

5.3.6 Hazards, Hazardous Materials, and Risk of Upset

This section evaluates the risk of upset associated with the routine use, storage, and transport of hazardous materials and the potential health consequences. The potential for wildland fire that could result from implementation of the proposed General Plan revision and pier rebuild project is also evaluated. The following discussion addresses potential impacts posed by these hazards to the environment, as well as to workers and visitors within KBSRA and workers, visitors, and residents adjacent to KBSRA. The effects resulting from General Plan implementation under all of the alternatives described herein would be the same regardless of ownership of the Plaza parcels.

The existing conditions related to hazards, hazardous materials, and risk of upset, such as fire protection and emergency services, are summarized in Section 2.3.3, Utilities and Service Systems in Chapter 2, Existing Conditions, of this document. A more detailed description of the existing hazards, hazardous materials, and risk of upset conditions at the project site and a summary of pertinent regulations are included in the Resources Inventory and Existing Conditions Report, available on the Kings Beach SRA webpage (www.parks.ca.gov/PlanKBSRA) and at CSP and TRPA offices during normal business hours through consideration of project approval. Relevant project goals and guidelines are summarized in Section 4.4.1, Resource Management and Protection; Section 4.4.3, Facilities; and Section 4.4.5, Operations, in Chapter 4, The Plan. The mandatory CSP Standard and Special Project Requirements that pertain to hazards are included in Section 4.7.

No hazardous waste and substances (Cortese list) sites were found within KBSRA (California Department of Toxic Substances Control 2017, State Water Resources Control Board 2017), so no such hazards to the public or the environment would result from implementation of the project. This issue is not discussed further.

The General Plan Area for KBSRA is within 0.25-mile of Kings Beach Elementary School, located at 8125 Steelhead Avenue in Kings Beach. Implementation of the General Plan revision and pier rebuild project alternatives would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials other than those typically used in landscaping and used for routine maintenance (such as servicing comfort stations). These substances would not pose a hazard to Kings Beach Elementary School located almost 0.25-mile from KBSRA. There would be no impact and this issue is not discussed further.

The Truckee-Tahoe Airport is located approximately 7 miles northwest of KBSRA. Because of the distance from the airport, KBSRA is outside of the airport land use plan. Additionally, there are no private air strips located within or near KBSRA. Neither the General Plan revision or the pier rebuild project would result in a safety hazard related to people residing or working within the vicinity of a public airport or private airstrip. This issue is not discussed further.

As with any development project, construction of new park features could result in standing fresh water (e.g., from watering stockpiles of soil and materials) that could provide mosquito breeding habitat. Alternatives 3 and 4 would reconfigure the existing stormwater basin near SR 28 to accommodate either a proposed increase in impervious surfaces at KBSRA or in response to changes in the site plan. However, the project does not propose water features or other elements that could result in substantial areas of mosquito breeding habitat. The project would not create a new vector-control health hazard or expose people to health hazards, and this issue is not discussed further.

Geologic hazards, including natural hazards associated with seiches, landslides, and faulting, are discussed in Section 5.3.4, Geology, Soils, Land Capability, and Coverage. Risks associated with flooding

are discussed in Section 5.3.7, Hydrology and Water Quality. Impacts on fire protection services are addressed in Section 5.3.10, Public Services and Utilities.

Environmental Impacts and Mitigation Measures

Analysis Methodology

This impact analysis involved a review of applicable laws, permits, and legal requirements pertaining to hazards and hazardous materials. Within this framework, existing on-site hazardous materials and the potential for other safety or hazardous conditions were reviewed based on a site reconnaissance, publicly available hazard and hazardous materials information, site/location and cleanup status information, and other available information. The impact analysis considered potential for changes in the nature, extent, and presence of hazardous conditions to occur on site as a result of project construction and operation, including increased potential for exposure to hazardous materials and hazardous conditions. Potential for hazards and hazardous conditions were reviewed in light of existing hazardous materials management plans and policies, emergency response plans, and applicable regulatory requirements.

Significance Criteria

Significance criteria for determining impacts to hazards, hazardous materials, and risk of upset are summarized below.

CEQA Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to hazards, hazardous materials, and risk of upset would be significant if the project would:

- ◆ create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- ◆ create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- ◆ impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- ◆ expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

TRPA Criteria

The Human Health and Risk of Upset criteria from the TRPA Initial Environmental Checklist were used to evaluate the impacts relative to hazards, hazardous materials, and risk of upset. Impacts would be significant if the project would:

- ◆ involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions;
- ◆ interfere with an emergency evacuation plan;
- ◆ create a health hazard or potential health hazard (excluding mental health); or
- ◆ expose people to potential health hazards.

Environmental Impacts

Impact 5.3.6-1: Expose the public or environment to hazards because of the routine use, storage, or transport of hazardous materials or from accidental release or upset

Implementation of Alternatives 2 through 4 would involve the storage, use, and transport of hazardous materials and could result in accidental release of hazardous materials during construction of new facilities or the pier at KBSRA. During operation of Alternatives 2 through 4, future use and storage of hazardous materials would include fertilizers and pesticides typically used for landscaping and household cleaners that would be used for routine maintenance. The on-site concessionaire would also continue to conduct refueling at the site consistent with existing conditions. Each of these alternatives would be required to implement and comply with existing hazardous materials regulations as well as state regulations, mandatory CSP Standard and Special Project Requirements (see Section 4.7), and Department Operations Manual (DOM) policies related to hazardous materials to reduce the potential for exposure of the public or environment to hazards resulting from routine use, storage, or transport of hazardous materials or from accidental release or upset. Construction activities to remove and rebuild the pier would also implement marine best management practices (BMPs) that would help protect the public or the environment from accidental release or upset conditions. For these reasons, this impact would be **less than significant** for the action alternatives. Because no action would occur under Alternative 1, the no project alternative, it would have **no impact**.

Alternative 1: No Project

General Plan Revision

Because the 1980 General Plan Development Plan would remain unchanged and no upland improvements would be made under the No Project Alternative, there would be no change in the potential to create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions and therefore there would be **no impact**.

Pier Rebuild Project

Because the existing Kings Beach pier would remain and there would be no other improvements under the No Project Alternative, there would be no change in the potential to create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions and therefore there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

Implementation of the Alternative 2 General Plan revision allows for the addition of new facilities or renovation of existing facilities at KBSRA. Chemicals could be used in limited quantities for landscape maintenance and cleaning during operations at KBSRA under the General Plan revision. The construction activities associated with implementation of the General Plan revision may involve vegetation removal, grading, excavation, and temporary stockpiling of soils. In addition, construction activities would involve on-site staging of construction equipment and vehicles and construction-related vehicle trips. Potential construction activities for new buildings and structures at KBSRA, including the administrative office, comfort stations, beach access ramps, new nature play area, and relocated half basketball court, would require the use of certain potentially hazardous materials such as fuels, oils, paints, and solvents. These materials would generally be used for excavation equipment and other construction equipment and would be contained within vessels engineered for safe

storage. Paint would be used on new buildings. Spills during on-site fueling of equipment or upset conditions (i.e., puncture of a fuel tank through operator error or slope instability) could result in a release of hazardous materials into the environment. Storage of large quantities of these materials during construction is not anticipated. However, accidental release of these materials could result in an adverse effect.

CSP and its construction contractors would be required to use, store, and transport hazardous materials in accordance with local, state, and federal regulations, including Cal/OSHA and Department of Toxic Substance Control requirements and manufacturer's instructions. Transportation of hazardous materials on area roadways is also regulated by the California Highway Patrol and the California Department of Transportation (Caltrans). Construction activities that would use hazardous materials on site would be required to obtain any required permits and comply with appropriate regulatory agency standards including 22 California Code of Regulations (CCR) Chapter 20 and 24 CCR Chapter 31B, designed to ensure proper use and storage and avoid hazardous materials releases. Compliance with these state hazardous materials regulations provide for safe handling, transport, and storage to avoid accidental release of hazardous materials. Section 60.1.6 of the TRPA Code of Ordinances (TRPA Code) requires the handling, transport, use, or storage of toxic or hazardous materials to comply with applicable requirements of state and federal law regarding spill prevention, reporting, recovery, and cleanup. Sections 60.1.7 and 60.1.8 of the TRPA Code regulate the use of pesticides and fertilizers in the Tahoe Basin. Chemicals used for landscape maintenance at KBSRA, such as fertilizers and pesticides, and cleaning products used for maintenance would be used in limited quantities, in accordance with instructions provided by the manufacturer and in compliance with TRPA Code.

The policies in the DOM Chapter 0800, Hazardous Materials, would also be implemented with the Alternative 2 General Plan revision. These policies would apply to construction activities and operations at KBSRA and focus on safe and healthful working conditions for employees, address hazardous spills, and require employee training on hazardous materials handling, spill prevention, and release reporting.

During construction activities, CSP and its contractors would also be required to implement the mandatory CSP Standard and Special Project Requirements (see Section 4.7), tailored specifically for the proposed project. The CSP Standard and Special Project Requirements include inspecting equipment for leaks prior to and during construction activities, containment and disposal of contaminate water or other hazardous substances, and preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require the implementation of a hazardous materials Spill Prevention and Control Plan (SPCP), which would reduce the potential of directly and indirectly affecting water quality through construction-related hazardous material spills. The SPCP would provide protection to on-site workers, the public, and the environment from accidental leaks or spills of vehicle fluids or other potential contaminants during construction. Additionally, CSP and/or its contractor would designate and/or locate staging and stockpile areas within an existing maintenance yard area or existing paved areas, such as a parking lot, to prevent leakage of oil, hydraulic fluids, etc. into native vegetation, drainages, or Lake Tahoe. Potential impacts on water quality from construction impacts and associated with use of hazardous materials are also addressed in Impact 5.3.7-1 in Section 5.3.7, Hydrology and Water Quality, these marine BMPs are incorporated into the project design and would be enforced through the Clean Water Act Section 401 certification process.

Because the use of hazardous materials in project construction and operation would be typical for recreation land uses, and because the project would be required to implement and comply with existing federal, state, and local hazardous materials regulations, CSP Standard and Special Project Requirements,

and DOM policies related to hazardous materials, the project would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**.

Pier Rebuild Project

Implementation of the Alternative 2 pier rebuild project would result in removal of the existing pier and construction of a new pier at the eastern end of KBSRA. The pier would be constructed by a floating or amphibious barge during the winter season (October to May). Amphibious barges can be driven out of the lake to refuel equipment. If a floating barge is used, as would be needed for construction of the pier during a high-water year, fuel would be transferred in containers for refueling. As required by the Standard Project Requirements in Section 4.7, CSP would be required to prepare a SWPPP and SPCP, which includes a requirement for maintaining a spill kit, with containment vessel, on site. Thus, any barge used for construction would carry a spill containment kit.

Turbidity curtains would be used during piling removal and installation of new piles to minimize water quality impacts from suspended sediment. Turbidity curtains are a standard BMP requirement for construction or operational activity conducted in the backshore, foreshore, and some nearshore areas of Lake Tahoe (TRPA 2014:8-63). If drilling is required for pile installation, a caisson would be used to isolate the drilling site and protect water quality. (A caisson is a BMP that is defined as a retaining structure in which the water can be pumped out to create a dry work environment.) As further discussed in Impact 5.3.7-1 in Section 5.3.7, Hydrology and Water Quality, these marine BMPs are incorporated into the project design and would be enforced through the Clean Water Act Section 401 certification process.

For the reasons described above for the Alternative 2 General Plan revision, including implementation and compliance with relevant regulations, policies, and CSP Standard and Special Project Requirements, the Alternative 2 pier would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision

Hazardous materials impacts from implementation of Alternative 3 would be similar to those of Alternative 2 because the park amenities for each alternative are substantially similar. For these reasons and those described above for Alternative 2, including implementation and compliance with relevant regulations, policies, and CSP Standard and Special Project Requirements, the Alternative 3 General Plan revision would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**.

Pier Rebuild Project

Hazardous materials impacts resulting from the Alternative 3 pier rebuild would be similar to those of Alternative 2, described above, because the central pier alternative would include a similar-sized pier with the same associated components as proposed for the eastern pier. For these reasons as well as those described above for Alternative 2, including implementation and compliance with relevant regulations, policies, and CSP Standard and Special Project Requirements, the Alternative 3 central pier would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision

Hazardous materials impacts from implementation of Alternative 4 would be similar to those of Alternative 2 because the park amenities for each alternative are substantially similar. For these reasons and those described above for Alternative 2, including implementation and compliance with relevant regulations, policies, and CSP Standard and Special Project Requirements, the Alternative 4 General Plan revision would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**.

Pier Rebuild Project

Hazardous materials impacts resulting from the Alternative 3 pier rebuild would be similar to those of Alternative 2, described above, because the western pier alternative would include a similar-sized pier with the same associated components as proposed for the eastern pier. For these reasons as well as those described above for Alternative 2, including implementation and compliance with relevant regulations, policies, and CSP Standard and Special Project Requirements, the Alternative 4 western pier would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 5.3.6-2: Interfere with implementation of an emergency response plan or emergency evacuation plan

Implementation of Alternatives 2 through 4 for the General Plan revision and pier rebuild project would result in construction and operation of new facilities and improvements to circulation at KBSRA. The General Plan revision includes guidelines for coordinating with the local fire department, CSP Standard and Special Project Requirements pertaining to hazards, and DOM policies for emergency response. CSP Standard and Special Project Requirements pertaining to hazards requires that emergency access to the site be maintained and requires development of a Fire Safety Plan. The new facilities at KBSRA, including improvements to circulation and the new pier, would be required to meet minimum necessary fire protection and safety requirements identified in the Uniform Fire Code and Uniform Building Code as well as meet North Tahoe Fire Protection District (NTFPD) requirements for emergency access. For these reasons, operations at KBSRA would not interfere with emergency response plan or evacuation plan. Additionally, because of the short-term nature of the construction activities and access to KBSRA would be maintained during construction, they would not interfere with use of the North Tahoe Event Center as a potential emergency operations center and would not interfere with use of SR 28 as an evacuation route. Alternatives 2 through 4 would have a **less-than-significant** impact on interference with implementation of an emergency response plan or emergency evacuation plan. Because no action would occur under Alternative 1, the no project alternative, it would have **no impact**.

The Placer Operational Area East Side Emergency Evacuation Plan (Placer County 2015) was developed to help increase preparedness and facilitate the efficient and rapid evacuation of threatened communities in the far eastern end of the county in the event of an emergency, probably a forest fire or flood. The plan provides details regarding evacuation alerts, evacuation emergency medical services and public information, traffic control, transportation, communication, and animal services. State

Routes (SR) 28 and 267 comprise the major evacuation routes near KBSRA. The North Tahoe Event Center adjacent to KBSRA is identified as one of the five potential emergency operations centers in the Tahoe Basin portion of Placer County.

Alternative 1: No Project

General Plan Revision

Because the 1980 General Plan Development Plan would remain unchanged and no upland improvements would be made under the No Project Alternative, there would be no interference with implementation of an emergency response plan or emergency evacuation plan and therefore there would be **no impact**.

Pier Rebuild Project

Because the existing Kings Beach pier would remain and there would be no other improvements under the No Project Alternative, there would be no interference with implementation of an emergency response plan or emergency evacuation plan and therefore there would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

Implementation of Alternative 2 would include reconfigured parking with improved on-site circulation, a new administrative office building, several new restrooms, new open lawn and stage/event areas, new east-west shared-use path through the park (i.e., waterfront promenade and sand wall) and other access improvements and features. The improvements at the entrance to the main parking lot would include improving circulation for emergency access at KBSRA. The existing emergency access point that includes removable bollards at the west end of KBSRA between the North Tahoe Event Center and Jason's would remain. A fire hydrant is located on the south side of North Lake Boulevard, northeast of the main parking lot. Implementation of the General Plan revision, including the new features, would not interfere with use of the North Tahoe Event Center as a potential emergency operations center and would not interfere with use of SR 28 as an evacuation route. As discussed in Section 5.3.10, Public Services and Utilities, emergency responders have indicated that current staffing and equipment is sufficient to serve the project (see Impact 5.3.10-7). Additionally, NTFPD has not identified any major concerns for emergency response to the project site (Conradson, pers. comm., 2017a). As part of the project, NTFPD would participate in the environmental review process by reviewing project design plans and recommending additional design features or other fire safety prevention measures, as necessary. New facilities would be constructed according to minimum necessary fire protection and safety requirements identified in the Uniform Fire Code and Uniform Building Code. Additionally, the State Fire Marshal would coordinate with the local fire authority, NTFPD, for water and fire access.

Construction of the project amenities would require access by workers and heavy equipment, delivery and stockpiling of materials, demolition and removal of debris, and other operations that, depending on the exact timing and nature of construction activities, could restrict vehicular access to and around the project site. However, the construction activities and staging areas would be located within KBSRA and would not be substantial (e.g., would not require large earthmovers or excavators); thus, impairment of emergency routes, traffic delays, or potentially preventing access to calls for service or delays in evacuation would be minimal. Because of the short-term nature of the construction activities and access to KBSRA would be maintained during construction, construction activities would not interfere with use of the North Tahoe Event Center as a potential emergency operations center and would not interfere with use of SR 28 as an evacuation route.

The General Plan revision requires implementation of the following goals and guidelines for maintaining emergency access and providing fire protection and emergency services:

- ◆ GOAL SD 11 and Guideline SD 11.1 state that KBSRA will maintain access for visitors between KBSRA and surrounding areas and the emergency access route will be retained.
- ◆ GOAL OP 2 and Guideline OP 2.1 state that CSP would enter into a partnership or agreement with NTFPD to clarify management responsibilities and share resources as it relates to emergency response.

The implementation of the following policies from DOM Chapter 0300 Natural Resources would also be required:

0314.1.20 Emergency Response

California State Parks has also adopted the procedures and processes of the Standardized Emergency Management System (SEMS) and the Incident Command System (ICS) for handling emergencies and disasters (see DOM Chapter 1500, Standardized Emergency Management System).

During construction activities, CSP would be required to implement the mandatory CSP Standard and Special Project Requirements (see Section 4.7). With respect to implementation of these requirements, CSP would enter into partnerships or agreements with other regional and local agencies, such as NTFPD to clarify management responsibilities, share resources, and achieve goals and guidelines. A partnership or agreement with NTFPD could address emergency response and other operational needs, such as access to KBSRA. Section 4.7 also includes a special project requirement that requires emergency access to the site be maintained and requires development of a Fire Safety Plan that addresses evacuation procedures and emergency calling procedures for the California Department of Forestry and Fire Protection (CAL FIRE) and NTFPD.

Because Alternative 2 would implement the above-mentioned protection measures (included in Section 4.7, CSP Standard and Special Project Requirements) and DOM policies, improve emergency access at KBSRA, emergency responders have confirmed their ability to serve Alternative 2 development, the project would be required to demonstrate compliance with fire safety requirements and receive fire district approval prior to receiving any TRPA permits, and construction would have minimal, short-term potential for interruption of an emergency response plan or evacuation plan, implementation of Alternative 2 would not interfere with emergency response or evacuation of the project site. This impact would be **less than significant**.

Pier Rebuild Project

Implementation of Alternative 2 would replace the existing pier with a new, longer pier at the eastern end of KBSRA and would include a new 10-foot wide lake access point with removable bollards that allows for access by human-powered watercraft and emergency vehicles. Removal of the existing pier and construction of the new pier would occur within approximately one year from TRPA permit issuance.

With implementation of Alternative 2, the existing boat ramp would be removed and replaced with a non-motorized beach access ramp. This ramp would be constructed to meet NTFPD minimum width requirements, which is 10 feet, for emergency access to the lake (Conradson, pers. comm., 2017b). Two 10-foot wide beach access points from the promenade, one located near the North Tahoe Event Center in the western portion of KBSRA and another in the eastern portion of KBSRA, could also be

utilized by emergency responders for access to the beach or lake. In 2016, TRPA revised the TRPA Code to allow for each jurisdiction around the lake to identify one Essential Public Safety Facility in the Shorezone (e.g., for launching emergency response watercraft, etc.), in addition to the U.S. Coast Guard facility located in Placer County. TRPA staff has indicated that, in general, most emergency responses on the lake are from marinas (McMahon, pers. comm., 2017). Additionally, there is a shortfall in emergency response capabilities along the east shore of the lake, but not near KBSRA. It is unlikely that KBSRA would be used as a primary location for launching an emergency response on the lake. Therefore, removal of the motorized boat launch as part of Alternative 2 would not be anticipated to interfere with emergency response on the lake.

For the reasons described above for the Alternative 2 General Plan revision, the Alternative 2 eastern pier would result in a **less-than-significant** impact on emergency access and interference with an emergency response plan or evacuation plan.

Alternative 3: Central Pier Alternative

General Plan Revision

Impacts on emergency access and interference with an emergency response plan or evacuation plan from implementation of Alternative 3 would be similar to Alternative 2 because the types of park amenities that would occur with Alternative 3 would have small refinements in location or size compared to Alternative 2. For these reasons and those described above for Alternative 2, the impact from implementation of Alternative 3 on emergency access and interference with an emergency response plan or evacuation plan would be **less than significant**.

Pier Rebuild Project

The Alternative 3 central pier would not result in substantial effects on emergency access and interference with an emergency response plan or evacuation plan like Alternative 2 described above, because the central pier alternative would include a similar sized pier with the same associated components as proposed for the eastern pier. For these reasons as well as those described above for the Alternative 2 General Plan revision, the Alternative 3 central pier would result in a **less-than-significant** impact on emergency access and interference with an emergency response plan or evacuation plan.

Alternative 4: Western Pier Alternative

General Plan Revision

Impacts on emergency access and interference with an emergency response plan or evacuation plan from implementation of Alternative 4 would be similar to Alternative 2 because the increase in park amenities that would occur with Alternative 4 would have small refinements in location or size compared to Alternative 2. For these reasons and those described above for Alternative 2, the impact from implementation of Alternative 4 on emergency access and interference with an emergency response plan or evacuation plan would be **less than significant**.

Pier Rebuild Project

The Alternative 4 western pier would not result in substantial effects on emergency access and interference with an emergency response plan or evacuation plan like Alternative 2 described above, because the western pier alternative would include a similarly sized pier with the same associated components as proposed for the eastern pier. Additionally, Alternative 4 would 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 to provide emergency responders for access to

the lake, it would not provide access during all lake levels. Alternative 4 would not include an additional lake access point. For these reasons as well as those described above for the Alternative 2 General Plan revision, the Alternative 4 western pier would result in a **less-than-significant** impact on emergency access and interference with an emergency response plan or evacuation plan.

Mitigation Measures

No mitigation measures are required.

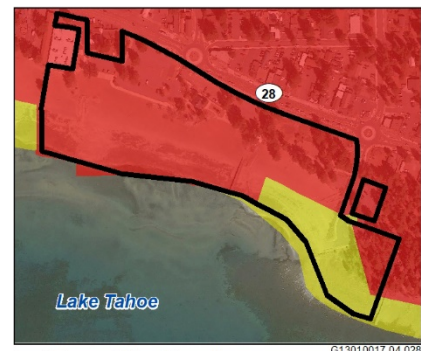
Impact 5.3.6-3: Expose people or structures to wildland fire hazards

KBSRA is located within an area characterized by very high fire hazards. Implementation of General Plan revision and pier rebuild project associated with Alternatives 2 through 4 would result in minor increase in structures and visitors at KBSRA. Construction of new facilities at KBSRA would comply with state regulations, General Plan guidelines, DOM policies, and CSP Standard and Special Project Requirements for the reduction of fire risk, which include fire-resistant building materials, adequate water supply, emergency access, and fire protection measures during construction. Alternatives 2 through 4 would result in a **less-than-significant** impact with respect to exposure of people or structures to wildland fire hazards. Because no action would occur under Alternative 1, the no project alternative, it would have **no impact**.

The Tahoe Region is considered a “fire environment,” because of the climate, steep topography, and high level of available fuel. The threat of catastrophic fire is a major public concern. Hazardous fuel conditions coupled with a wildland urban interface/intermix situation have resulted in an increased likelihood of ignition and high-intensity wildfire.

CAL FIRE has mapped Fire Hazard Severity Zones (FHSZs) for the entire state, including the Tahoe Region. FHSZ delineations are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. KBSRA is primarily characterized by Very High FHSZ with a portion of the southwest end characterized by Moderate FHSZ (CAL FIRE 2007b), which are defined as follows (CAL FIRE 2007a:13 – 14):

- ◆ Moderate: Wildland areas supporting areas of typically low fire frequency and relatively modest fire behavior or developed/urbanized areas with a very high density of non-burnable surfaces including roadways, irrigated lawn/parks, and low total vegetation cover (greater than 30 percent) that is highly fragmented and low in flammability (e.g., irrigated, manicured, managed vegetation).
- ◆ Very High: Wildland areas that support high to extreme fire behavior or developed/urban areas with high vegetation density (greater than 70 percent cover) and associated high fuel continuity.



General Plan Boundary
 Fire Hazard Severity Zone
 Moderate
 Very High

Source: CAL FIRE 2007b
 KBSRA and the surrounding area are within Very High Fire Hazard Severity Zones, as mapped by CAL FIRE.

Alternative 1: No Project

General Plan Revision

Because the 1980 General Plan Development Plan would remain unchanged and no upland improvements would be made under the No Project Alternative, there would be no new structures or anticipated increase in visitors that would be exposed to wildland fire hazards. There would be **no impact**.

Pier Rebuild Project

Because the existing Kings Beach pier would remain and there would be no other improvements under the No Project Alternative, there would be no new structures or anticipated increase in visitors that would be exposed to wildland fire hazards. There would be **no impact**.

Alternative 2: Eastern Pier Alternative (Proposed Project)

General Plan Revision

As described above, KBSRA is within a Very High FHSZ. However, KBSRA is currently developed with parking lots, paved sidewalks and picnic areas, and restrooms and is surrounded by developed uses and Lake Tahoe. Additionally, KBSRA contains minimal vegetation, limited to disturbed remnants of conifer forest dominated by Jeffrey pine and landscaping along North Lake Boulevard. An existing fire hydrant is located on the south side of North Lake Boulevard northeast of the main parking lot.

The General Plan revision is anticipated to result in a 10 percent or less increase in visitation at KBSRA, commensurate with the additional space for recreation features. Implementation of Alternative 2 would result in a new administrative office building, several new restrooms, new open lawn and stage/event areas, new east-west shared-use path through the park (i.e., waterfront promenade and sand wall) and other features. Alternative 2 would result in an increase in people and structures that could be exposed to wildland fire hazards.

Because the project site is already developed and is surrounded by urban uses, the potential for wildfire is lower than surrounding forested lands. Project construction has the potential to generate heat or sparks from construction vehicles or equipment activity that could ignite dry vegetation and cause a fire, but this would be typical of any construction project in the Tahoe Basin. Nothing about the General Plan revision improvements in particular would render them more fire-prone than any other development. Additionally, construction activities would be required to adhere to California Building Code standards for fire prevention during construction activities, which require that fire prevention practices be followed, and that basic fire suppression equipment be maintained within the development area at all times. Chapter 7A of the California Building Code specifies building materials and construction standards to be used in urban interface and wildland areas where there is an elevated threat of fire. Additionally, during construction activities, CSP's contractors would be required to implement the CSP Resource Services Standard and Special Project Requirements (see Section 4.7). The CSP Standard and Special Project Requirements related to reducing fire hazards during construction include developing a Fire Safety Plan that addresses evacuation procedures and emergency calling procedures for the CAL FIRE and NTFPD. Additionally, all heavy equipment would be required to include spark arrestors or turbo chargers (which eliminate sparks in exhaust) and have fire extinguishers on-site. Construction vehicles would park and store vehicles over a non-combustible surface to further reduce the chance of fire.

The General Plan requires implementation of the following goals and guidelines for maintaining emergency access and providing fire protection and emergency services:

- ◆ GOAL OP 2 and Guideline OP 2.1 state that CSP would enter into a partnership or agreement with NTFPD to clarify management responsibilities and share resources as it relates to emergency response.

The implementation of the following policies from DOM Chapter 0300 Natural Resources would also be required:

0314.1.20 Emergency Response

CSP has also adopted the procedures and processes of the SEMS and the ICS for handling emergencies and disasters (see DOM Chapter 1500, Standardized Emergency Management System).

Alternative 2 would increase the number people and structures (i.e., comfort stations and administrative building) at KBSRA as compared to existing conditions. The project would be subject to state regulations, General Plan guidelines, DOM policies, and CSP Standard and Special Project Requirements for the reduction of fire risk, which include fire-resistant building materials, fire resistant-landscaping, and adequate water supply and emergency access. Additionally, either CSP or its contractors would be required to consult with NTFPD to ensure that all fire protection measures (e.g., emergency access, adequate water supplies) required by existing regulations and policies are incorporated into the design of the new facilities. For these reasons, the potential exposure to very high fire hazards for an increase in structures and the number of people at KBSRA would be reduced. This impact would be **less than significant**.

Pier Rebuild Project

Implementation of the Alternative 2 eastern pier alternative would replace the existing pier with a longer pier. Similar to the new facilities that would be constructed with Alternative 2 General Plan revision, removal of the existing pier and construction of the eastern pier would be required to implement General Plan GOAL OP 2 and Guideline OP 2.1, DOM Policy 0313.2.1.1.1, and CSP Standard and Special Project Requirements related to maintaining emergency access, providing fire protection and emergency services, and reducing risk of fire. Additionally, the pier rebuild project would be required to comply with state and local regulations to minimize fire hazards. For these reasons and the reasons described above for the Alternative 2 General Plan revision, the potential exposure to very high fire hazards for an increase in the number of people or structures at KBSRA would be reduced. This impact would be **less than significant**.

Alternative 3: Central Pier Alternative

General Plan Revision

The potential for an increase in exposure of people or structures to wildland fires from implementation of Alternative 3 would be like Alternative 2 because the anticipated increase in visitors at KBSRA would be similar to Alternative 2 and the types of park amenities that would occur with Alternative 3 would have small refinements in location or size compared to Alternative 2. For these reasons and those described above for Alternative 2, the impact from implementation of Alternative 3 on the potential for an increase in exposure of people or structures to wildland fires would be **less than significant**.

Pier Rebuild Project

The potential for an increase in exposure of people or structures to wildland fires from implementation of Alternative 3 would be like Alternative 2 because the anticipated increase in visitors at KBSRA would be similar to Alternative 2 and the central pier alternative would include a similar sized pier with the same associated components as proposed for the eastern pier. For these reasons and those described

above for Alternative 2, the impact from implementation of Alternative 3 on the potential for an increase in exposure of people or structures to wildland fires would be **less than significant**.

Alternative 4: Western Pier Alternative

General Plan Revision

The potential for an increase in exposure of people or structures to wildland fires from implementation of Alternative 4 would be like Alternative 2 because the anticipated increase in visitors at KBSRA would be similar to Alternative 2 and the types of park amenities that would occur with Alternative 4 would have small refinements in location or size compared to Alternative 2. For these reasons and those described above for Alternative 2, the impact from implementation of Alternative 4 on the potential for an increase in exposure of people or structures to wildland fires would be **less than significant**.

Pier Rebuild Project

The potential for an increase in exposure of people or structures to wildland fires from implementation of Alternative 4 would be like Alternative 2 because the anticipated increase in visitors at KBSRA would be similar to Alternative 2 and the western pier alternative would include a similar sized pier with the same associated components as proposed for the eastern pier. For these reasons and those described above for Alternative 2, the impact from implementation of Alternative 4 on the potential for an increase in exposure of people or structures to wildland fires would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Cumulative Impacts

The General Plan revision and pier rebuild project associated with Alternatives 2 through 4 would involve the storage, use, disposal, and transport of hazardous materials to varying degrees during construction and operation. Impacts related to these activities with these alternatives are considered less than significant because the storage, use, disposal, and transport of hazardous materials and accidental release of hazardous materials are extensively regulated by various federal, state, and local agencies, such as Cal/OSHA, DTSC, California Highway Patrol, and Caltrans. Construction of cumulative projects is also required to comply with the Clean Water Act Section 401 certification process, which requires that a SWPPP and SPCP be prepared before construction begins. It is assumed that those agencies and applicants involved with the cumulative projects would implement and comply with these existing hazardous materials regulations. Therefore, significant hazards to the public would not occur. Because these laws and regulations would also apply to each related cumulative project, this impact would be considered a **less-than-significant** cumulative impact.

The General Plan revision and the pier rebuild for Alternatives 2 through 4 would result in a minimal increase in number of structures and visitors at KBSRA, which is already developed and is surrounded by existing urban development but identified as an area of very high fire hazard severity zone (CAL FIRE 2007b). Implementation of these alternatives would also result in improvements in circulation and access at KBSRA that would be beneficial for fire protection and emergency services. Temporary construction activities at KBSRA could result in minor impairment of emergency routes or traffic delays associated with access by workers and heavy equipment to KBSRA and would be minor. Construction equipment used for implementation of Alternatives 2 through 4 are anticipated to be stored on-site to minimize the number of trips and potential traffic disruption that could be associated with heavy equipment entering and leaving the site during construction periods. These alternatives, and other nearby cumulative projects, would be required to meet federal, state, and local requirements for reduction of fire risk, such

as use of fire-resistant building materials, adequate water supply, emergency access, and fire protection measures during construction. Such regulations include constructing facilities according to fire protection and safety requirements identified in the Uniform Fire Code and Uniform Building Code. Cumulative projects would be subject to project-level analysis for potential interference of an emergency response plan or evacuation plan and exposure to wildland fire hazards and would be required to mitigate any adverse effects. For these reasons and because the General Plan revision and the pier rebuild project would not include uses that would increase ignition risk and is in an area with a local fire department that has not indicated any concerns regarding the project, implementation of any of these alternatives would not make a substantial contribution to wildland fire hazards such that there would be an increase in wildland fire hazards to people or structures, or interfere with emergency response or evacuation of the project site. Therefore, this would be a **less-than-significant** cumulative impact.