5.3.13 Transportation and Circulation

Introduction

This section evaluates and describes the potential impacts on the transportation system associated with implementation of the project. Roadway, transit, bicycle, pedestrian, vehicle miles traveled, and parking components of the overall transportation system are included in the analysis. Impacts are evaluated under existing conditions with and without the project and under cumulative conditions with the project. 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 two primary issues raised during scoping that pertain to transportation and circulation included:

- impacts on parking at KBSRA and surrounding areas, and
- impacts of additional traffic in Kings Beach.

The methods of analysis are generally consistent with standard traffic engineering practice, using standard *Highway Capacity Manual 2010* (Transportation Research Board 2010) analysis methodologies. Information on existing and forecasted transportation conditions is based on recent traffic counts, Caltrans traffic volumes, the TRPA TransCad transportation model, and a review of existing and proposed facilities. For complete details on model inputs, outputs, and assumptions see the technical analysis materials available on the project webpage (www.parks.ca.gov/PlanKBSRA).

The General Plan revision and pier rebuild project alternatives would not propose new airports or rail lines, nor would they alter travel demand to the extent that they would result in changes to existing air or rail travel patterns. Because the alternatives would not affect air or rail patterns, the effects on these transportation systems are not evaluated. The effects of the alternatives on emergency access are evaluated in Section 5.3.6, Hazards, Hazardous Materials, and Risk of Upset.

The existing conditions related to transportation and circulation are summarized in Section 2.1.3, Regional Transportation, in Chapter 2, Existing Conditions, of this document. A more detailed description of the existing transportation and circulation conditions at the project site 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 California State Parks (CSP) and TRPA offices during normal business hours through consideration of project approval. Relevant project goals and guidelines are summarized in Section 4.5 in Chapter 4, The Plan. CSP Standard and Special Project Requirements pertaining to parking are included in Section 4.7; these requirements include designating areas for passenger loading and incorporating parking equipment that allows visitor to pay after they have parked their vehicle to avoid queuing onto SR 28. Other parking goals and guidelines in Chapter 4, The Plan, would be implemented as part of project operations.

Environmental Impacts and Mitigation Measures

Analysis Methodology

Estimates of the changes in vehicular and circulation area (driveways and parking areas) and recreation areas and associated travel characteristics provide the basis for the transportation analysis.
Table 5.3.13-1 compares the General Plan revision and pier rebuild project alternatives to the existing site, both in terms of vehicular circulation area (driveways and parking areas) and programmed

recreation areas. As shown in Table 5.3.13-1, the three action alternatives would result in a decrease in vehicular circulation area by about 25 to 30 percent and would result in an increase in programmed recreation areas by 8 to 10 percent.

Though the three build alternatives offer different onsite vehicular circulation changes and amenities, all alternatives propose an increase in recreational developed area over existing conditions, which includes picnic areas, active recreation spaces, and an event lawn. The beach area at KBSRA would not change. Because the action alternatives would result in an increase in developed recreational opportunities, and likely an increase in activity at KBSRA, they would result in similar transportation impacts to each other, except as it relates to parking. As such, impacts of the action alternatives on study intersections and roadway segments, transit, and bicycle and pedestrian facilities are similar in nature and degree.

Table 5.3.13-1 KBSRA General Plan Revision and Pier Rebuild Project Programmed Areas by Alternative[1]

Vehicular	Existing Conditions	Alternative 2 – Eastern Pier	Alternative 3 – Central Pier	Alternative 4 – Western Pier
Driveway & Parking Lot	133,421 sf	89,000 sf	102,170 sf	91,800 sf
Number of Parking Spaces	177	157	183	119
		20 fewer spaces	*6 more spaces*	*58 fewer spaces*
Areas for Recreation (sf)				
Building	3,706	5,800	9,785	7,400
Plaza	14,825	48,300	41,080	47,360
Picnic Area	14,825	60,000	38,540	47,220
Active Recreation	11,118	10,260	10,730	13,000
Event Lawn	0	14,870	21,300	8,500
Beach	415,088	385,600	408,780	397,800
Pier	3,151	8,121	9,904	11,220
Total	**462,713**	**532,951**	**540,119**	**532,500**

[1] A more detailed description of each KBSRA alternative is included in Chapter 5.

Source: Data provided by Design Workshop in 2017

Project Trip Generation

The first step in the analysis of traffic impacts is to identify the existing peak hour and daily traffic volumes. Traffic counts conducted on Friday, September 4, 2015 and Saturday, September 5, 2015 (Labor Day Weekend) showed that traffic along SR 28 was busier on Friday afternoon than Saturday midday. To be conservative, this analysis analyzes the Friday afternoon p.m. peak hour between 4:00 and 5:00 p.m. More information on the existing conditions related to transportation, traffic, and circulation within the KBSRA study area is included in Chapter 2, Existing Conditions.

Traffic counts at the Bear Street and Coon Street parking lots were used to estimate trip generation. These counts were taken on Friday, July 29, 2015, and Friday, September 4, 2015, respectively, since the Bear Street lot was closed for construction during the summer of 2015. The counts revealed that the KBSRA Bear Street parking lot generated 91 vehicle trips during the p.m. peak hour (39 trips inbound and 52 trips outbound), and that the KBSRA Coon Street parking lot generated 68 vehicle trips during the p.m. peak hour (43 trips inbound and 25 trips outbound). Both of the KBSRA parking lots combined generated 159 p.m. peak hour trips (82 trips inbound and 77 trips outbound).

CSP keeps records of monthly paid parking usage at the KBSRA parking lots. Records of daily or hourly usage is not kept. Data provided by CSP shows the number of paid day-use vehicles at KBRSA by month since 2001. Table 5.3.13-2 shows the top 10 months of paid day use since 2001. The highest use in a month occurred in July 2015 with 27,421 vehicles. According to the data, this month was much higher than the second highest month, which occurred in July 2014 with 22,964 vehicles. The highest month usage (27,241) would equate to 885 vehicles each day, assuming equal use per day over the month. However, peak days, such as Fridays and Saturdays, are likely to be higher than days in the middle of the week. Assuming attendance on a peak day would be 25 percent higher than on an average day, 1,106 vehicles would participate in paid day use on a peak day.

Table 5.3.13-2 Ten Months with the Highest Paid Day Use of the KBSRA since July 2001

Month – Year	Paid Day Use
July 2015	27,421
July 2014	22,964
August 2014	22,370
July 2016	21,189
July 2013	21,108
July 2012	20,565
July 2006	16,798
August 2015	18,900
August 2016	18,865

Source: Data provided by California State Parks 2017

The increased amount of programmed recreation areas would likely result in increased visitation at KBSRA. The reduced vehicle circulation area, coupled with enhanced pedestrian and bicycle infrastructure and connectivity, wayfinding, and variable-price parking, would likely result in increased visitation to KBSRA by pedestrians and bicyclists, and may result in no greater level of vehicular activity than currently exists. However, to be conservative, this analysis assumes that vehicular traffic could increase by 10 percent. Under this assumption, the action alternatives would result in 16 additional peak hour trips (8 inbound and 8 outbound) and 222 additional daily trips (111 inbound and 111 outbound) on a peak summer day (i.e., Fridays and Saturdays). The estimated increase in visitation and associated increase in trips is estimated based on the increase in recreation areas provided by the General Plan revision and the pier rebuild project, combined; therefore, the potential impacts related to increase in visitation and associated increases in trips from the General Plan revision and the pier rebuild project are analyzed together.

Table 5.3.13-3 shows the additional trip generation for the KBSRA alternatives.

Table 5.3.13-3 KBSRA Trip Generation

Trip Generation Scenario	Peak Hour			Daily		
	In	Out	Total	In	Out	Total
Existing KBSRA	39	52	91	553	553	1,106
Project Only Additional Trips	8	8	16	111	111	222
Total Trip Generation of Proposed Project	47	60	107	664	664	1,328

Source: Compiled by Fehr and Peers in 2017

Project Trip Distribution and Assignment

The distribution of project trips was estimated based on 2015 traffic volume patterns obtained from the intersection traffic counts. To provide a conservative analysis of project impacts at the KBSRA driveways at SR 28, all vehicle trips were assigned to the KBSRA driveways. This means that the increase in vehicle trips to and from KBSRA in the analysis is not limited by the parking supply or parking turnover on a peak summer day. The additional vehicles would likely park in other areas and therefore have different travel patterns. However, it would be speculative to assign project trips to other areas.

The inbound and outbound project trip distribution estimates are shown in Exhibits 5.3.13-1 and 5.3.13-2, respectively. The additional peak hour project trips at the study intersections are shown in Exhibit 5.3.13-3. Exhibit 5.3.13-4 shows the existing plus project intersection volumes.

Significance Criteria

Significance criteria for determining impacts to transportation and circulation are summarized below.

CEQA Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to transportation and circulation would be significant if the project would:

- conflict with an applicable plan, policy, or ordinance related to the circulation system, or conflict with an applicable congestion management program; such that it would cause the LOS or VMT standards described under the TRPA criteria to be exceeded;
- substantially increase hazards due to a design feature or incompatible use; or
- substantially decrease the performance or safety of transit, bicycle, and pedestrian facilities.

TRPA Criteria

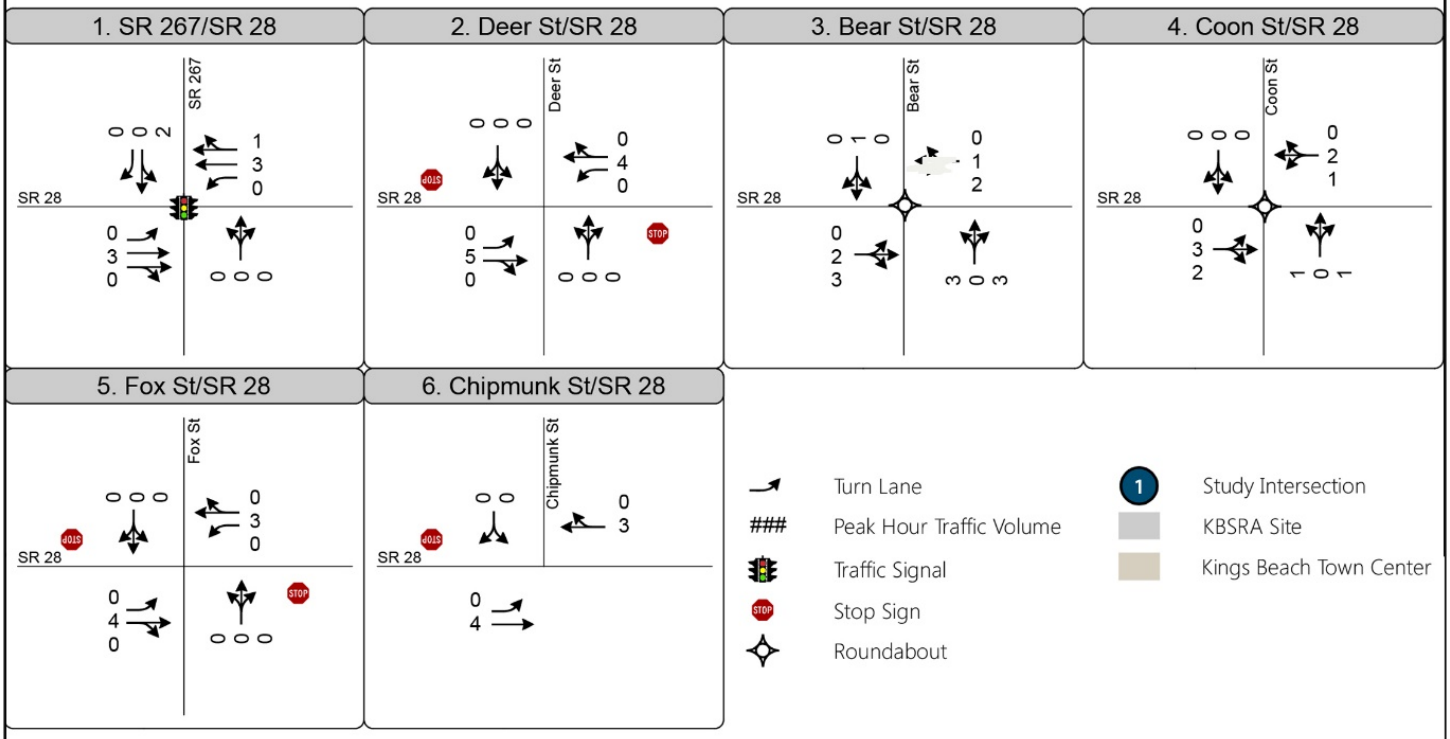
Policy T-P-6 of the *Placer County Tahoe Basin Area Plan* (2017) reads:

> Maintain consistency with Level of Service (LOS) and quality of service standards identified in the Regional Transportation Plan (RTP), with the exception of intersections and roadway segments within the Town Center boundaries where LOS F is acceptable during peak periods. The RTP allows for possible exceptions to the LOS standards outside of the Town Center boundaries when provisions for multi-modal amenities and/or services (such as transit, bicycling and walking facilities) are incorporated and found to be consistent with Policy T-10.7 of the RTP.

All study intersections are governed by Area Plan Policy T-P-6. In developing this policy, Placer County evaluated the benefits of allowing lower levels of service to promote development within the Town Center that reduces VMT and supports more transportation alternatives, including biking, walking, and transit, as compared to requiring a higher level of service that would accommodate more cars but may also require widening roads and would result in increased vehicle miles traveled and greenhouse gas emissions. Based on this evaluation, the County determined that LOS F is considered acceptable during peak hours within the Kings Beach Town Center, provided that a project provides improvements to other parts of the transportation system (e.g., expanded bicycle and pedestrian infrastructure, enhanced transit, and wayfinding) within the project site vicinity to enhance non-auto travel modes.

Exhibit 5.3.13-1 Project Trip Distribution – Inbound Trips

Exhibit 5.3.13-2 Project Trip Distribution – Outbound Trips

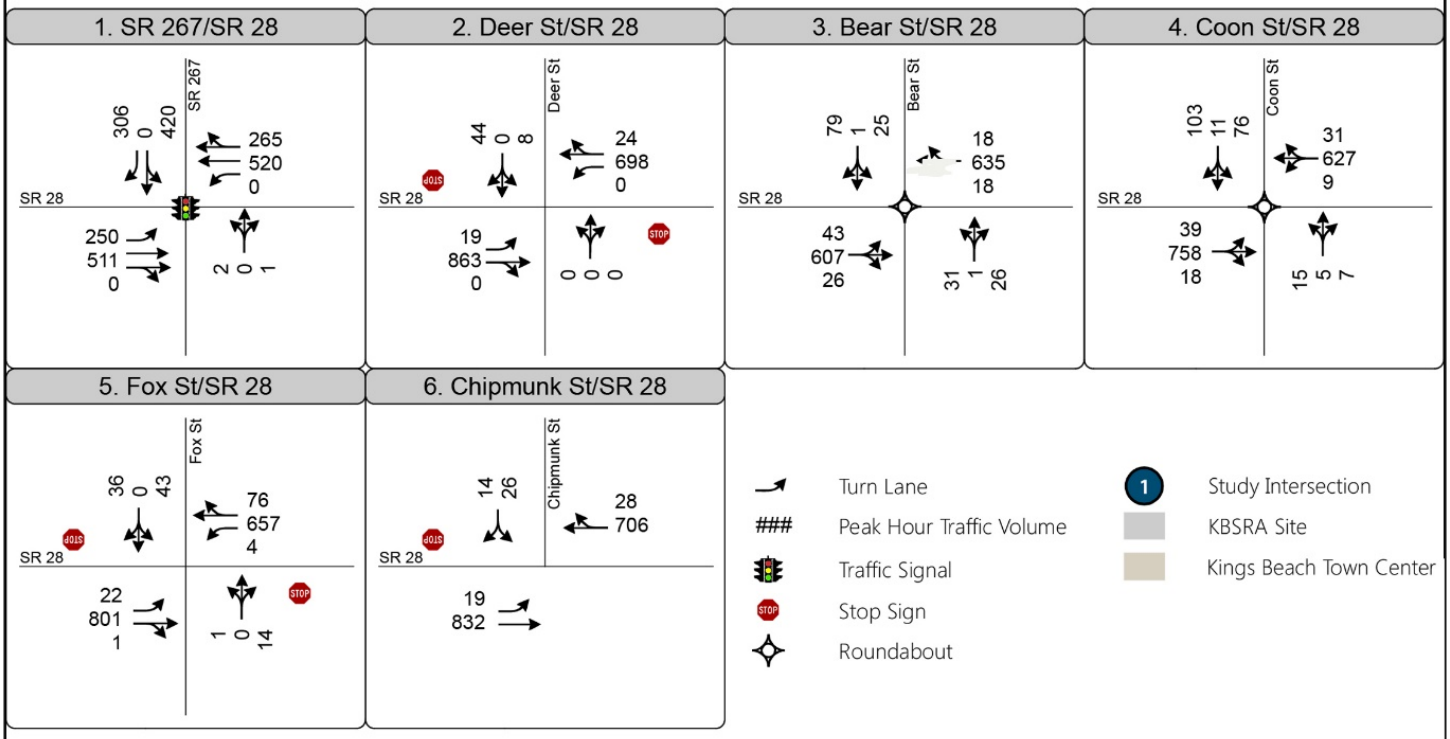


Kings Beach State Recreation Area General Plan

NORTH

X13010017 01 027

Exhibit 5.3.13-3 Additional Peak Hour Project Trips



Kings Beach State Recreation Area General Plan

NORTH

X13010017 01 028

Exhibit 5.3.13-4 Peak-Hour Traffic Volumes and Land Configurations – Existing Plus Project Conditions

Based on the Transportation and Circulation criteria from TRPA's Initial Environmental Checklist, an alternative would result in a significant impact to transportation and circulation if it would:

- cause total VMT within the Tahoe Region to exceed the TRPA Air Quality Threshold value of 2,030,938;
- result in inadequate transit service to meet demand or substantively negatively impact existing transit operations;
- result in inadequate parking conditions. Typical parking planning guidelines call for a maximum observed utilization of 85 to 95 percent of all spaces (to avoid excessive driving around for the few spaces available). In light of the limited periods of peak parking demand in the Kings Beach Town Center, as well as the need to minimize impervious paved surfaces in the Tahoe Region, the factor of 100 percent is applied to determine parking impacts, according to the *North Tahoe Parking Study* (California State Parks 2015);
- substantially increase traffic hazards to bicyclists and pedestrians, or substantially impact existing bicycle/pedestrian facilities; or
- substantially increase hazards due to a design feature or incompatible uses.

Environmental Impacts

Existing Plus Project Conditions

This section identifies potential impacts that could result from project implementation, in the context of existing traffic and transportation conditions.

Impact 5.3.13-1: Intersection levels of service

Implementation of Alternatives 2, 3, and 4 could result in a 10 percent increase in visitation at KBSRA from expanded recreation facility capacity and increased number of special events, which could generate additional vehicle trips. As a result of Policy T-P-6 in the *Placer County Tahoe Basin Area Plan,* (2017) the existing LOS F conditions at the study intersections during peak hour conditions are acceptable. As such, analysis of project impacts on these intersections are not needed for CEQA purposes. The increase in visitation at KBSRA from implementation of the action alternatives would have minimal effects on operations at study intersections and would not worsen levels of service at any of the study intersections. With implementation of the alternatives, side street delay would increase by one to two seconds for traffic entering SR 28 from Deer Street, Fox Street, and Chipmunk Street. Therefore, impacts at these intersections from Alternatives 2, 3, and 4 would be **less than significant**. There would be **no impact** with Alternative 1.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, traffic impacts on study intersections would not change and there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 2 could result in a 10 percent increase in visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 2 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. The project would also provide improvements to the transportation system within Kings Beach by enhancing non-auto travel modes, such as providing bicycle racks at KBSRA and constructing the promenade that increases connectivity for pedestrians and bicyclists between KBSRA and surrounding areas.

In developing Policy T-P-6, the County evaluated the benefits of allowing lower levels of service to promote redevelopment within the Town Center that reduces VMT and supports more transportation alternatives, including biking, walking, and transit, as compared to requiring a higher level of service that would accommodate more cars but may also require widening roads and would result in increased vehicle miles traveled and greenhouse gas emissions. Based on this evaluation, the County determined that LOS F is considered acceptable for intersection operations during peak hours within the Kings Beach Town Center.

An analysis of project impacts on study intersections has been completed. As shown in Table 5.3.13-4, the increase in visitation at KBSRA from implementation of Alternative 2 would have minimal effects on operations at study intersections. The project would not worsen levels of service at any of the study intersections, and side street delay would increase by one to two seconds for traffic entering SR 28 from Deer Street, Fox Street, and Chipmunk Street. All study intersections would operate at acceptable levels of service, per Policy T-P-6 of the *Placer County Tahoe Basin Area Plan* (2017). Therefore, the Alternative 2 General Plan revision and pier rebuild project would have a **less-than-significant** impact on intersection operations.

Table 5.3.13-4 Intersection Level of Service – Existing Plus Project Conditions

Intersection	Control	Existing Conditions – Alternative 1		Existing Plus Project – Alternatives 2, 3, and 4	
		Delay (s)	LOS	Delay (s)	LOS
SR 28/SR 267	Signal	20	B	20	B
SR 28/Deer Street	TWSC[1,2]	1 (28)	A (D)	1 (29)	A (D)
SR 28/Bear Street/KBSRA Driveway	Roundabout[2]	15 (17)	B (C)	15 (17)	B (C)
SR 28/Coon Street/KBSRA Driveway	Roundabout[2]	21 (27)	C (D)	20 (26)	C (D)
SR 28/Fox Street	TWSC[1,2]	7 (122)	A (F)	7 (124)	A (F)
SR 28/Chipmunk Street	TWSC[1,2]	2 (55)	A (F)	2 (56)	A (F)

[1] TWSC = two-way stop controlled

[2] Overall intersection delay and worst movement delay reported. Worst movement delay measured in seconds and LOS is represented in parentheses.

Source: Compiled by Fehr & Peers in 2017

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 3 could result in a 10 percent increase in visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA by six spaces relative to existing conditions. Alternative 3 would result in 26 more parking spaces than

would occur with implementation of Alternative 2. The unit purpose and park vision, carrying capacity, and adaptive management elements would be the same as Alternative 2, with minor differences in size and location of upland facilities and the pier rebuild project.

The existing LOS F at the study intersections is considered acceptable for reasons described earlier. When compared to that of Alternative 2, the travel characteristics and increased visitation associated with Alternative 3 would be largely the same. Consequently, traffic impacts of Alternative 3 on study intersections would be similar to those of Alternative 2, and the additional trips generated by Alternative 3 would not contribute to the degradation of operations at study intersections (see Table 5.3.13-4). This impact would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 4 could result in a 10 percent increase in visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. A component of the pier rebuild project includes extending the existing boat ramp. 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 unit purpose and park vision, carrying capacity, and adaptive management elements would be the same as Alternative 2, with minor differences in size and location of upland facilities and the pier rebuild project.

The existing LOS F at the study intersections are considered acceptable for reasons described earlier. Therefore, discussion of project impacts is presented for informational purposes only.

When compared to that of Alternative 2, the travel characteristics and increased visitation associated with Alternative 4 would largely be the same. Consequently, traffic impacts of Alternative 4 on study intersections would be similar to those of Alternative 2, and the additional trips generated by Alternative 4 would not contribute to the degradation of operations at study intersections (see Table 5.3.13-4). This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-2: Roadway segment levels of service

Implementation of Alternatives 2, 3, and 4 could result in an increase in visitation at KBSRA from expanded recreation facility capacity and increased number of special events, which could generate additional vehicle trips. As a result of Policy T-P-6 in the *Placer County Tahoe Basin Area Plan* (2017), LOS F conditions are acceptable on the study roadway segments during the peak hour. As such, analysis of project impacts on study roadway segments is provided for informational purposes. The increase in visitation at KBSRA from implementation of the action alternatives would have minimal effects on operations at study roadway segments and would not worsen levels of service at any of the study roadway segments. Impacts at these roadway segments from implementation of Alternatives 2, 3, and 4 would be **less than significant**. Traffic impacts on study area roadway segments would not change as the result of implementation of Alternative 1; therefore, Alternative 1 would result in **no impact**.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, traffic impacts on study area roadway segments would not change as the result of implementation of Alternative 1 (see Table 5.3.13-5) and would result **no impact**.

Table 5.3.13-5 Roadway Segment Operations – Existing Plus Project Conditions

Segment	Direction	Existing Conditions – Alternative 1		Existing Plus Project – Alternatives 2, 3, and 4	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS
SR 28 between Deer Street and Bear Street[1]	Eastbound	820	B	825	B
	Westbound	771	B	775	B
SR 28 between Coon Street and Fox Street[1]	Eastbound	866	C	870	C
	Westbound	701	B	704	B
SR 267 north of SR 28	Northbound	514	D	515	D
	Southbound	724	D	726	D

Notes: Capacity for SR 28 in Kings Beach: eastbound 1,241 vehicles per hour; westbound 1,171 vehicles per hour, as estimated by LSC Transportation Consultants, Inc. as a part of the *Kings Beach Urban Improvement Project Traffic Study* (2007).

Source: Compiled by Fehr & Peers in 2017

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 2 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA.

In developing Policy T-P-6, the County evaluated the benefits of allowing lower levels of service to promote development within the Town Center that reduces VMT and supports more transportation alternatives, including biking, walking, and transit, as compared to requiring a higher level of service that would accommodate more cars but may also require widening roads and would result in increased vehicle miles traveled and greenhouse gas emissions. Based on this evaluation, the County determined that LOS F is considered acceptable during peak hours within the Kings Beach Town Center, provided that the project provides improvements to other parts of the transportation system within the project site vicinity to enhance non-auto travel modes.

Strictly for informational purposes, an analysis of project impacts on study roadway segments has been completed. As shown in Table 5.3.13-5, the increase in visitation at KBSRA from implementation of Alternative 2 would have minimal effects on study roadway segment operations. The project would not worsen peak hour levels of service at any of the study roadway segments. Furthermore, all study roadway segments would operate at acceptable levels of service, per Policy T-P-6 of the *Placer County Tahoe Basin Area Plan* (2017). Therefore, implementation of the Alternative 2 General Plan revision and pier rebuild project would have a **less-than-significant** impact on roadway operations.

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA by six spaces. The unit purpose and park vision, carrying capacity, and adaptive management elements would be the same as Alternative 2 with minor differences in size and location of upland facilities and the pier rebuild project.

The existing LOS F at the study roadway segments is considered acceptable for reasons described earlier. Therefore, discussion of project impacts presented for informational purposes only.

When compared to that of Alternative 2, the travel characteristics and increased visitation associated with Alternative 3 would be largely the same. Consequently, traffic impacts of Alternative 3 on study roadway segments would be similar to those of Alternative 2, and the additional trips generated by Alternative 3 would not contribute to the degradation of operations at study roadway segments. This impact would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere or walk, bike, or take transit to KBSRA. A component of the pier rebuild includes extending the existing boat ramp. 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 unit purpose and park vision, carrying capacity, and adaptive management elements would be the same as Alternative 2 with minor differences in size and location of upland facilities and the pier rebuild project.

The existing LOS F at the study intersections is considered acceptable for reasons described earlier. Therefore, discussion of project impacts is presented for informational purposes only.

When compared to that of Alternative 2, the travel characteristics and increased visitation associated with implementation of Alternative 4 would be largely the same. Consequently, traffic impacts of Alternative 4 on study roadway segments would be similar to those of Alternative 2, and the additional trips generated by Alternative 4 would not contribute to the degradation of operations at study roadway segments. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-3: Transit service and operations

The *Tahoe Regional Planning Agency 2014 Travel Mode Share Survey* (TRPA 2014) found that 1 percent of recreational trips are made by transit and 81 percent of recreational trips are made by auto. Because Alternative 2 would generate 16 additional peak hour auto trips and 222 additional daily auto trips, it would not generate enough additional transit trips to result in the need for increased transit service or to adversely affect future transit operations. Alternatives 3 and 4 would result in similar levels of demand for transit as would occur for Alternative 2. Furthermore, none of the alternatives propose changes to existing transit stops. Therefore, implementation of Alternatives 2, 3, and 4 would result in a **less-than-significant** impact on transit. There would be **no impact** with Alternative 1.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would not result in the need for increased transit service or substantially negatively affect existing transit operations, and there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

Alternative 2 proposes the reduction of available parking spaces in the KBSRA parking lots, offers better connectivity for pedestrians with new sidewalk connections and the promenade and sand wall, and provides non-motorized boat storage as well as boat and kayak rentals, all of which may encourage more patrons to take transit to and from KBSRA. Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events. The *Travel Mode Share Survey* (TRPA 2014) concluded that no recreation trips use transit when traveling to and from the KBSRA. While the reduction in parking and increase in visitation may push patrons of the KBSRA to use transit more, the anticipated increase in number of transit passengers traveling to KBSRA would likely be minimal, and as such, the project would not result in the need for increased transit service, nor would it adversely affect existing transit operations. This impact would be **less than significant**.

Pier Rebuild Project

Alternative 2 would include the construction and operation of a pier on the eastern portion of the project site. Implementation of Alternative 2 would include removal of an existing boat ramp and construction of a multi-use pier. The potential increase in transit use associated with the pier rebuild would be minimal and included with the potential increase in number of transit passengers generated by the General Plan revision. The Alternative 2 pier rebuild would not result in the need for increased transit service and would not adversely affect existing transit operations. This impact would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision

When compared to Alternative 2, Alternative 3 General Plan revision would be largely the same with refinements in the location and size of some improvements. Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number

of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA. Although the increase in number of parking spaces could meet the increased demand for parking associated with Alternative 3, it is possible that the increase in visitation to KBSRA would still result in a minimal increase in demand for transit similar to that which would occur for Alternative 2. For these reasons, the project would not result in the need for increased transit service, nor would it adversely affect existing transit operations. This impact would be **less than significant**.

Pier Rebuild Project

Alternative 3 would include the construction and operation of a pier on the central portion of the project site. Implementation of Alternative 3 would include removal of an existing boat ramp and construction of a multi-use pier. Any potential increase in transit use associated with the pier rebuild would be minimal and included with the potential increase in number of transit passengers generated by the General Plan revision. The Alternative 3 pier rebuild would not adversely affect existing transit operations, nor would it result in the need for increased transit service. This impact would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision

When compared to Alternative 2, Alternative 4 General Plan revision would be largely the same with some refinements in location or size for some improvements. Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. Consequently, transit impacts of Alternative 4 would be similar to the transit impacts of Alternative 2 and would not increase transit service or adversely affect transit operations. This impact would be **less than significant**.

Pier Rebuild Project

Implementation of Alternative 4 would include construction of a pier similar in size and characteristics as Alternative 2, but located on the western portion of the project site. A component of the pier rebuild includes extending the existing boat ramp. 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. Any potential increase in transit use associated with the pier rebuild would be minimal and included with the potential increase in number of transit passengers generated by the General Plan revision. Like Alternative 2, Alternative 4 would not result in a substantial increase in transit ridership nor adversely affect existing transit operations. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-4: Bicycle and pedestrian facilities

Alternatives 2, 3, and 4 propose the construction of enhanced bicycle and pedestrian facilities and would not substantially increase traffic hazards to bicyclists and pedestrians. This includes the placement of bicycle parking in various locations within the project site. The alternatives improve pedestrian access with new dedicated walkways throughout the site, reconfiguration of the parking areas with amenities such as drop-off zones in the parking lot, and expansion of the shared-use, waterfront promenade. The proposed access improvements would be ADA compliant, enhancing public access to KBSRA for those with disabilities. Though there would likely be an increase in pedestrians accessing the KBSRA from off-site due to the increase in recreational development area or Alternatives 2, 3, and 4 and reduction in parking spaces for Alternatives 2 and 4, the improved features of these alternatives would result in a **beneficial** impact to bicycle and pedestrian facilities. There would be **no impact** with Alternative 1.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would result in no change to traffic hazards for bicyclists and pedestrians and would not impact existing bicycle and pedestrian facilities. As such, there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

Currently, KBSRA has sidewalks on all sides of its main parking lot and a crosswalk on all legs of SR 28/Bear Street/KBSRA driveway. There is also a sidewalk on the west side of the Coon Street driveway as well as pedestrian paths throughout the recreation site. Implementation of Alternative 2 could result in an increase in pedestrians accessing KBSRA due to the increase in recreational development area and reduction in parking spaces at KBSRA. Alternative 2 would expand the waterfront promenade for pedestrian and bicycle traffic traveling along the beach front through KBSRA with connections to the eastern and western park edges, allowing for future extension of the Kings Beach Promenade project by Placer County. Alternative 2 contains sidewalks and striped crosswalks through the Bear Street parking lot and a new entry plaza on the western side of the site, offering another connection from SR 28 to KBSRA for pedestrians and cyclists. The reconfigured parking lot contains drop-off areas in the main parking lot and near the proposed pier. The promenade would include beach overlooks and ramps to allow for continuous flows of pedestrian and cycle traffic along the path. Beach access from the promenade would be provided by stairs and ramps throughout the site. Furthermore, Alternative 2 offers non-motorized boat storage and boat and kayak rentals, which may encourage more patrons to walk or bike to KBSRA since they do not need to tow a boat or drop off non-motorized watercraft. The proposed access improvements would be ADA compliant, enhancing public access to KBSRA for those with disabilities. Because bicycle and pedestrian facilities would be provided by Alternative 2 that would improve circulation and safety within KBSRA, these enhancements would result in a **beneficial** impact on bicycle and pedestrian facilities.

Pier Rebuild Project

Alternative 2 would include the construction and operation of a pier on the eastern portion of the project site. Implementation of Alternative 2 would include removal of an existing boat ramp and construction of a multi-use pier, which would result in fewer trailers for motorized boats entering and exiting the site reducing hazards for bicyclists and pedestrians in the KBSRA parking lots. Alternative 2

proposes the construction of an additional sidewalk from SR 28 to the pier., providing a direct connection for pedestrians and bicyclists coming from SR 28. Furthermore, the proposed pier would be ADA compliant, enhancing public access to the lake for those with disabilities. Because bicycle and pedestrian access would be well-designed, pedestrian and bicyclist access to the pier improved, and all applicable requirements and agency standards adhered to, the Alternative 2 pier rebuild project would not substantially increase traffic hazards to bicyclists and pedestrians or substantially impact future bicycle and pedestrian facilities. For these reasons, the Alternative 2 pier rebuild project would have a **beneficial** impact on bicycle and pedestrian facilities.

Alternative 3: Central Pier Alternative

General Plan Revision

Implementation of Alternative 3 could result in an increase in pedestrians accessing KBSRA due to the increase in recreational development area at KBSRA. Alternative 3 proposes similar pedestrian and bicycle facility enhancements to Alternative 2 with refinements in location or size for some improvements. This alternative would include the widened waterfront promenade and sand wall that would operate as a shared-use path between Coon Street and the western boundary of KBSRA. Additionally, Alternative 3 proposes the construction of a sidewalk with a wide entry plaza from SR 28 directly to the pier and pathways within the picnic/play area. Alternative 3 would include a drop-off zone on the southern portion of the main parking lot, so patrons can directly access the waterfront promenade and be closer to beach steps. Another drop-off area would be located near the non-motorized boat launch in the Coon Street parking lot. Because bicycle and pedestrian facilities would be provided by Alternative 3 that would improve circulation and safety within KBSRA, these enhancements would result in a **beneficial** impact on bicycle and pedestrian facilities in the KBSRA.

Pier Rebuild Project

The Alternative 3 pier rebuild project is very similar to that of Alternative 2, but places the pier in the central portion of the project, closer to SR 28 and downtown Kings Beach. The Alternative 3 pier rebuild project would be ADA compliant. Alternative 3 would also remove the existing boat ramp and construct a new lake access point and would result in fewer trailers for motorized boats entering and exiting the site, which may reduce hazards to bicyclists and pedestrians in the KBSRA parking lots. Because bicycle and pedestrian access would be well-designed and would adhere to all applicable requirements and agency standards, the pier rebuild project would not increase traffic hazards for bicyclists and pedestrians. For these reasons, the Alternative 3 pier rebuild project would have a **beneficial** impact on bicycle and pedestrian circulation in KBSRA.

Alternative 4: Western Pier Alternative

General Plan Revision

Implementation of Alternative 4 could result in an increase in pedestrians accessing KBSRA due to the increase in recreational development area and reduction in parking spaces at KBSRA. Alternative 4 has similar pedestrian and bike amenities as Alternatives 2 and 3 with refinements in location or size for some improvements. This alternative would also construct a waterfront promenade and sand wall connecting Coon Street to the project's western boundary. Alternative 4 also includes a sidewalk on the western portion of the site that connects the entry plaza at SR 28 to the pier and walkways would be constructed in the picnic/activity area. Designated drop-off locations and crosswalks in the Bear Street parking lot would reduce conflict between pedestrians, bicyclists, and vehicles. Alternative 4 also includes drop-off zones in the Coon Street parking lot. Because bicycle and pedestrian facilities would be provided by Alternative 4 that would improve circulation and safety within KBSRA, Alternative 4 would have a **beneficial** impact on pedestrian and bicycle facilities in KBSRA.

Pier Rebuild Project

Implementation of Alternative 4 would include construction of a pier similar in size and characteristics as Alternative 2, but located on the western portion of the project site. Alternative 4 would also extend the existing motorized boat ramp. 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 and would not result in a substantial change to pedestrian and bicyclist in the Coon Street parking lot over existing conditions. Alternative 4 would not include an additional lake access point. Because all bicycle and pedestrian facilities would be well-designed and would adhere to all applicable requirements and agency standards, the Alternative 4 pier rebuild project would not substantially increase hazards to bicyclists and pedestrians. For these reasons, the Alternative 4 pier rebuild project would have a **beneficial** impact on pedestrian and bicycle facilities.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-5: Parking conditions and internal circulation

Alternatives 2, 3, and 4 propose improvements to the KBSRA parking lots, including designated drop-off zones, striped crosswalks, automated payment systems, enhanced wayfinding, and reconfiguration of the parking lots to eliminate dead-end congestion as visitors seek parking. These improvements would improve vehicular flow and internal circulation at KBSRA and would implement land use and parking management strategies called for in regional land use plans (i.e., the Regional Plan, Area Plan, and Regional Transportation Plan). Alternatives 2, 3, and 4 also include new pedestrian and bicycle infrastructure (i.e., promenade and bicycle racks) and continued access to the existing transit stop on SR 28 that would ease parking demand.

Currently, KBSRA contains 177 parking spaces in the Bear Street and Coon Street lots. Each action alternative would result in changes in the number of parking spaces available at KBSRA, ranging from an increase in six spaces under Alternative 3 to a loss of 58 spaces under Alternative 4. However, there would be available parking in the surrounding Kings Beach Town Center to accommodate any loss of parking on the project site. There are 1,670 spaces available in the Kings Beach Town Center. According to extensive parking surveys, the peak occupancy of these parking spaces occurs on summer weekends at 2:00 p.m. when 81 percent of spaces are occupied. This leaves spaces available to accommodate the extra demand from the KBSRA alternatives consistent with existing conditions. Additionally, all alternatives provide designated spaces for KBSRA staff. For these reasons, the impact on parking and internal circulation from Alternatives 2, 3, and 4 would be **less than significant**. There would be **no impact** from Alternative 1.

Table 5.3.13-6 shows the parking supply and demand within the KBSRA parking lot and Kings Beach Town Center and compares parking demand between each of the alternatives.

Table 5.3.13-6 Parking Supply and Demand by Alternative				
	Existing Conditions	Alternative 2 – Eastern Pier	Alternative 3 – Central Pier	Alternative 4 – Western Pier
KBSRA Parking Lot[1]				
Number of Parking Spaces	177	157	183	119
Assumed Parking Demand	177	193	193	193
Parking Space Shortfall	0	-36	-10	-74
Kings Beach Town Center[2]				
Number of Parking Spaces	1,670	1,670	1,670	1,670
Parking Demand during Peak Weekend Day	1,347	1,383	1,357	1,421
Able to Accommodate Shortfall?	Yes	Yes	Yes	Yes
Percent of Spaces Occupied	81%	83%	81%	85%

[1] Data provided by Design Workshop in 2017

[2] Data from the *North Tahoe Parking Study* 2015

Source: California State Parks 2015

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would not result in inadequate parking conditions or changes to internal circulation, and there would be **no impact.**

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Alternative 2 reconfigures both the Bear Street and Coon Street parking lots at KBSRA. Though the amount of spaces provided decreases commensurate with the additional area dedicated to enhanced recreational opportunities, Alternative 2 implements land use and parking management strategies consistent with regional land use plans (i.e., the Regional Plan, Area Plan, and Regional Transportation Plan). These plans strive to have visitors park once in tourist centers, such as Kings Beach. Alternative 2 includes the following parking management features: new crosswalks through the parking lot from SR 28, drop-off zones, enhanced wayfinding, reconfiguration of the parking lots to eliminate dead-end congestion, variable-price parking, no time limit parking, and automated payment systems. Additionally, new striping in the Coon Street parking lot provides patrons with more direction on flow through the area and would no longer offer trailer parking. Alternative 2 also includes new pedestrian and bicycle infrastructure (i.e., promenade and bicycle racks), onsite kayak and paddleboard storage, and continued access to the existing transit stop on SR 28 that would ease parking demand. For these reasons, Alternative 2 would improve internal circulation.

Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could increase demand for parking. Conservatively assuming that the 10 percent increase in trip generation for the Alternative 2 General Plan revision and eastern pier project results in a 10 percent increase in parking demand, implementation of this alternative could result in the demand for up to 16 more parking spaces over the current supply.

This alternative also proposes to reduce the current parking supply by 20 spaces to allow for an increase in recreation amenities and could result in a total parking shortfall of 36 parking spaces.

Kings Beach Town Center has a total of 1,670 parking spaces (California State Parks 2015). The highest parking demand occurs at 2:00 p.m. on a peak summer weekend day. Parking counts taken during that period revealed that 81 percent of the total parking spaces were occupied, meaning that 1,347 were occupied and 323 were available, as shown in Table 5.3.13-6. Because the increase in visitation associated with expanded recreation facility capacity and increased number of special events associated with the project would generate the need for 36 additional parking spaces, which is much less than the estimated remaining available parking. There would be ample parking supply to meet additional demand generated by Alternative 2. During the peak period, there would be 1,383 occupied spaces, 83 percent of total supply within Kings Beach (see Table 5.3.13-6). This is well under the 100 percent threshold. Many park users would need to park several blocks away from the KBSRA, resulting in less convenience to park users. However, because the Kings Beach Town Center could accommodate the additional parking demand of the KBSRA and improvements to circulation in the parking lot and drop-off locations would be made, the impact on parking conditions and internal circulation from Alternative 2 would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Similar to Alternative 2, Alternative 3 reconfigures the Bear Street and Coon Street parking lots to improve vehicular flow and internal circulation at KBSRA. Alternative 3 includes most of the same parking management strategies as Alternative 2. It includes two crosswalks between SR 28 through the parking lot, close to the Bear Street roundabout and the North Tahoe Event Center. Additionally, Alternative 3 proposes a larger drop-off zone that would be closer to the waterfront promenade and the beach. The Coon Street parking lot would also be reconfigured from providing boat trailer parking to vehicular parking only. For these reasons, Alternative 3 would improve internal circulation.

Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could increase demand for parking. The Alternative 3 General Plan revision and central pier project proposes to add six parking spaces to the KBSRA parking lots. Assuming that the 10 percent increase in trip generation for Alternative 3 results in a 10 percent increase in parking demand, this alternative would increase the parking demand by 16 spaces. This would produce a total parking shortfall of 10 parking spaces for the KBSRA parking lots, but since an 81 percent parking occupancy rate within Kings Beach (see Table 5.3.13-6) exists, there would be ample parking supply in Kings Beach to meet this additional demand, and the parking occupancy would be less than the 100 percent parking occupancy threshold. Alternative 3 would also make improvements to circulation in the parking lot and drop-off locations. Therefore, the impact of Alternative 3 on parking and internal circulation would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

The proposed reconfiguration of KBSRA parking lots and parking management strategies for Alternative 4 would be similar to that of Alternative 2 with minor differences in size and location of some of the improvements. There would be striped crosswalks on both sides of the entrance from the Bear Street roundabout, as well as one closer to the North Tahoe Event Center. A component of the pier rebuild project includes extending the existing boat ramp. 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 Coon Street parking lot provides spaces for boat trailers. Alternative 4 would improve internal circulation.

Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could increase demand for parking. The Alternative 4 General Plan revision and western pier project would reduce the number of parking spaces in the KBSRA lots from 177 to 119, a reduction of 58 spaces, which would be a greater parking reduction than Alternative 2 (see Table 5.3.13-6). Assuming that the 10 percent increase in trip generation for Alternative 4 associated with an increase in visitation associated with expanded recreation facility capacity and increase in special events would result in a 10 percent increase in parking demand, Alternative 4 would result in demand for 16 more parking spaces over the current demand. Because this alternative proposes to reduce the current parking supply by 58 spaces, this would result in a total parking shortfall of 74 parking spaces. As shown in Table 5.3.13-6, with 323 available spaces in Kings Beach, there would be ample capacity to meet this additional demand, and the parking occupancy rate during the peak period would be 85 percent, which would be less than the 100 percent threshold. For these reasons and because Alternative 4 would make improvements to circulation in the parking lot and drop-off locations, the impact on parking and internal circulation would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-6: Vehicle miles traveled

Implementation of Alternatives 2, 3, and 4 could result in an increase in visitation at KBSRA from expanded recreation facility capacity and increased number of special events. Alternatives 2, 3, and 4 would increase peak summer daily vehicle miles traveled (VMT), but the increase would maintain summer daily VMT in the region below the adopted TRPA VMT threshold. The proposed project would generate 222 trips. The TRPA Travel Demand Forecasting model estimates the average tourist trip length is 8.67 miles, which results in 1,925 additional VMT. The combination of VMT generated by the alternatives and existing regional VMT would be below the TRPA VMT threshold. This impact would be **less than significant**. There would be **no impact** with Alternative 1.

Table 5.3.13-7 shows the regional VMT without the project (i.e., with Alternative 1) and regional VMT with the addition from VMT estimated for Alternatives 2, 3, and 4.

Table 5.3.13-7 Vehicle Miles Traveled

	Existing Conditions – Alternative 1	Existing Plus Project – Alternatives 2, 3, and 4
TRPA Adopted Threshold	2,030,938	
Existing Regional VMT	1,939,159	
Additional VMT Generated	0	1,925
Total Regional VMT	1,939,159	1,941,084
Within Threshold?	Yes	Yes

Source: Compiled by Fehr & Peers in 2017

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would not result in increased traffic or increased VMT, and there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 2 would also reduce the number of parking spaces in KBSRA. Implementation of Alternative 2 would include removal of an existing boat ramp and construction of a new lake access point and multi-use pier.

Increased visitation at KBSRA associated with Alternative 2 General Plan revision and eastern pier project is conservatively estimated to generate 222 additional daily vehicle trips on a peak summer day. Using the average tourist trip length of 8.67 miles from the TRPA Travel Demand Forecasting model, the project would add 1,925 VMT. When added to the existing summer daily regional VMT of 1,939,159, the resulting existing plus project VMT would be 1,941,084, which is below the adopted TRPA threshold of 2,030,938. Therefore, the impact from Alternative 2 on VMT would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA. Alternative 3 would also remove the existing boat ramp, construct a new lake access point, and reconstruct the proposed pier in the central portion of the project site.

The trip generation resulting from implementation of Alternative 3 General Plan revision and central pier project is estimated to be the same as Alternative 2. Thus, the existing plus project VMT resulting from increased visitation at KBSRA with implementation of Alternative 3 would be 1,941,084, which is below the TRPA threshold of 2,030,938. Alternative 3 would have a **less-than-significant** impact on VMT.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. A component of the pier rebuild project includes extending the existing boat ramp. 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 trip generation resulting from implementation of Alternative 4 General Plan revision and western pier project would be the same as Alternative 2. Thus, the existing plus project VMT resulting from

increased visitation at KBSRA with implementation of Alternative 4 would be 1,941,084, which is below the adopted TRPA threshold of 2,030,938. Alternative 4 would have a **less-than-significant** impact on VMT.

Mitigation Measures

No mitigation measures are required.

Cumulative Impacts

This section identifies potential impacts that could result from adding the project to buildout in 2035 of allowed development in the Tahoe Basin, including the entire area covered by the proposed *Placer County Tahoe Basin Area Plan* (2017) (i.e., Cumulative Plus Project Conditions).

The *Placer County Tahoe Basin Area Plan and Tahoe City Lodge Draft EIR/EIS* evaluated the transportation effects of complete buildout of allowed development in the Tahoe Basin, including the four Area Plan alternatives and provided Year 2035 traffic forecasts for the key intersections in the Kings Beach Town Center. These forecasts were derived from the TRPA TransCAD Transportation Demand Model. For purposes of this study, the implementation of Alternative 1 of that analysis (adopted Area Plan) has been assumed.

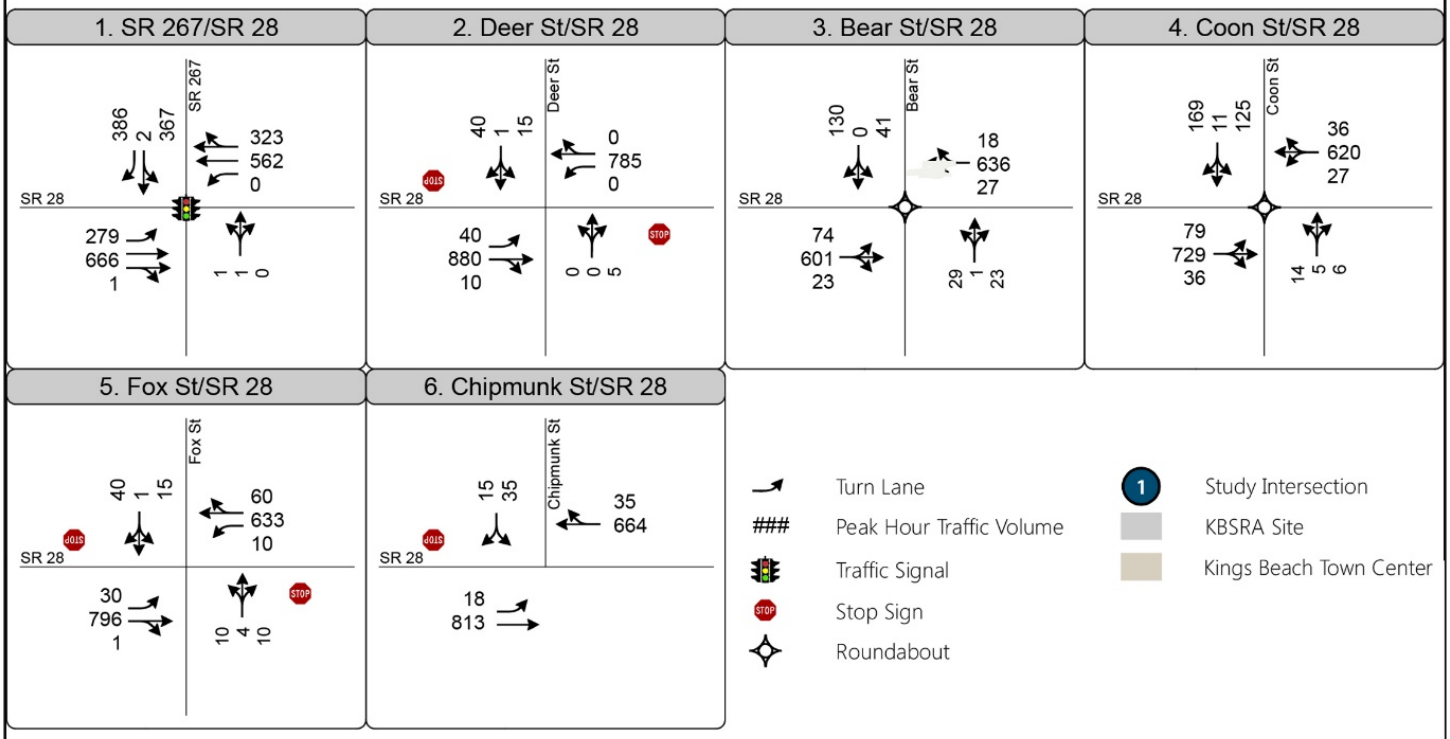
Traffic Forecasts

The 2035 traffic forecasts for the study intersections of SR 28/SR 267, SR 28/Bear Street/KBSRA Driveway, and SR 28/Coon Street/KBSRA Driveway are the forecasts for the adopted Area Plan of the *Placer County Tahoe Basin Area Plan and Tahoe City Lodge Draft EIR/EIS* report described above. The projected growth at these intersections in the *Placer County Tahoe Basin Area Plan* (2017) is the basis for the forecasts at SR 28/Deer Street, SR 28/Fox Street, and SR 28/Chipmunk Street, so the resulting peak-hour turning movements that reflect the general overall growth projected in the Kings Beach community.

Exhibit 5.3.13-5 shows the Cumulative No Project traffic volumes at the study intersections.

Cumulative Plus Project Conditions

This section describes the cumulative transportation impacts implementation of the proposed project. Exhibit 5.3.13-6 shows the Cumulative Plus Project traffic volumes at the study intersections.

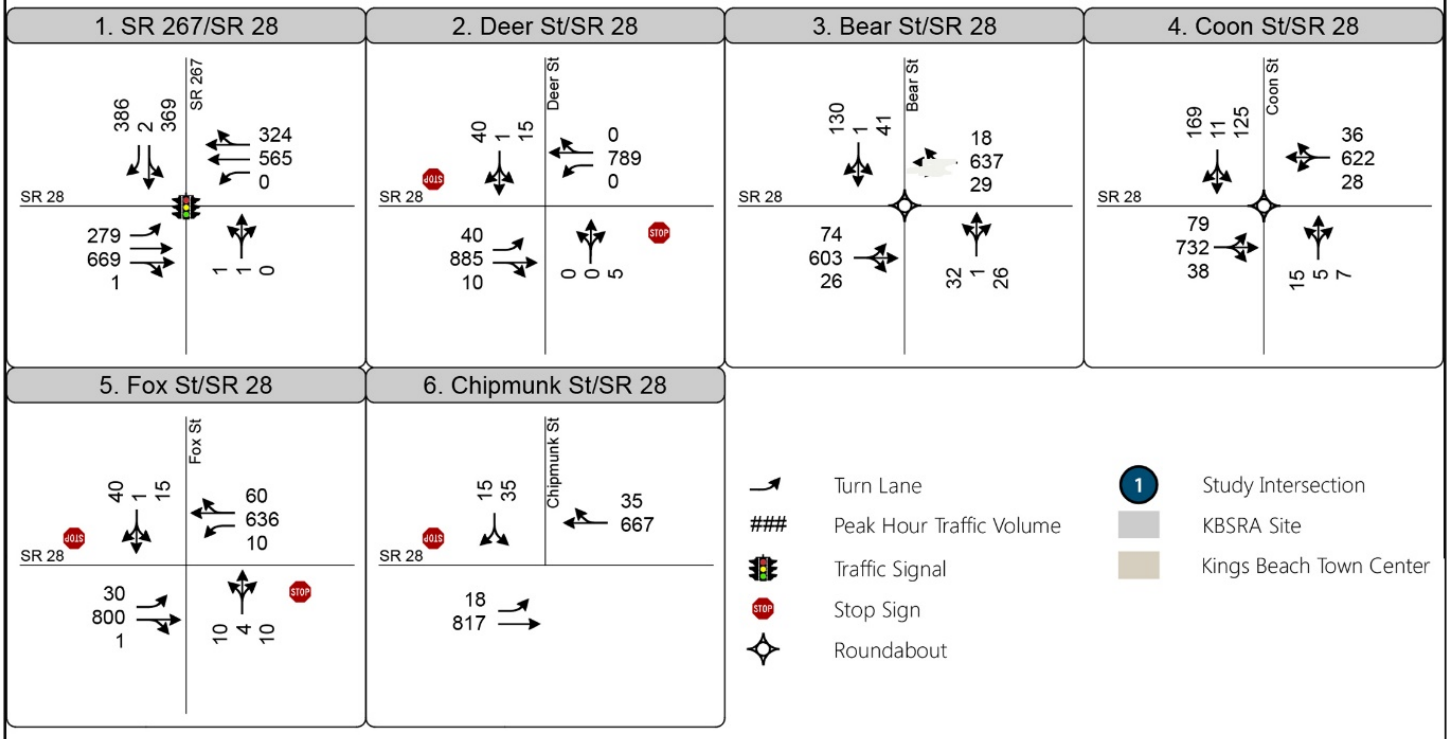


Kings Beach State Recreation Area General Plan

NORTH

X13010017 01 029

Exhibit 5.3.13-5 Peak-Hour Traffic Volumes and Land Configurations – Cumulative No Project Conditions



Kings Beach State Recreation Area General Plan

NORTH

X13010017 01 030

Exhibit 5.3.13-6 Peak-Hour Traffic Volumes and Land Configurations – Cumulative Plus Project Conditions

Impact 5.3.13-7: Intersection level of service – cumulative conditions

Implementation of Alternatives 2, 3, and 4 could result in an increase in visitation at KBSRA from expanded recreation facility capacity and increased number of special events, which could generate additional vehicle trips. As a result of Policy T-P-6 in the *Placer County Tahoe Basin Area Plan* (2017), cumulative LOS F conditions at the study intersections under peak hour conditions are acceptable. As such, analysis of project impacts on these intersections are not needed for CEQA purposes. The increase in visitation at KBSRA from implementation of the action alternatives would not make a cumulatively considerable contribution to effects on operations at study intersections and would not worsen levels of service at any of the study intersections. With implementation of the alternatives, side street delay would increase by one to two seconds for traffic entering SR 28 from Deer Street, Coon Street, Fox Street, and Chipmunk Street. Therefore, the impacts at these intersections from Alternatives 2, 3, and 4 under cumulative conditions would be **less than significant**. Alternative 1 would result in **no impact**.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or change to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, traffic impacts on study intersections would not change and there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 2 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA.

Strictly for informational purposes, an analysis of project impacts on study intersection under cumulative conditions has been completed. Full buildout of the Alternative 2 General Plan revision and pier rebuild project would result in 16 new peak hour trips. As shown in Table 5.3.13-8, increase in visitation at KBSRA from implementation of Alternative 2 in combination with cumulative traffic conditions in 2035 would have minimal effects on operations at study intersections. Alternative 2 would not result in a cumulatively considerable change in level of service at any of the study intersections, and side street delay would increase by one or two seconds for traffic entering SR 28 from Deer Street, Coon Street/KBSRA driveway, Fox Street, and Chipmunk Street. All study intersections would operate at an acceptable level of service, per Policy T-P-6 of the *Placer County Tahoe Basin Area Plan* (2017). Therefore, Alternative 2 General Plan revision and pier rebuild project would have a **less-than-significant** cumulative impact on intersection operations.

Table 5.3.13-8 Peak Hour Intersection Level of Service – Cumulative Conditions

Intersection	Control	Cumulative No Project – Alternative 1		Cumulative Plus Project – Alternatives 2, 3, and 4	
		Delay (s)	LOS	Delay (s)	LOS
SR 28/SR 267	Signal	36	D	36	D
SR 28/Deer Street	TWSC[1,2]	3 (68)	A (F)	3 (70)	A (F)
SR 28/Bear Street/KBSRA Driveway	Roundabout[2]	17 (20)	C (C)	18 (20)	C (C)
SR 28/Coon Street/KBSRA Driveway	Roundabout[2]	32 (44)	D (E)	32 (46)	D (E)
SR 28/Fox Street	TWSC[1,2]	3 (51)	A (F)	3 (52)	A (F)
SR 28/Chipmunk Street	TWSC[1,2]	3 (63)	A (F)	3 (65)	A (F)

[1] TWSC = two-way stop controlled

[2] Overall intersection delay and worst movement delay reported. Worst movement delay measured in seconds and LOS is represented in parentheses.

Source: Compiled by Fehr & Peers in 2017

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA. The unit purpose and park vision, carrying capacity, and adaptive management elements proposed for Alternative 3 General Plan revision and pier rebuild project would be the same as Alternative 2 with minor differences in the size and location of upland features and pier rebuild.

LOS F at the study intersections is considered acceptable for reasons described earlier. Therefore, this discussion of project cumulative impacts is presented for informational purposes only.

The increase in trips associated with the increase in visitation at KBSRA from implementation of Alternative 3 would be similar to those described above for Alternative 2; therefore, as described above for Alternative 2, the additional trips generated by Alternative 3 in combination with cumulative traffic conditions in 2035 would not contribute to the degradation of operations at study intersections. Consequently, traffic impacts of Alternative 3 General Plan revision and pier rebuild project on study intersections in 2035 would be a **less-than-significant** cumulative impact.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. A component of the pier rebuild includes extending the existing boat ramp. 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 unit purpose and park vision, carrying capacity, and adaptive management elements proposed for Alternative 4 General Plan revision and pier rebuild project would be the same as Alternative 2 with minor differences in the size and location of upland features and pier rebuild.

LOS F at the study intersections is considered acceptable for the reasons described above. Therefore, this discussion of project cumulative impacts is presented for informational purposes only.

The increase in trips associated with the increase in visitation at KBSRA from implementation of Alternative 4 would be similar to those described above for Alternative 2; therefore, as described above for Alternative 2, the additional trips generated by Alternative 4 in combination with cumulative traffic conditions in 2035 would not contribute to the degradation of operations at study intersections. Consequently, traffic impacts of Alternative 4 on study intersections in 2035 would be a **less-than-significant** cumulative impact**.**

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-8: Roadway level of service – cumulative conditions

Implementation of Alternatives 2, 3, and 4 could result in an increase in visitation at KBSRA from expanded recreation facility capacity and increased number of special events, which could generate additional vehicle trips. As a result of Policy T-P-6 in the *Placer County Tahoe Basin Area Plan* (2017), LOS F conditions are acceptable on study roadway segments during the peak hour. As such, analysis of project impacts on study roadway segments is not needed for CEQA purposes. The increase in visitation at KBSRA from implementation of the action alternatives would have minimal effects on operations at study roadway segments and would not worsen levels of service at any of the study roadway segments. Therefore, impacts at these study roadway segments from Alternatives 2, 3, and 4 under cumulative conditions would be **less than significant**. Alternative 1 would result in **no impact**.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, traffic impacts on study roadway segments would not change and there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 2 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA.

Strictly for informational purposes, an analysis of project impacts on study roadway segments under cumulative conditions has been completed. The increase in visitation at KBSRA from implementation of Alternative 2 General Plan revision and pier rebuild project would result in 16 new peak hour trips. As shown in Table 5.3.13-9, traffic generated by implementation of Alternative 2 in combination with cumulative traffic conditions in 2035 would not result in cumulatively considerable effects on study roadway segment operations, and would not worsen the level of service of any roadway segments. All study roadway segments would continue to operate at an acceptable level of service, per Policy T-P-6 of the *Placer County Tahoe Basin Area Plan* (2017). Therefore, Alternative 2 General Plan revision and pier rebuild project would have a **less-than-significant** cumulative impact on roadway operations.

Table 5.3.13-9 Roadway Operations – Cumulative Conditions

Segment	Direction	Cumulative No Project – Alternative 1		Cumulative Plus Project – Alternatives 2, 3, and 4	
		Volume	LOS	Volume	LOS
SR 28 between Deer Street and Bear Street[1]	Eastbound	900	C	905	C
	Westbound	785	B	789	B
SR 28 between Coon Street and Fox Street[1]	Eastbound	860	C	864	C
	Westbound	683	B	686	B
SR 267 north of SR 28	Northbound	603	D	604	D
	Southbound	755	D	757	D

[1] Capacity for SR 28 in Kings Beach: eastbound 1,241 vehicles per hour; westbound 1,171 vehicles per hour, as estimated by LSC Transportation Consultants, Inc. as a part of the *Kings Beach Urban Improvement Project Traffic Study*.

Source: Compiled by Fehr & Peers in 2017

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA. The unit purpose and park vision, carrying capacity, and adaptive management elements proposed for Alternative 3 General Plan revision and pier rebuild project would be the same as Alternative 2 with minor differences in the size and location of upland features and pier rebuild.

LOS F at the study roadway segments is considered acceptable for reasons described earlier. Therefore, this discussion of project impacts is presented for informational purposes only.

The increase in trips resulting from increased visitation associated with implementation of Alternative 3 would be similar to those described above for Alternative 2; therefore, as described above for Alternative 2, the additional trips generated by Alternative 3 in combination with cumulative traffic conditions in 2035 would not contribute to the degradation of operations at study roadway segments. Consequently, traffic impacts of Alternative 3 General Plan revision and pier rebuild project on study roadway segments in 2035 would be a **less-than-significant** cumulative impact.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. A component of the pier rebuild includes extending the existing boat ramp. 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 unit purpose and park vision, carrying capacity, and adaptive management elements proposed for Alternative 4 General Plan revision and pier rebuild project would be the same as Alternative 2 with minor differences in the size and location of upland features and pier rebuild.

LOS F at the study intersections are considered acceptable for reasons described earlier. Therefore, this discussion of project impacts is presented for informational purposes only.

The increase in trips resulting from increased visitation associated with implementing Alternative 4 would be similar to those described above for Alternative 2; therefore, as described above for Alternative 2, the additional trips generated by Alternative 4 in combination with cumulative traffic conditions in 2035 would not contribute to the degradation of operations at study roadway segments. Consequently, traffic impacts of Alternative 4 General Plan revision and pier rebuild project on study roadway segments in 2035 would be a **less-than-significant** cumulative impact.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-9: Transit service and operations – cumulative conditions

With the implementation of the *Placer County Tahoe Basin Area Plan* (2017), transit mode share within the plan area is expected to increase during peak periods. However, Mitigation Measure 10-5 of the *Placer County Tahoe Basin Area Plan EIR/EIS* proposes the establishment of a funding mechanism that would facilitate increased transit service during peak periods, which would accommodate any increase in peak-period transit loads.

Because the *Tahoe Regional Planning Agency 2014 Travel Mode Share Survey* (2014) found that 1 percent of recreational trips are made by transit and 81 percent of recreational trips are made by auto, any increase in transit mode share to the KBSRA would likely be relatively small and be able to be accommodated by the increased service described in the *Placer County Tahoe Basin Area Plan EIR/EIS*. Additionally, none of the alternatives propose changes to existing transit stops or lines near the KBSRA. Therefore, this cumulative impact for Alternatives 2, 3, and 4 would be **less than significant**. Alternative 1 would result in **no impact**.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would not result in the need for increased transit service or substantially negatively affect existing transit operations, and there would be **no impact.**

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

As described previously, the results of the *Tahoe Regional Planning Agency 2014 Travel Mode Share Survey* (2014) indicate that less than 1 percent of recreational trips are made by transit when traveling to and from KBSRA. Although there would likely be some people who use transit to get to the project site, an increase in the number of transit passengers resulting from the increase in visitors to KBSRA from expanded recreation facility capacity and increased number of special events is likely to be minimal. Thus, the project would not result in the need for increased transit service, nor would it negatively affect existing transit operations. Additionally, implementation of Mitigation Measure 10-5 of the *Placer County Tahoe Basin Area Plan EIR/EIS* would accommodate any additional transit ridership needed by the KBSRA. Therefore, implementation of Alternative 2 would have a **less-than-significant** cumulative impact on transit operations.

Pier Rebuild Project

Alternative 2 would include the construction and operation of a pier on the eastern portion of the project site. Implementation of Alternative 2 would include removal of an existing boat ramp and construction of a multi-use pier. Any potential increase in transit use associated with the pier rebuild would be minimal and included with the potential increase in number of transit passengers generated by the General Plan revision. The Alternative 2 pier rebuild project would not result in the need for increased transit service from the General Plan revision, and it would not negatively affect existing transit operations. Therefore, its cumulative impact would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision

When compared to that of Alternative 2, the travel characteristics of Alternative 3 General Plan revision would be largely the same with refinements in the location and size of some improvements. Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA. The unit purpose and park vision, carrying capacity, and adaptive management elements would be the same as Alternative 2 with minor differences. Similar to Alternative 2, an increase in the number of transit passengers resulting from the increase in visitors to KBSRA from expanded recreation facility capacity and increased number of special events with implementation of Alternative 3 is likely to be minimal. Consequently, cumulative transit impacts of Alternative 3 would be similar to those of Alternative 2, and therefore would be **less than significant**.

Pier Rebuild Project

Alternative 3 would include the construction and operation of a pier on the central portion of the project site. Implementation of Alternative 3 would include removal of an existing boat ramp and construction of a multi-use pier. Any potential increase in transit use associated with the pier rebuild project would be minimal and included with the potential increase in number of transit passengers generated by the General Plan revision. The Alternative 3 pier rebuild project would not negatively affect future transit operations, nor would it result in the need for increased transit service from the General Plan revision. Therefore, the cumulative impact would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision

When compared to Alternative 2, the travel characteristics of the Alternative 4 General Plan revision would largely be the same with some refinements in location or size for some improvements. Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. Implementation of Alternative 4 would not result in changes to future transit operations or the need for increased transit service. Therefore, the implementation of Alternative 4 would have a **less-than- significant** cumulative impact on transit operations and service.

Pier Rebuild Project

Implementation of Alternative 4 would include construction of a pier similar in size and characteristics as Alternative 2, but located on the western portion of the project site. Any potential increase in transit use associated with the pier rebuild would be minimal and included with the potential increase

in number of transit passengers generated by the General Plan revision. Like Alternative 2, Alternative 4 would not result in increased transit ridership nor negatively affect existing transit operations from the General Plan revision. Therefore, the cumulative impact of the Alternative 4 pier rebuild project would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-10: Bicycle and pedestrian facilities – cumulative conditions

The *Placer County Tahoe Basin Area Plan* (2017) contains transportation policies that identifies improvements to bicycle and pedestrian facilities. Implementation of the General Plan revision is not expected to increase traffic hazards to bicyclists and pedestrians, or substantially impact existing bicycle and pedestrian facilities. Alternatives 2, 3, and 4 propose the construction of enhanced bike and pedestrian facilities in the site that would also not substantially increase traffic hazards to bicyclists and pedestrians. The alternatives would improve pedestrian access with new dedicated walkways throughout the site and the parking areas with amenities such as drop-off zones in the parking lots and expansion of the shared-use, waterfront promenade and sand wall. This would result in a **beneficial** cumulative impact from the General Plan revision for Alternatives 2, 3, and 4. There would be **no impact** with Alternative 1.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would not result in increased traffic hazards to bicyclists and pedestrians, or substantially impact existing bicycle/pedestrian facilities. As such, there would be **no impact.**

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

Implementation of Alternative 2 could result in an increase in pedestrians accessing KBSRA due to the increase in recreational development area and reduction in parking spaces at KBSRA. Alternative 2 would expand the waterfront promenade for pedestrian and bicycle traffic traveling along the beach front through KBSRA with connections to the eastern and western park edges, allowing for future extension of the Kings Beach Promenade project by Placer County. Alternative 2 contains sidewalks and striped crosswalks through the Bear Street parking lot and a new entry plaza on the western side of the site, offering another connection from SR 28 to KBSRA for pedestrians and cyclists. The reconfigured parking lot contains drop-off areas directly onto the site. The promenade of the Eastern Pier Alternative includes beach overlooks and ramps to allow for continuous flows of pedestrian and cycle traffic along the path. Beach access from the promenade is offered through stairs and ramps throughout the site. Furthermore, Alternative 2 offers non-motorized boat storage and boat and kayak rentals, which may encourage more patrons to walk or bike to KBSRA since they do not need to tow a boat or drop off non-motorized watercraft. The proposed access improvements would be ADA compliant, enhancing public access to KBSRA for those with disabilities. Because bicycle and pedestrian facilities would be provided by Alternative 2 that would improve circulation and safety within KBSRA, these enhancements would result in a **beneficial** cumulative impact to the bicycle and pedestrian facilities.

Pier Rebuild Project

Alternative 2 would include the construction and operation of a pier on the eastern portion of the project site. Implementation of Alternative 2 would include removal of an existing boat ramp and construction of a multi-use pier. The Alternative 2 pier rebuild project would not substantially increase traffic hazards to bicyclists and pedestrians, or substantially impact future bicycle and pedestrian facilities. Alternative 2 proposes the construction of an additional sidewalk from SR 28 to the pier. Furthermore, the proposed pier would be ADA compliant, enhancing public access to the lake for those with disabilities. The new pier would not be used by motorized boats, and would likely result in less trailers (carrying boats) entering and exiting the site, which may also reduce hazards in the KBSRA parking lots. Therefore, the Alternative 2 pier rebuild project would have a **less-than-significant** impact.

Alternative 3: Central Pier Alternative

General Plan Revision

Implementation of Alternative 3 could result in an increase in pedestrians accessing KBSRA due to the increase in recreational development area at KBSRA. Alternative 3 proposes similar pedestrian and bicycle facility enhancements to Alternative 2 with refinements in location or size for some improvements. This alternative would include the widened waterfront promenade that operates as a shared-use path from Coon Street to the western boundary of KBSRA. Additionally, Alternative 3 proposes the construction of a sidewalk with a wide entry plaza from SR 28 directly to the pier and pathways within the picnic/play area. The parking lot for Alternative 3 proposes the drop-off zone located on the southern portion of the parking lot, so patrons can directly access the waterfront promenade and be closer to steps to the beach. Another drop-off area would be located near the non-motorized boat launch in the Coon Street parking lot. Because bicycle and pedestrian facilities would be provided by Alternative 3 that would improve circulation and safety within KBSRA, these enhancements would result in a **beneficial** cumulative impact to bicycle and pedestrian facilities.

Pier Rebuild Project

The Alternative 3 pier rebuild project is very similar to that of Alternative 2, but places it in the central portion of the project, closer to SR 28 and downtown Kings Beach. The Alternative 3 pier rebuild project is also ADA compliant. Alternative 3 would also remove the existing boat ramp and construct a new lake access point. The new pier would not be used by motorized boats, and would likely result in fewer trailers (for motorized boats) entering and exiting the site, which may reduce hazards to bicyclists and pedestrians in the KBSRA parking lots. The pier rebuild project would not increase traffic hazards for bicycles and pedestrians, and therefore would have a **less-than-significant** cumulative impact on bicycle and pedestrian circulation in the KBSRA.

Alternative 4: Western Pier Alternative

General Plan Revision

Implementation of Alternative 4 could result in an increase in pedestrians accessing KBSRA due to the increase in recreational development area and reduction in parking spaces at KBSRA. Alternative 4 has similar pedestrian and bike amenities as Alternative 2 with refinements in location or size for some improvements. This alternative would also construct a waterfront promenade connecting Coon Street to the project's western boundary. Alternative 4 also includes a sidewalk on the western portion of the site, connecting SR 28 to the pier, and walkways in the picnic/activity area. Designated drop-off locations and crosswalks in the Bear Street parking lot would reduce conflict between pedestrians, bicyclists, and cars. Alternative 4 also includes drop-off zones in the Coon Street parking lot. Because bicycle and pedestrian facilities would be provided by Alternative 4 that would improve circulation and

safety within KBSRA, Alternative 4 would have a **beneficial** cumulative impact on pedestrian and bicycle facilities in KBSRA.

Pier Rebuild Project

Implementation of Alternative 4 would include construction of a pier similar in size and characteristics as Alternative 2, but located on the western portion of the project site. Alternative 4 would also extend the existing motorized boat ramp. 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 and would not result in a substantial change to pedestrian and bicyclist in the Coon Street parking lot over existing conditions. Alternative 4 would not include an additional lake access point. Similar to that described above for Alternative 2, the Alternative 4 pier rebuild project would not substantially increase hazards to bicyclists and pedestrians, and therefore would have a **less-than-significant** cumulative impact on pedestrian and bicycle facilities.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-11: Parking conditions and internal circulation – cumulative conditions

All of the action alternatives offer improvements to the KBSRA parking lots, including designated drop-off zones and striped crosswalks. These improvements would improve vehicular flow through the parking lot and improve internal circulation. Each alternative also includes parking management strategies called for in regional land use plans (i.e., the Regional Plan, Area Plan, and Regional Transportation), including: automated payment systems, enhanced wayfinding, and reconfiguration of the parking lots to eliminate dead-end congestion as visitors seek parking. Alternatives 2, 3, and 4 also include new pedestrian and bicycle infrastructure (i.e., promenade and bicycle racks) and continued access to the existing transit stop on SR 28 that would ease parking demand.

KBSRA falls within the boundaries of the *Placer County Tahoe Basin Area Plan* (2017), which provides parking provisions for more efficient use of parking areas. Though Alternative 2 and Alternative 4 propose a reduction in number of stalls at the KBSRA parking lots, patrons of KBSRA may still find on-street or off-street parking spaces in the Kings Beach Town Center when the parking lots are full because of the parking policies in the *Placer County Tahoe Basin Area Plan* (2017). Additionally, all alternatives provide designated spaces for KBSRA staff. Therefore, the cumulative impact from Alternatives 2, 3, and 4 on parking and internal circulation would be **less than significant**. Alternative 1 would result in **no impact**.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would not result in inadequate parking conditions or changes to internal circulation, and there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Impacts on internal circulation within KBSRA are site specific. The General Plan revision and pier rebuild project would not combine with other projects to result in cumulative impacts on internal circulation within KBSRA.

Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could increase demand for parking. Alternative 2 reconfigures both the Bear Street and Coon Street parking lots. Though the amount of spaces provided decreases, Alternative 2 stripes crosswalks through the parking lot from SR 28, and provides a drop-off zone on the east side of the lot next to new comfort stations. Alternative 2 also implements other land use and parking management strategies consistent with regional land use plans (i.e., the Regional Plan, Area Plan, and Regional Transportation Plan). These plans strive to have visitors park once in tourist centers, such as Kings Beach. Alternative 2 includes the following additional parking management features: enhanced wayfinding, reconfiguration of the parking lots to eliminate dead-end congestion, variable-price parking, no time limit parking, and automated payment systems. Alternative 2 also includes new pedestrian and bicycle infrastructure (i.e., promenade and bicycle racks), onsite kayak and paddleboard storage, and continued access to the existing transit stop on SR 28 that would ease parking demand. For these reasons, Alternative 2 would improve internal circulation.

Conservatively, the 10 percent increase in trip generation estimated for the Alternative 2 General Plan revision and pier rebuild project could result in a 10 percent increase in parking demand, this alternative would result in the demand for 16 more parking spaces over the current supply of 177 spaces. This alternative also proposes to reduce the current parking supply by 20 spaces and could result in a total parking shortfall of 36 parking spaces.

The adopted alternative of the *Placer County Tahoe Basin Area Plan* (2017) (Alternative 1) would include the following new parking provisions that would result in more efficient use of parking areas:

- updated parking demand standards that are consistent with current parking needs for various land use types as well as reflect non-auto travel;
- new policies that provide greater flexibility for shared parking strategies that reduce community-wide required parking spaces while meeting the peak demands of individual land uses;
- modifications to policies to allow parking design more consistent with established community centers; and
- establishment of in-lieu parking policies to generate funding for more-efficient public parking and to expand design opportunities on smaller lots.

Because the project is located within the Area Plan, the KBSRA would benefit from these new provisions, which would encourage patrons to use non-auto modes of travel (such as walking, biking, or taking transit) or take advantage of off-site parking located throughout the Town Center. Furthermore, the patrons of the KBSRA that are unable to get a parking space within the lot would be able to find one nearby in the Town Center. Therefore, Alternative 2 would have a **less-than-significant** cumulative impact on parking conditions.

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Impacts on internal circulation within KBSRA are site specific. The General Plan revision and pier rebuild project would not combine with other projects to result in cumulative impacts on internal circulation within KBSRA.

Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could increase demand for parking. Alternative 3 includes most of the same parking management strategies as Alternative 2. Similar to Alternative 2, Alternative 3 would reconfigure the Bear Street and Coon Street parking lots. Alternative 3 would add two crosswalks between SR 28 through the parking lot, close to the Bear Street roundabout and the North Tahoe Event Center. Additionally, Alternative 3 proposes a larger drop-off zone that would be closer to the waterfront promenade and the beach. The Coon Street parking lot would also be reconfigured to replace boat trailer parking with vehicular parking only. Implementation of the Alternative 3 General Plan revision and pier rebuild project proposes to add six parking spaces to the KBSRA parking lots. Assuming that the 10 percent increase in trip generation for the alternative results in a 10 percent increase in parking demand, this alternative would increase the parking demand by 16 spaces. Because of the parking policies in the *Placer County Tahoe Basin Area Plan* (2017), patrons of the KBSRA who are unable to find parking spaces within the lots would be able to find on-street or off-street spaces in the Town Center.

Because the project is located within the Area Plan, the KBSRA would benefit from these new provisions, which would encourage patrons to use non-auto modes of travel (such as walking, biking, or taking transit) or take advantage of off-site parking located throughout the town center. Furthermore, the patrons of KBSRA that are unable to park within the lot would be able to find a space nearby in the Town Center. Therefore, Alternative 3 would have a **less-than-significant** cumulative impact on parking conditions.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

Impacts on internal circulation within KBSRA are site specific. The General Plan revision and pier rebuild project would not combine with other projects to result in cumulative impacts on internal circulation within KBSRA.

Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could increase demand for parking. Alternative 4 includes most of the same parking management strategies as Alternative 2. The proposed reconfiguration of KBSRA parking lots for Alternative 4 would be similar to that of Alternative 2 with minor differences in size and location of some of the improvements. There would be striped crosswalks on both sides of the entrance from the Bear Street roundabout, as well as one closer to the North Tahoe Event Center. Implementation of Alternative 4 General Plan revision and pier rebuild project would reduce the number of parking spaces in the KBSRA lots from 177 to 119, a reduction of 58 spaces. Assuming that the 10 percent increase in trip generation for Alternative 4 results in a 10 percent increase in parking demand, Alternative 4 would result in the demand for 16 more parking spaces over the current demand. Since this alternative proposes to reduce the current parking supply by 58 spaces, this would result in a total parking shortfall of 74 parking spaces. However, because of the parking policies in the *Placer County Tahoe Basin Area Plan* (2017), patrons of the KBSRA who are

unable to find a parking space within the lot would be able to find on-street or off-street spaces in the Town Center.

Because the project is located within the Area Plan, the KBSRA would benefit from these new provisions, which would encourage patrons to use non-auto modes of travel (such as walking, biking, or taking transit) or take advantage of off-site parking located throughout the Town Center. Furthermore, the patrons of the KBSRA that are unable to get a parking space within the lot would be able to find one nearby in the Town Center. Therefore, Alternative 4 would have a **less-than-significant** cumulative impact on parking conditions.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.13-12: Vehicle miles traveled – cumulative conditions

Implementation of Alternatives 2, 3, and 4 could result in an increase in visitation at KBSRA from expanded recreation facility capacity and increased number of special events. Implementation of Alternatives 2, 3, and 4 would increase the trip generation of the KBSRA, and would therefore increase peak summer VMT. However, the combination of VMT generated by the alternatives and cumulative regional VMT would be below the adopted TRPA VMT threshold. Therefore, cumulative impact on VMT from Alternatives 2, 3, and 4 would be **less than significant**. Alternative 1 would result in **no impact**.

Table 5.3.13-10 Vehicle Miles Traveled

	Cumulative No Project – Alternative 1	Cumulative Plus Project – Alternatives 2, 3, and 4
TRPA Adopted Threshold	2,030,938	
Cumulative Regional VMT	1,973,780	
Additional VMT Generated	0	1,925
Total Regional VMT	1,973,780	1,975,705
Within Threshold?	Yes	Yes

Source: Compiled by Fehr & Peers in 2017

Table 5.3.13-10 shows the cumulative regional VMT without the project (i.e., with Alternative 1) and cumulative regional VMT with the addition from VMT estimated for Alternatives 2, 3, and 4.

Alternative 1: No Project

General Plan Revision/Pier Rebuild Project

As discussed in Section 5.1.2, Alternative 1 would involve no physical improvements or changes to the project site or any substantial changes in management approaches. Existing operation and maintenance of the existing facilities on the project site would continue. As such, Alternative 1 would not result in increased traffic or increased VMT, and there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 2 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 2 would also reduce the number of parking spaces in KBSRA. Implementation of

Alternative 2 would include removal of an existing boat ramp and construction of a new lake access point and multi-use pier.

Increased visitation at KBSRA associated with implementation of Alternative 2 General Plan revision and pier rebuild project would generate an estimated 222 additional daily vehicle trips on a peak summer day. Using the average tourist trip length of 8.67 miles from the TRPA Travel Demand Forecasting model, this alternative would add 1,925 additional VMT. When added to the cumulative summer daily regional VMT of 1,973,780, the resulting cumulative plus project VMT would be 1,975,705, which is below the adopted TRPA threshold of 2,030,938. Therefore, Alternative 2 would have a **less-than-significant** cumulative impact on VMT.

Alternative 3: Central Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 3 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 3 would increase the number of parking spaces in KBSRA. Alternative 3 would also remove the existing boat ramp, construct a new lake access point, and reconstruct the proposed pier in the central portion of the project site. The trip generation resulting from an increase in visitation at KBSRA for Alternative 3 General Plan revision and pier rebuild project is estimated to be the same as Alternative 2; thus, the cumulative plus project VMT would be the same as Alternative 2, 1,975,705, which is below the TRPA threshold of 2,030,938. Alternative 3 would have a **less-than-significant** cumulative impact on VMT.

Alternative 4: Western Pier Alternative

General Plan Revision/Pier Rebuild Project

Implementation of Alternative 4 could result in increased visitors at KBSRA from expanded recreation facility capacity and increased number of special events that could generate additional vehicle trips. Alternative 4 would also reduce the number of parking spaces in KBSRA, which could require more visitors to park elsewhere and walk, bike, or take transit to KBSRA. A component of the pier rebuild project includes extending the existing boat ramp. 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 additional trip generation resulting from an increase in visitation at KBSRA associated with Alternative 4 General Plan revision and pier rebuild project is estimated to be the same as Alternative 2. The cumulative plus project VMT with Alternative 4 would be 1,941,084, which is below the adopted TRPA threshold of 2,030,938. Therefore, the cumulative impact of Alternative 4 on VMT would be **less than significant**.

Mitigation Measures

No mitigation measures are required.