renderings of the Eastern Pier (top) and Central Pier (bottom)

The visible mass of the existing and rebuilt eastern piers was calculated in Appendix D of the Kings Beach Pier Comparative Alternatives Analysis report (Conservancy 2016). Because the adjacent non-motorized access point would also be constructed as part of the pier rebuild project, the visible mass of the non-motorized access point was also calculated separately and included as part of the visible mass of the rebuilt pier (see Appendix B, page 20). Tables 5.3.12-1 and 5.3.12-2, below, summarize the visible mass of the existing and rebuilt piers under Alternative 2, at a lake elevation of 6,226 Lake Tahoe Datum (LTD). The rebuilt pier would also involve the removal of existing visible mass from the boat ramp and associated structures (i.e., adjacent floating dock, gate, light fixture, and rock revetment south of the boat ramp), and complete screening of the boulder revetment to the north of the boat ramp through dense willow plantings. The visible mass of each of the features that would be removed or screened as part of the pier rebuild project is calculated on page 7 of Appendix B. Table 5.3.12-3 summarizes the reduction in visible mass from existing features that would be removed or screened. As shown in these tables, the existing pier includes 537.3 sq. ft. of visible mass, and the rebuilt eastern pier would include 1,463 sq. ft. of visible mass, yielding a total of 925.7 square feet of additional mass. A portion of this additional mass, 767.4 sq. ft., is offset by removal of existing visible mass from the boat ramp, and associated structures (i.e. adjacent floating dock, gate, light fixture, and rock revetment south of the boat ramp), and complete screening of the boulder revetment to the north of the boat ramp through dense willow planting. A total of 158.3 sq. ft. would be required to be mitigated through additional planting to screen perimeters and visible area of existing and proposed upland on-site structures.

**Table 5.3.12-1 Visible Mass of the Existing Pier**

Description	Diameter (ft)	Height (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
<b>Pier Posts</b>					
Pier post (lake elevation 6226)	0.89	4.44	20	4.0	79.0
	Length (ft)	Width (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
<b>Profile View</b>					
Pier deck	207	1.06	1	219.9	219.9
Railing	168	3.50	1	176.4	176.4
<b>End View</b>					
Pier deck	12	1.06	1	12.8	12.8
Railing	10.33	3.50	1	36.2	36.2
<b>Total</b>					<b>537.3</b>
Source: Conservancy 2016; compiled by Ascent Environmental in 2017					

**Table 5.3.12-2 Visible Mass of the Rebuilt Eastern Pier**

Description	Diameter/length (ft)	Height (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
<b>Pier Posts</b>					
Pier post (fixed portion)	1.33	4.67	9	6.2	56.0
Pier post (floating portion)	1.33	8.33	8	11.1	88.8
<b>Profile View</b>					
Pier deck (fixed portion)	220.9	1.06	1	234.7	234.7



Table 5.3.12-2 Visible Mass of the Rebuilt Eastern Pier

Description	Diameter/length (ft)	Height (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
Pier deck (float, includes low float dock)	166.4	1.67	1	277.9	277.9
Gangway	56.7	varies	1	130.0	130.0
Railing	220.9	3.5	1	154.6	154.6
<b>Pier End View</b>					
Pier deck (fixed portion)	35.4	1.06	1	37.5	37.5
Pier deck (floating portion)	171.6	1.67	1	286.6	286.6
Gangway	56.9	varies	1	130.0	130.0
Railing	35.4	3.5	1	24.8	24.8
<b>Non-Motorized Access Point (Ramp)</b>	N/A	N/A	1	42	42
<b>Total</b>	<b>1,463.0</b>				

Source: Conservancy 2016; compiled by Ascent Environmental in 2017

Table 5.3.12-3 Visible Mass Removed or Screened as an Component of the Rebuilt Eastern Pier

Description	Existing Visible Mass (sq. ft)	New Screening (sq. ft)	Visible Mass Removed (sq. ft.)	Total Visible Mass Removed or Screened (sq. ft.)
Boulder slope revetment	503	341	162	503
Concrete boat ramp	188.5	0	188.5	188.5
Gate	15.4	0	15.4	15.4
Floating dock	26.5	0	26.5	26.5
Dock supports	18	0	18	18
Light fixture	16	0	16	16
<b>Total</b>				<b>767.4</b>

Source: Conservancy 2016; compiled by Ascent Environmental in 2017

The rebuilt pier would be in TRPA Shoreline Travel Unit 21 (Agate Bay), which is in attainment of scenic threshold standards (TRPA 2016). As described above, the TRPA partial permitting program would require that the proposed pier offset at least 158.3 sq. ft. of visible mass within the project area. The screening must be approved by TRPA, and must be maintained in perpetuity or offset by additional screening on a 1:1 basis if future conditions prevent maintenance of the screening.

As described above, the proposed pier rebuild project would modify man-made features visible from Lake Tahoe by removing an existing pier, boat ramp and associated structures, and adding a rebuilt pier. These changes would not alter the visual character of views from Lake Tahoe and would not degrade the scenic quality ratings for the affected shoreline travel units. However, the rebuilt pier would result in a net increase of 158.3 sq. ft. of visible mass, which is not consistent with the requirements of the TRPA partial permitting program. Thus, the impact of the pier rebuild project under Alternative 2 would be **significant**.

## Alternative 3: Central Pier Alternative

### General Plan Revision

With the exception of the centrally-located pier (evaluated separately below), the features of Alternative 3 that would be visible from the lake are similar to those in Alternative 2. Like Alternative 2, Alternative 3 would include a new restroom, promenade/sand wall, and visitor contact station that could be visible from the lake. These features would be of a similar design and size as shown in Exhibit 5.3.12-10. Like Alternative 2, Alternative 3 would modify man-made features along the shoreline, which is one of the three criteria assessed to develop shoreline travel unit scenic ratings. Existing visible man-made features would be removed (retaining wall, restroom, playground, and concessionaire building), and new features would be visible (sand wall, restroom, visitor contact station). The overall visual prominence of man-made features in Alternative 3 would be approximately the same as under existing conditions. The visual character and quality of the site as viewed from the lake would not substantially change because the alternative would result in a similar number and character of visible features as under existing conditions.

Alternative 3 would include similar facilities as Alternative 2, including a lakefront promenade, restrooms, a visitor contact station, and other structures. Alternative 3 would also include the same design standards. Thus, the amount of visible façade and the texture, color, and vegetative screening of structures under Alternative 3 would be similar to Alternative 2, resulting in a similar visual magnitude. However, the visual magnitude of facilities proposed under Alternative 3 has not been calculated, and it is possible that unique aspects of the alternative could cause the maximum allowable area of lakefront façade to be exceeded. If aspects of Alternative 3 exceeded the maximum allowable lakefront façade, the alternative would be inconsistent with the TRPA Code of Ordinances and Design Review Standards, and it could degrade scenic quality ratings for the affected shoreline travel unit. This is a **potentially significant** impact.

### Pier Rebuild Project

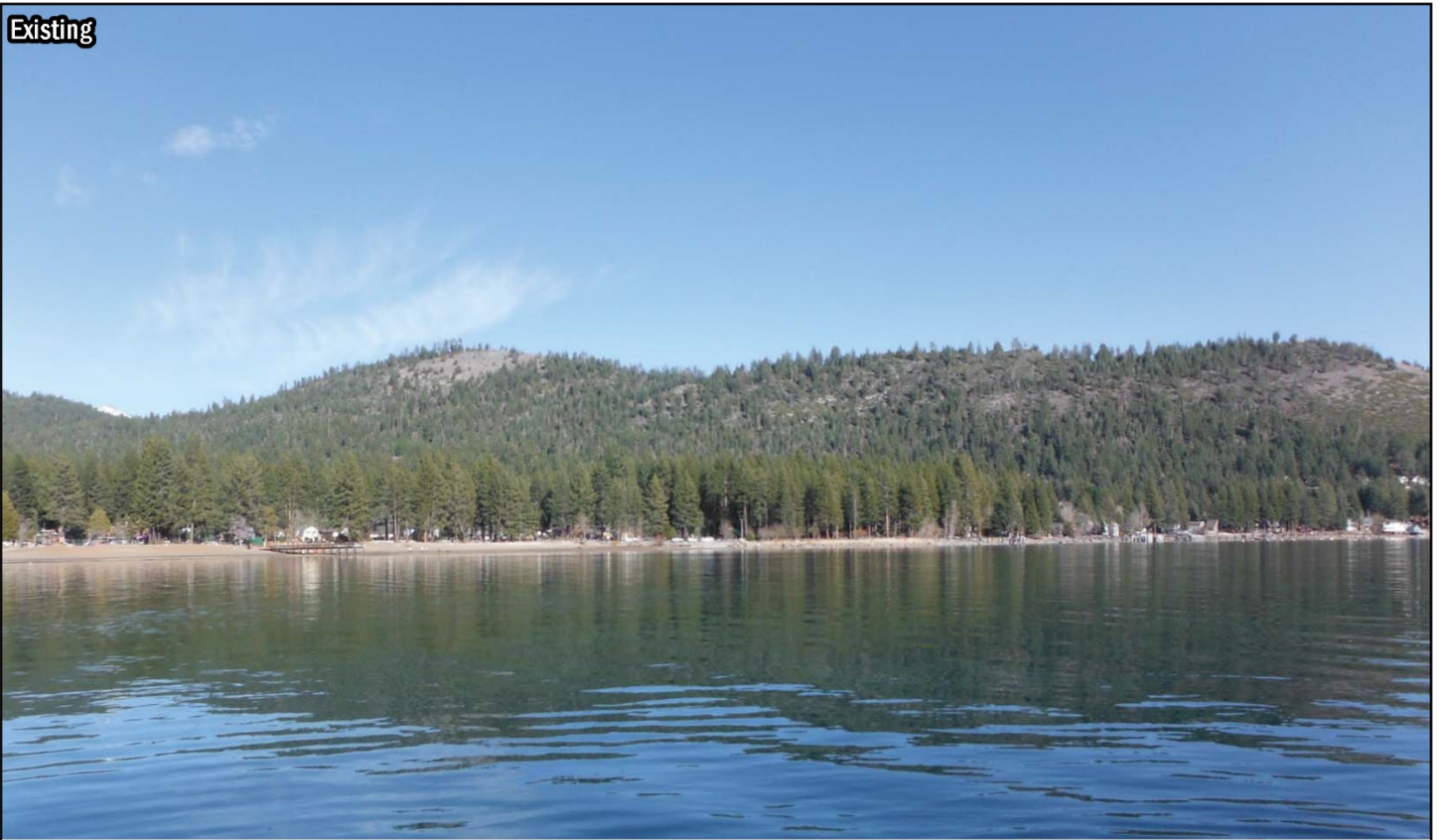
The view of the central pier from Viewpoint 9, approximately 0.25 mile off shore, is shown in Exhibit 5.3.12-13. In this simulation, the rebuilt pier has been added and the existing pier has been removed. Because the upland facilities proposed under Alternative 3 are evaluated separately, none of the upland changes are included in this simulation. The existing playground is visible on the left edge of the view and the existing green concessionaire building is to the right of the playground. The pier is in the left half of the view directly adjacent to the green concessionaire building. The pier would be visible but would not dominate the view from this distance. The fixed portion of the pier and the gangway are the most visible elements of the pier because they block views of the sandy beach. The floating section of the pier, while longer and closer than the fixed portion, is substantially less prominent. The color and location of the floating section on the surface of the water cause it to blend into the water, while retaining unobstructed views of the sandy beach behind the pier. The design elements of the proposed pier are shown in greater detail in a rendering of the rebuilt pier included in Exhibit 5.3.12-12, above.

Overall, Alternative 3 would result in the removal of an existing pier that blocks views of the sandy beach and replace it with a new pier that also blocks views of the sandy beach. The central pier would not change the character of the shoreline view, which already contains a mix of visible shoreline development and vegetation.

The visible mass of the central pier proposed in Alternative 3 was calculated in Appendix D of the Kings Beach Pier Comparative Alternatives Analysis report (Conservancy 2016). Table 5.3.12-1, above, summarizes the visual mass of the existing pier, and Table 5.3.12-4, below, shows the visible mass of the rebuilt pier proposed in Alternative 3, at a lake elevation of 6,226 LTD. The pier rebuild project under Alternative 3 would not include the removal or screening of other existing visible mass. As a result, the rebuilt pier proposed in Alternative 3 would result in an increase of 866.2 sq. ft. of visible mass.



**Existing**



**Proposed**



## **Kings Beach State Recreation Area General Plan**

Source: Design Workshop 2017

X13010017 01 040



**Exhibit 5.3.12-13 Existing View and Simulation of Alternative 3 from Viewpoint 9**

Table 5.3.12-4 Visible Mass of the Rebuilt Central Pier

Description	Dia. (ft)	Height (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
<b>Pier Posts</b>					
Pier post (fixed portion)	1.33	4.94	8	6.6	52.7
Pier post (floating portion)	1.33	8.33	13	11.1	144.4
	Length (ft)	Width (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
<b>Profile View</b>					
Pier deck (fixed portion)	212	1.06	1	225.3	225.3
Pier deck (float, includes low float dock)	329	1.67	1	549.4	549.4
Gangway	80	varies	1	165.2	165.2
Railing	212	3.5	1	148.4	148.4
<b>Pier End View</b>					
Pier deck (fixed portion)	20	1.06	1	21.2	21.2
Pier deck (floating portion)	36	1.67	1	60.1	60.1
Gangway	7	3.27	1	22.9	22.9
Railing	20	3.5	1	14.0	14.0
<b>Total</b>					<b>1,403.5</b>
Source: Conservancy 2016; compiled by Ascent Environmental in 2017					

This increase in visible mass would be required to be offset by the removal or screening of existing visible mass pursuant to the requirements of the TRPA partial permitting program. Because Alternative 3 does offsets this increase in visible mass by removing or screening existing visible mass, this impact would be **significant**.

#### Alternative 4: Western Pier Alternative

##### General Plan Revision

With the exception of the western pier (evaluated separately below), the features of Alternative 4 that would be visible from the lake are similar to those in Alternatives 2 and 3. Alternative 4 would include a new restroom, promenade/sand wall, shade structures, and visitor contact station that could be visible from the lake. These features would be of a similar design and size as shown in Exhibit 5.3.12-10, above. Like Alternatives 2 and 3, Alternative 4 would modify human-made features along the shoreline, which is one of the three criteria assessed to develop shoreline travel unit scenic ratings. Existing visible human-made features would be removed (retaining wall, restroom, playground, and concessionaire building), and new features would be visible (sand wall, restroom, shade structures, visitor contact station). The overall visual prominence of human-made features in Alternative 4 would be similar to existing conditions because the alternative would result in a similar number and character of visible features as under existing conditions.

Alternative 4 would include similar facilities as Alternative 2, and Alternative 4 would also include the same design standards. Thus, the amount of visible façade and the texture, color, and vegetative screening of structures under Alternative 4 would be similar to Alternative 2, resulting in a similar visual magnitude. However, the visual magnitude of facilities proposed under Alternative 4 has not



been calculated, and it is possible that unique aspects of the alternative could cause the maximum allowable area of lakefront façade to be exceeded. This is a **potentially significant** impact.

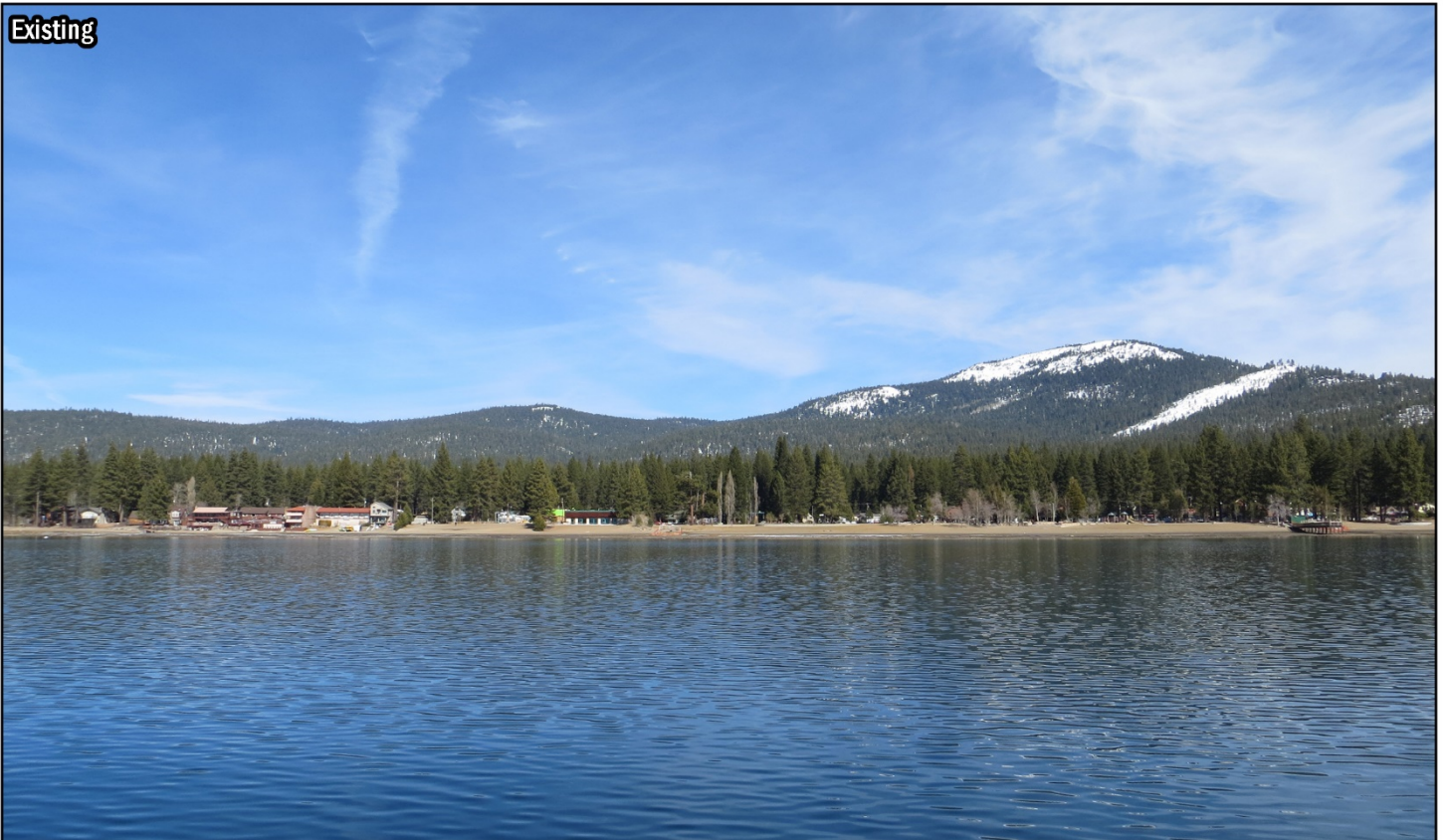
### Pier Rebuild Project

#### *Views from Lake Tahoe*

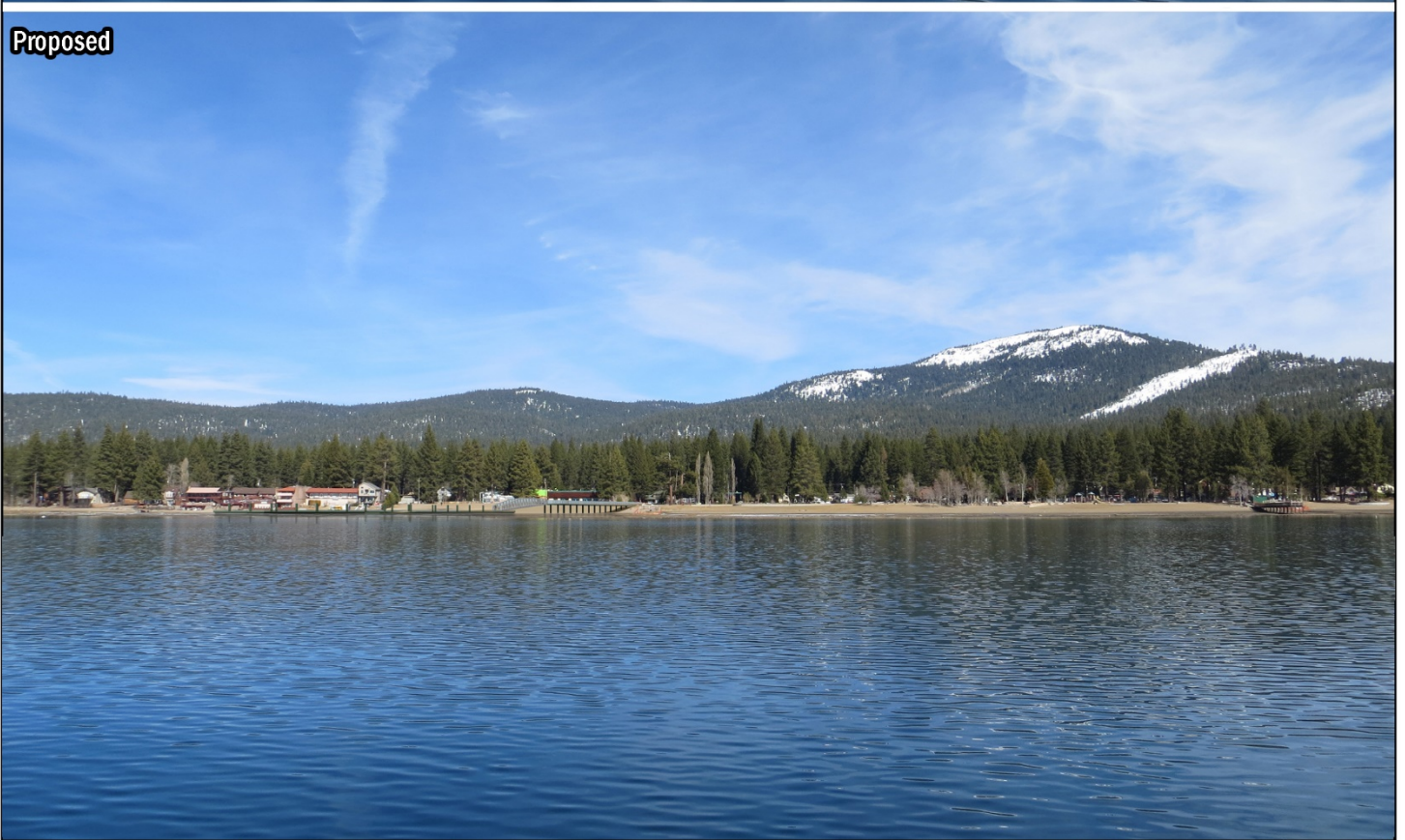
The view of the Alternative 4 pier from Viewpoint 10, approximately 0.25 mile off shore, is shown in Exhibit 5.3.12-14. In this simulation, the pier has been added and the existing pier has been removed. Alternative 4 would also extend the existing motorized boat ramp. The boat ramp extension would be modest and most of the extension would be underwater and not visible. Because the motorized boat ramp would be similar to the existing boat ramp, there would not be a substantial change in views from Lake Tahoe. Because the upland facilities are evaluated separately, none of the upland changes proposed in the General Plan revision are included in this simulation. The existing playground is visible on the left edge of the view and the existing green concessionaire building is to the right of the playground. The rebuilt pier is in the left half of the view directly adjacent to the green concessionaire building. The western pier would be visible but would not dominate the view from this distance. The fixed portion of the pier and the gangway are the most visible elements of the pier in this view because they block views of the sandy beach. The floating section of the pier, while longer and closer than the fixed portion, is substantially less prominent. The pier obstructs some views of the surface of the lake, but the color and location of the floating section on the surface of the water cause it to blend into the water, while retaining unobstructed views of the sandy beach behind the pier. The design elements of the proposed pier are shown in greater detail in a rendering of the rebuilt pier included as Exhibit 5.3.12-15. Overall, the western pier would result in the removal of an existing pier that blocks views of the sandy beach, and replace it with a new pier that also blocks views of the sandy beach.

The visible mass of western pier proposed in Alternative 4 was calculated consistent with the approach included in Appendix D of the Kings Beach Pier Comparative Alternatives Analysis report (Conservancy 2016). Table 5.3.12-1, above, depicts the visible mass of the existing pier, and Table 5.3.12-5, below, shows the visible mass of the rebuilt pier proposed in Alternative 4, at a lake elevation of 6,226 LTD. No other removal or screening of visible mass would occur as part of the pier rebuild project under Alternative 4. As shown in these tables, the rebuilt pier proposed in Alternative 4 would result in an increase of 1,037.1 sq. ft. of visible mass. This increase in visible mass would be required to be offset through the removal or screening of existing visible mass pursuant to the requirements of the TRPA partial permitting program. Because Alternative 4 does not offset this increase in visible mass by removing or screening existing visible mass, this impact would be **significant**.

**Existing**



**Proposed**



## **Kings Beach State Recreation Area General Plan**

Source: Design Workshop 2017

X13010017 01 043



**Exhibit 5.3.12-14 Existing View and Simulation of Alternative 4 from Viewpoint 10**





## Kings Beach State Recreation Area General Plan

Source: Design Workshop 2017

X13010017 01 050



### Exhibit 5.3.12-15 Rendering of Western Pier

Table 5.3.12-5 Visible Mass of the Rebuilt Western Pier

Description	Dia. (ft)	Height (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
Pier Posts					
Pier post (fixed portion)	1.33	4.94	12	6.6	79.2
Pier post (floating portion)	1.33	8.33	12	11.1	133.2
	Length (ft)	Width (ft)	Quantity	Area (sq. ft.)	Total (sq. ft.)
Profile View					
Pier deck (fixed portion)	295	1.06	1	312.7	312.7
Pier deck (float, includes low float dock)	329	1.67	1	549.4	549.4
Gangway	80	varies	1	165.2	165.2
Railing	295	3.5	1	206.5	206.5
Pier End View					
Pier deck (fixed portion)	20	1.06	1	21.2	21.2
Pier deck (floating portion)	42	1.67	1	70.1	70.1
Gangway	7	3.27	1	22.9	22.9
Railing	20	3.5	1	14.0	14.0
Total					1,574.4

Source: Conservancy 2016; compiled by Ascent Environmental in 2017

### *Mitigation Measures*

#### **Mitigation Measure 5.3.12-2a: Reduce visible mass**

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

CSP will ensure that the pier rebuild results in no net increase in visible mass. To achieve a no net increase in visible mass, CSP will install additional visual screening in KBSRA to block views of human-made structures or remove existing structures that are visible from Lake Tahoe. The combination of additional visual screening and/or removal of structures will result in a net reduction of at least 174.9, 866.2, or 1,037.1 sq. ft. of visible mass respectively for Alternatives 2, 3, and 4. The reduction in visible mass will be maintained in perpetuity.

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

This mitigation measure applies to Alternatives 3 and 4.

CSP will calculate the visual magnitude that would occur from implementation of the selected alternative consistent with the protocol described in Appendix H of the TRPA Design Review Guidelines. If the visual magnitude calculation determines that the alternative would exceed the maximum allowable visible lakefront façade, then CSP will refine the site design and/or design standards such that the alternative would not exceed the visual magnitude limitations in Chapter 66 of the TRPA Code of Ordinances. Such revisions could include, but are not limited to:

- ◆ require that restrooms and other buildings be a darker earth tone color;
- ◆ reduce the size of the structures;
- ◆ add additional vegetation to screen the restroom, visitor contact station, or other structures; or
- ◆ add vegetation to screen the perimeter of the lakefront promenade.

### *Significance after Mitigation*

Mitigation Measure 5.3.12-2a would require that the pier rebuild results in no net increase in visible mass, which is consistent with applicable TRPA requirements that have been developed to achieve and maintain scenic threshold standards. Mitigation Measure 5.3.12-2b would confirm that Alternatives 3 and 4 are consistent with the TRPA Design Review Guidelines. If an alternative exceeds visual magnitude limits, the mitigation measure would require feasible design revisions that would reduce the visual magnitude of Alternatives 3 and 4 and make them consistent with the TRPA Design Review Guidelines. Therefore, after implementation of the mitigation measures, all alternatives would have a **less than significant** impact on views from Lake Tahoe.

### Impact 5.3.12-3: Effects on community character

Alternative 1 would have **no impact** because it would not result in changes that could affect the community character of KBSRA. Alternatives 2 through 4 incorporate specific design standards that are consistent with applicable CSP Standard and Special Project Requirements; TRPA and Placer County design guidelines and standards, height limits; the Scenic Quality Improvement Program; and the TRPA Code of Ordinances. Therefore, Alternatives 2 through 4 would have a **less-than-significant** impact on community character.



Impacts to community character can occur when elements of the built environment, such as color, materials, architectural design, height, and mass are not consistent with the desired character of the surrounding community, and/or contrast with the surrounding natural environment. TRPA has adopted design standards, and height standards that protect community character. In addition, TRPA has adopted a Scenic Quality Improvement Program (SQIP) and scenic quality threshold standards for recreation areas, including KBSRA. Thus, an impact to community character would occur if an alternative would be inconsistent with the applicable design or height standards, SQIP, or would reduce the scenic quality rating for the recreation area.

## Alternative 1: No Project

### General Plan Revision

Alternative 1 would include no changes to the existing KBSRA General Development Plan and the character of KBSRA would remain unchanged. Therefore, Alternative 1 would have **no impact** on community character.

### Pier Rebuild Project

Under Alternative 1, the existing pier would remain and would be maintained in its current condition. Therefore, it would have **no impact** on community character.

## Alternative 2: Eastern Pier Alternative (Proposed Project)

### General Plan Revision

Implementation of Alternative 2 would result in changes to the built environment that could affect community character. In addition to the rebuilt pier, discussed below, the alternative would include a beach front promenade, several new structures (picnic pavilion, small administrative building, visitor contact station, restroom, and nature play area), relocated or reconfigured facilities (basketball court, restroom, parking lot), and changes to vegetation and landscaping. Alternative 2 includes Guidelines RES 11.1 through RES 11.4, which include specific design standards for structures, lighting, landscaping, and signage that would apply to changes in the built environment. Guidelines RES 11.1 through RES 11.4 are consistent with the TRPA design standards and guidelines, which are incorporated into the Placer County Tahoe Basin Area Plan (PCTBAP) implementing regulations (Placer County and TRPA 2017). Section 2.09.A.1 of the PCTBAP lists the applicable height limits for KBSRA as four stories and 56 feet. Alternative 2 does not identify specific heights for proposed buildings, however all buildings are proposed as single-story structures that would be well below the maximum height limits. Guidelines RES 10.1 through RES 10.4 are also consistent with the applicable regional design principles identified in the SQIP (TRPA 1989:viii, and 1-8 through 1-10), and help to implement recommended scenic improvements for Kings Beach included on pages B-37 through B-39 of the SQIP. In addition, new facilities would require TRPA review and approval, including a review to determine whether the proposed facilities are consistent with applicable design standards and height limits intended to protect community character. Because Alternative 2 would be consistent with applicable design guidelines and standards, height limits, and the SQIP, the impact on community character would be **less than significant**.

### Pier Rebuild Project

The existing character of the shoreline along KBSRA is dominated by a mix of development and native vegetation (see for example Exhibit 5.3.12-10, above). Piers are common along this segment of the shoreline; there are eight piers within one mile of KBSRA to the west, and 13 within one mile to the east. The rebuilt pier would replace an existing pier, and as described under impact 5.3-1, the new pier would not degrade the visual quality of the shoreline and it would not alter the character of this segment of shoreline.

TRPA has adopted pier standards in Code Section 84.5. These include location standards (Section 84.5.1) and design standards (Section 84.5.2). The Code allows TRPA to permit deviations from certain standards, including limits on pier length and width for piers that qualify as a multiple-use facility. For such piers, these standards serve as guidelines. Because the proposed pier would be available for general public use, it would qualify as a multiple-use facility pursuant to Code Section 84.9. The proposed pier would extend to a lake bottom elevation of 6,217 LTD, which would extend farther into the lake than the lake bottom elevation of 6,219 LTD allowed for single-use piers. At a maximum pierhead width of 36 feet, the proposed pier would be wider than the maximum 13-foot width allowed for single-use piers. However, TRPA Code Sections 84.5.4.1.F and 84.5.4.2.F specifically allow TRPA to waive these single-use pier length and width limitations for a multiple-use pier. Therefore, the pier would be consistent with the TRPA Code. Because the proposed pier would not alter the character of the shoreline and would not conflict with applicable design standards, it would have a **less than significant** impact on community character.

### Alternative 3: Central Pier Alternative

#### General Plan Revision

Alternative 3 would include similar changes to the built environment as Alternative 2. Alternative 3 would also include the same design standards as Alternative 2, and so the effects on community character would be the same. For the same reasons described above for Alternative 2, Alternative 3 would have a **less than significant** impact on community character.

#### Pier Rebuild Project

The effects on community character of the rebuilt pier in Alternative 3 would be the same as those for Alternative 2, described above. As described above, the rebuilt pier would not alter the character of the shoreline and would not conflict with applicable design standards. Therefore, it would have a **less than significant** impact on community character.

### Alternative 4: Western Pier Alternative

#### General Plan Revision

Alternative 4 would include similar changes to the built environment as Alternative 2. Alternative 4 would also include the same design standards as Alternative 2, and so the effects on community character would be the same. For the same reasons described above for Alternative 2, Alternative 4 would have a **less-than-significant** impact on community character.

#### Pier Rebuild Project

The effects on community character of the proposed pier in Alternative 4 would be the same as those for Alternative 2, described above. As described above, the rebuilt pier would not alter the character of the shoreline and would not conflict with applicable design standards. Therefore, it would have a **less than significant** impact on community character.

#### Mitigation Measures

No mitigation measures are required.



#### Impact 5.3.12-4: New sources of light or glare

---

Alternative 1 would have **no impact** because it would include no new sources of light or glare. Under Alternatives 2 through 4, any new outdoor light sources would comply with guidelines that limit the amount, direction, wattage, and spectrum of lighting. In addition, the surrounding commercial and residential development already contains outdoor lighting that is more intense than lighting that would occur in KBSRA, which would remain primarily as open space under Alternatives 2 through 4. The rebuilt pier in Alternatives 2 through 4 would include no reflective materials. Therefore, Alternatives 2 through 4 would have a **less-than-significant** effect on light and glare.

---

#### Alternative 1: No Project

##### General Plan Revision

Under Alternative 1, no new sources of light or reflective materials are proposed. Therefore, Alternative 1 would have **no impact** on light and glare.

##### Pier Rebuild Project

Under Alternative 1, the existing pier would remain and be maintained in its current condition. No new light sources or reflective materials would be added. It would have **no impact** on light and glare.

#### Alternative 2: Eastern Pier Alternative (Proposed Project)

##### General Plan Revision

Alternative 2 would include new or redeveloped features that could affect light or glare. All new or redeveloped facilities would comply with Guideline RES 11.1, which states that “Buildings shall be constructed of wood, stone, or similar natural or natural-looking materials. Reflective materials, smooth surfaces, or brightly colored materials shall not be used, except where necessary for public safety,” and “facilities shall be dark or medium earth-tone colors that blend with the natural environment and minimize the visibility of facilities.” Compliance with these guidelines and requirements would prohibit the use of reflective materials that could cause excessive daytime glare.

Alternative 2 would include new sources of outdoor lighting, which could include exterior lighting on restrooms, the administrative building, the stage area, or other structures; and low-level pedestrian lights along walkways. Outdoor lighting would be consistent with Guideline RES 11.2, which states that outdoor lighting shall “maintain the operational efficiency of the site, avoid light pollution, and provide security,” and comply with the following requirements:

- ◆ Limit new or existing sources of exterior lighting and reflective materials to the minimum amount necessary for public safety, navigation, and operations.
- ◆ All overhead lighting fixtures shall be fully shielded and directed downward to prevent light pollution.
- ◆ Exterior lighting should use the lowest wattage necessary for the application.
- ◆ Lighting should use yellow spectrum luminaires, such as low-pressure sodium or narrow band amber Light-Emitting Diode (LED) and avoid bright white light sources.

Any new outdoor light sources would comply with guidelines that limit the amount, direction, wattage, and spectrum of lighting. In addition, the surrounding commercial and residential development already contains outdoor lighting that is more intense than lighting that would occur in KBSRA, which would

remain primarily as open space. Therefore, Alternative 2 would not create new sources of light or glare that are more substantial than other light or glare in the area, cause exterior light to be cast off-site, or adversely affect day or night time views in the area. This impact would be **less than significant**.

#### Pier Rebuild Project

The rebuilt pier in Alternative 2 would include no light sources. The pier would be a muted grey color that is not reflective. Therefore, the rebuilt pier would have **no impact** on light and glare.

### Alternative 3: Central Pier Alternative

#### General Plan Revision

Alternative 3 would include new and redeveloped facilities similar to Alternative 2. It would also include the same guidelines addressing reflectivity and outdoor lighting. Therefore, the impact of Alternative 3 would be the same as Alternative 2. For the reasons described under Alternative 2, above, this impact would be **less than significant**.

#### Pier Rebuild Project

The rebuilt pier in Alternative 3 would include no light sources. The pier would be a muted grey color that is not reflective. Therefore, the rebuilt pier would have **no impact** on light and glare.

### Alternative 4: Western Pier Alternative

#### General Plan Revision

Alternative 4 would include new and redeveloped facilities similar to Alternative 2. It would also include the same guidelines addressing reflectivity and outdoor lighting. Therefore, the impact of Alternative 4 would be the same as Alternative 2. For the reasons described under Alternative 2, above, this impact would be **less than significant**.

#### Pier Rebuild Project

The rebuilt pier and extended motorized boat ramp in Alternative 4 would include no light sources. The pier would be a muted grey color that is not reflective. Therefore, the rebuilt pier would have **no impact** on light and glare.

#### Mitigation Measures

No mitigation measures are required.

## Cumulative Impacts

To maintain scenic values in the Tahoe Basin, as mandated by the Tahoe Regional Planning Compact, the environmental thresholds include scenic standards for roadways, the shoreline, and public recreation areas and bike trails. As described in the most recent Threshold Evaluation Report (TRPA 2016), scenic thresholds have improved in recent years. The threshold standard for scenic quality is a non-degradation standard, meaning that a scenic resource is considered in attainment of the threshold standard as long as its scenic quality rating remains equal to or higher than the rating it was originally assigned. Thus, there is not an existing adverse cumulative effect associated with scenic quality in the Tahoe Region.

In addition, KBSRA is visually separated from areas in which most reasonably foreseeable future projects could be constructed. In other words, future projects that would not affect the same roadway or shoreline travel unit as KBSRA would not readily combine to create cumulative effects. Scenic resources that could be significantly affected by some General Plan revision and pier rebuild project



alternatives (i.e., views from the beach at Scenic Resource 9.2), would not be affected by reasonably foreseeable projects.

Several reasonably foreseeable projects could affect the same roadway travel unit as KBSRA (e.g., the Kings Beach Center Design Concept, North Tahoe Event Center, and the Kings Beach Western Approach). As described in the 2015 Threshold Evaluation Report (TRPA 2016), the scenic condition of the applicable roadway travel unit (Unit 20B), is in attainment of threshold standards and has an improving trend. As described under Impact 5.3.12-1, above, none of the alternatives would result in significant and unavoidable impacts that could combine with cumulative effects of other projects along this roadway travel unit. In addition, all future projects along the travel unit would be required to undergo a project-level scenic evaluation. These future projects could not be approved by TRPA if they would reduce the scenic quality rating of the affected travel unit.

The only reasonably foreseeable projects that could affect the shoreline travel unit that is directly affected by KBSRA (Unit 21), are the North Tahoe Event Center and the Lake Tahoe Shoreline Plan. Shoreline Travel Unit 21 is in attainment of the scenic threshold standard (TRPA 2016), and as described in impact 5.3.12-1, above, none of the alternatives would result in significant and unavoidable impacts to this shoreline travel unit. Future projects that could affect the travel unit would be required to undergo a scenic evaluation, and they could not be approved by TRPA if they would reduce the scenic quality rating of the travel unit.

As described above, there is not an existing adverse cumulative effect associated with scenic quality, and there are a limited number of reasonably foreseeable projects that could combine with the KBSRA General Plan revision and pier rebuild project to create cumulative effects. The General Plan revision would not result in significant adverse effects on those elements of scenic quality that could also be affected by reasonable foreseeable projects, and those reasonably foreseeable projects could not be approved if they would degrade the scenic quality ratings. Therefore, this impact would **not be cumulatively considerable**.