

Appendix A

Goals and Policies Consistency Analysis

Goals and Policies Consistency Analysis

Table I identifies the TRPA Regional Plan goals and policies and Area Plan policies that are applicable to the proposed Kings Beach General Plan Revision and Pier Rebuild Project. The Goals and Policies document contains six elements: land use, transportation, conservation, recreation, public services and facilities, and implementation.

Table I. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Regional Plan		
Land Use Element		
Community Design		
Goal CD-1: Ensure preservation and enhancement of the natural features and qualities of the region, provide public access to scenic views, and enhance the quality of the built environment.		
Policy CD-1.1: <i>The scenic quality ratings established by the environmental thresholds shall be maintained or improved.</i>	<p>Alternative 1: Not Applicable</p> <p>Alternative 2: Consistent</p> <p>Alternative 3: Not Consistent</p> <p>Alternative 4: Not Consistent</p>	<p>As discussed under Impact 5.3.12-1 in Section 5.3.12, Scenic Resources, implementation of the General Plan revision under Alternatives 2 and 3 would affect visual conditions by modifying man-made upland features visible from State Route (SR) 28 and Lake Tahoe, and altering views of Lake Tahoe from SR 28; however, the visual changes would not reduce the TRPA scenic quality ratings for the applicable roadway or shoreline travel units. In addition, the visual quality of the recreation area would remain intact or be improved.</p> <p>The General Plan revision under Alternative 4 would include shade structures that would degrade an existing view of Lake Tahoe from KBSRA and reduce the TRPA scenic threshold score for Scenic Resource 20-5. Mitigation is proposed that would remove the shade structures, thereby reducing this impact.</p> <p>Under Alternative 2, the pier rebuild component would involve removal of the existing pier and construction of a new pier at the eastern end of KBSRA. The proposed eastern pier alternative would not substantially degrade the visual quality of the site or views of scenic vistas, and although the pier would modify man-made features visible from Lake Tahoe, the change would not degrade the scenic quality ratings for the affected shoreline travel units.</p> <p>The pier rebuild component of Alternative 3 would involve construction of a centrally situated pier, and under Alternative 4 the pier would be located on the western end of KBSRA. These alternatives would reduce the scenic quality rating for TRPA Scenic Resource 9-2 due to the prominence of the pier structure, even after implementation of mitigation.</p> <p>Alternative 1 would be a continuation of existing conditions, with maintenance of existing facilities in their current condition and therefore no change to the scenic or visual quality of KBSRA.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Noise		
Goal N-1: Single-event noise standards shall be attained and maintained.		
Policy N-1.6: Permit uses only if they are consistent with the noise standards. Noise mitigation measures may be required on all structures containing uses that would otherwise be adversely impact the prescribed noise levels.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed in Section 5.3.9, Impact 5.3.9-4, implementation of the General Plan revision under Alternatives 2, 3, and 4 would result in noise generated from new recreational amenities, but would not expose nearby sensitive land uses to noise levels that exceed Area Plan noise limits. Noise generated by temporary special events would not conflict with TRPA CNEL standards. The pier rebuild component of Alternatives 2 through 4 would similarly not expose sensitive land uses to motorized watercraft noise, because there are no existing land uses near the proposed pier locations that boat noise could be heard. Alternative 1 would not change any uses within KBSRA, and as such this policy is not applicable. Moreover, the noise generated by KBSRA facilities is currently below noise limits identified in the Placer County Tahoe Basin Area Plan.
Natural Hazards		
Goal NH-1: Risks from natural hazards (e.g., flood, fire, avalanche, earthquake, seiche) will be minimized.		
Policy NH-1.2: Prohibit additional development, grading, and filling of lands within the 100-year flood plain and in the area of wave run-up except for public recreation facilities, public service facilities, necessary crossings, restoration facilities, and as otherwise necessary to implement the goals and policies of the plan. Require all facilities located in the 100-year flood plain and area of wave run-up to be constructed and maintained to minimize impacts on the flood plain.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Section 5.3.7, Impact 5.3.7-5 indicates that while implementation of the General Plan revision under Alternatives 2, 3, and 4 would modify portions of KBSRA that are within flood hazard areas, these facilities are exclusively public recreation facilities (including the waterfront promenade, beach access ramps, and pedestrian entry point) and are therefore exempt from TRPA Code Section 35.4.2, which prohibits development, grading, or fill within the 100-year floodplain. Additionally, the Placer County Flood Protection Prevention Regulations require that projects located within the 100-year floodplain be evaluated by a civil engineer. The pier rebuild project of Alternatives 2, 3, and 4 of the would not affect the 100-year floodplain because of the relatively small volume of pier components compared with Lake Tahoe, and because lake levels are controlled by the dam at Tahoe City. Alternative 1 would be a continuation of existing conditions, and therefore there would be no changes to existing structures, or new structures within the 100-year floodplain or area of wave run-up.
Water Quality		
Policy WQ-2.7: Reduce the impacts of motorized watercraft on water quality.	Alternative 1: Not Applicable Alternative 2: Not Applicable Alternative 3: Not Applicable Alternative 4: Not Applicable	Changes in the pattern and frequency of motorized watercraft use could occur from construction of the floating pier alternatives proposed under Alternatives 2, 3, and 4. All proposed pier options would involve a longer, floating pier that is accessible during all lake water levels, and would therefore accommodate additional boater visits. While the result would be an increase in local boater visits and idling, there would not be an increase in boating capacity on the lake, and would therefore not affect lake water quality. Alternative 1 would not result in any change to the facilities at KBSRA, and therefore, similarly to Alternatives 2, 3, and 4, would not increase boater capacity and affect water quality on the lake.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
Transportation Element		
Goal 1: Environment. Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.		
Policy 1.2: Leverage transportation projects to benefit multiple environmental thresholds through integration with the Environmental Improvement Program [EIP].	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	<p>Reconstruction of the Kings Beach Pier is identified as an EIP project. The General Plan revision for Alternatives 2, 3, and 4 proposes a new 12-foot wide shared-use path/waterfront promenade that provides internal circulation by extending to the eastern and western park edges, allowing for future extension of the Kings Beach Promenade project by Placer County, and allows for bicycle and pedestrians use.</p> <p>Alternatives 2 and 4 would implement a reduced and reconfigured parking scheme to improve on-site circulation, reduce queueing onto SR 28, and increase the area available for recreational amenities. This would support reduced car idling and promote additional recreational facilities for the community.</p> <p>Alternative 3 would keep the parking scheme largely the same, with the addition of six new parking spaces. Under Alternative 1, the existing parking lot would remain unchanged. The parking schemes under both of these alternatives would be a continuation of existing conditions by allowing current queueing and congestion issues to continue.</p> <p>Alternatives 2, 3, and 4 would involve implementation of KBSRA Guideline RES 6.2, which includes a provision to adjust parking fee schedules to respond to changes in visitor use with the objective of promoting sustainability and adapt to climate change.</p> <p>Alternative 1 would maintain the existing network of roads, parking facilities, and multiple-use paths throughout KBSRA and would therefore not provide any new sustainable infrastructure with environmental or community benefits.</p>
Goal 2: Connectivity. Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.		
Policy 2.8: Make transit and pedestrian facilities ADA-compliant and consistent with Coordinated Human Services Transportation Plans.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	<p>As described in Impact 5.3.13-4 in Section 5.3.13, Traffic and Transportation, the proposed access improvements (e.g., promenade, sidewalks, and drop-off areas) would be ADA compliant. Additionally, the proposed deck, gangway, and low float docks proposed for Alternatives 2, 3, and 4 would also all be compliant with the Americans with Disabilities Act (ADA); thus, the proposed pier would enhance public access to the lake for those with disabilities.</p> <p>Alternative 1 would be a continuation of existing conditions in which improvements are needed to comply with accessibility requirements identified for KBSRA. These improvements could be implemented with Alternative 1 as funding allows.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
<p>Policy 2.14: <i>Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.</i></p>	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Bicycle and pedestrian facilities would be expanded with Alternatives 2, 3, and 4 to include a 12-foot-wide shared-use path, or waterfront promenade, for pedestrian and bicycle traffic travelling through KBSRA, connecting the east and west entrances to the park. These facilities would accommodate more pedestrians and bicycles and would encourage diversion of bicycle traffic from SR 28 to the shared-use path in KBSRA. It would also accommodate future extension of the Kings Beach Promenade project by Placer County. This development would assist in achieving the following goals of the Active Transportation Plan:</p> <ul style="list-style-type: none"> ▪ Increase connectivity by completing the active transportation network ▪ Improve safety for bicyclists and pedestrians <p>Alternative 1 would maintain the existing network of sidewalks and pedestrian paths throughout KBSRA and would therefore remain consistent with the Active Transportation Plan.</p>
<p>Policy 2.16: <i>Encourage parking management programs that incentivize non-auto modes and discourage private auto-mobile use at peak times in peak locations, alleviate circulating vehicle trips associated with parking availability, and minimize parking requirements through the use of shared-parking facilities while potentially providing funding that benefits infrastructure and services for transit, pedestrians, and bicyclists.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>As discussed above in Policy 1.2, Alternatives 2 and 4 would implement a reduced and reconfigured parking scheme to improve on-site circulation and reduce queueing onto SR 28. Alternatives 2, 3, and 4 would also adopt the following guidelines consistent with Policy 2.16:</p> <ul style="list-style-type: none"> ▪ Guideline OP 2.1: Enter into partnerships or agreements with other regional and local agencies such as the Conservancy, TRPA, Placer County, NTPUD, North Tahoe Fire Protection District, and Placer County Sheriff to clarify management responsibilities, share resources, and more efficiently achieve goals and guidelines. Partnerships and agreements could address snow removal, interpretive programs, shared parking, emergency response, and/or other operational needs. ▪ Guideline OP 3.1: Coordinate with Placer County to evaluate shared parking opportunities. Shared-use parking strategies should preserve parking capacity for KBSRA visitors, make use of excess parking capacity during off-peak periods, and continue to generate revenue to fund operations. ▪ Guideline OP 3.2: Develop an incentive program to reduce parking demand in coordination with Placer County, the North Lake Tahoe Resort Association, NTPUD, and/or Tahoe Truckee Area Regional Transit. ▪ Guideline OP 3.3: Institute variable-priced parking to make efficient use of parking capacity, generate revenue, and incentivize non-automobile modes of transportation. Parking fees should be highest when parking demand is greatest and lower when parking demand decreases.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
Goal 4: Operations and Congestion Management. Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.		
<p>Policy 4.5: Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>KBSRA Guideline OP 4.3 promotes installation and operation of automatic payment machines or mobile-phone-based payment systems to allow visitors to pay after they have parked their vehicle. Alternatives 2 through 4 would implement the goals and guidelines of the Plan, and would therefore achieve this policy outcome.</p> <p>Alternative 1 would maintain the existing parking payment system at KBSRA which involves fee payment via envelopes provided at kiosks within the parking lots at Bear Street and Coon Street.</p>
Goal 5: Economic Vitality and Quality of Life. Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.		
<p>Policy 5.2: Provide multimodal access to recreation sites. Encourage collaboration between public lands managers, departments of transportation, transit providers, and other regional partners to improve year-round access to dispersed recreation activities. Strategies could include active transportation end-of-trip facilities, transit services, parking management programs, and incentives to use multi-modal transport. This policy was added as it is the major theme of the 2016 regional transportation plan and responds to public input.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Alternatives 2, 3, and 4 propose improvements at KBSRA that would improve non-motorized travel connections to surrounding areas, provide opportunities to work with partners to incentivize use of nonmotorized modes of travel. While not a proposed element of any of the project alternatives, water taxi (not ferry) service could be accommodated as part of a separate transportation project in the future.</p> <p>Alternatives 2, 3, and 4 would implement the following guidelines that would enhance multi-modal access at KBSRA and with surrounding areas:</p> <ul style="list-style-type: none"> ▪ Guideline SD 5.1: Increase pedestrian and bicycle connectivity with surrounding areas. Provide additional pedestrian paths connecting KBSRA to adjacent transit shelters and to the commercial core of Kings Beach. ▪ Guideline SD 5.2: Provide current wayfinding and transit information at kiosks, in signage, and at entrance stations. ▪ Guideline SD 5.3: Encourage small water shuttle services to provide access to KBSRA. ▪ Guideline SD 5.4: Provide an adequate number of bicycle racks distributed throughout KBSRA. Monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, assess the need and feasibility to install additional bicycle racks. ▪ Guideline SD 6.6: Provide all season pedestrian and bicycle circulation, once off-site connections to the promenade have been constructed. Coordinate with Placer County to determine the most efficient snow removal approaches to provide access through KBSRA and to nearby areas accessed by the promenade. ▪ Guideline RES 9.1: Coordinate with Placer County and other public agencies to maintain and expand bicycle, pedestrian, and transit access to KBSRA. Provide infrastructure for alternative energy vehicles that have reduced or no greenhouse gas emissions.

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		<ul style="list-style-type: none"> ▪ Guideline OP 3.1: Coordinate with Placer County to evaluate shared parking opportunities. Shared-use parking strategies should preserve parking capacity for KBSRA visitors, make use of excess parking capacity during off-peak periods, and continue to generate revenue to fund operations. ▪ Guideline OP 3.2: Develop an incentive program to reduce parking demand in coordination with Placer County, the North Lake Tahoe Resort Association, NTPUD, and/or Tahoe Truckee Area Regional Transit. ▪ Guideline OP 3.3: Institute variable-priced parking to make efficient use of parking capacity, generate revenue, and incentivize non-automobile modes of transportation. Parking fees should be highest when parking demand is greatest and lower when parking demand decreases. <p>Alternative 1 would be a continuation of existing conditions, and as such would not include changes to promote increased multimodal access at KBSRA.</p>
Conservation Element		
Vegetation		
Goal VEG-3: Conserve threatened, endangered, and sensitive plant species and uncommon plant communities of the Lake Tahoe region.		
<p>Policy VEG-3.1: <i>Uncommon plant communities shall be identified and protected for their natural values.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Not Applicable Alternative 3: Not Applicable Alternative 4: Not Applicable</p>	<p>No uncommon plant communities occur on the project site. Therefore, none of the action alternatives (Alternatives 2, 3, and 4) would affect uncommon plant communities. Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative.</p> <p>Alternative 1 would be a continuation of existing conditions and uses and would not affect uncommon plant communities.</p>
<p>Policy VEG-3.2: <i>The population sites and critical habitat of all sensitive plant species in the Lake Tahoe region shall be identified and preserved.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Impacts to special-status species and other sensitive biological resources are addressed in Section 5.3.2, Biological Resources. No sensitive plant species are known or expected to occur on the project site, or be affected by any of the action alternatives (Alternatives 2, 3, and 4).</p> <p>Potential habitat for Tahoe yellow cress (TYC), which is designated by TRPA as a sensitive species and listed as endangered under the California Endangered Species Act, is present on the Lake Tahoe beach in KBSRA (discussed further for Policy VEG-3.3, below). Although unlikely, if the species becomes established at KBSRA in the future, CSP standard project requirements and General Plan guidelines RES 3.1, RES 3.2, and RES 3.3 would provide protection of TYC. These requirements and guidelines require monitoring of the beach area for the presence of TYC and protecting any occurrences with signage, fencing, or other measures as identified in the TYC Conservation Strategy.</p> <p>Alternative 1 would be a continuation of existing conditions and uses and would not affect sensitive plant species.</p>

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<p>Policy VEG-3.3: <i>The conservation strategy for Tahoe yellow cress in the Lake Tahoe region shall foster stewardship for this species by:</i></p> <ul style="list-style-type: none"> A. <i>Providing education to landowners;</i> C. <i>Providing technical and planning assistance to landowners with Tahoe Yellow Cress to develop stewardship plans;</i> C. <i>Streamlining the Tahoe Yellow Cress project review process, while protecting the species and its habitat; and</i> D. <i>Supporting propagation efforts.</i> 	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Although potential habitat for TYC exists in the beach areas of KBSRA, and some TYC occurrences have been documented on beaches near KBSRA, TYC is not known to occur in KBSRA. The TYC Adaptive Management Working Group (AMWG) conducts regular population surveys at known and potential TYC population sites. KBSRA is not regularly surveyed for TYC by the AMWG because of lack of prior presence and heavy recreational use (Conservancy 2015). However, KBSRA was surveyed in 2015 by California Tahoe Conservancy staff. No TYC plants were found during the 2015 survey (Conservancy 2015). Although unlikely, if the species becomes established at KBSRA in the future, CSP standard project requirements and General Plan guidelines RES 3.1, RES 3.2, and RES 3.3 would provide protection of TYC. These requirements and guidelines require monitoring of the beach area for the presence of TYC and protecting any occurrences with signage, fencing, or other measures as identified in the TYC Conservation Strategy.</p> <p>None of the project alternatives (Alternatives 1, 2, 3, and 4) would conflict with this policy to foster stewardship of TYC.</p>
Fisheries		
Goal FI-1: Improve aquatic habitat essential for the growth, reproduction, and perpetuation of existing and threatened fish resources in the Lake Tahoe region.		
<p>Policy FI-1.2: <i>Unnatural blockages and other impediments to fish movement shall be prohibited and removed wherever appropriate.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Potential effects of the proposed General Plan Revision and Pier Rebuild Project on fish are addressed in Section 5.3.2, Biological Resources. With Alternatives 2, 3, and 4, removal of the existing Kings Beach pier, construction of a new pier, and replacement of the existing boat ramp with non-motorized access would directly affect fish habitat in Lake Tahoe. However, the removal of the existing pier, and construction and operation of the new pier and non-motorized access, would not create any new barriers to fish movement between important habitats within Lake Tahoe, or between Lake Tahoe and its tributaries.</p> <p>Alternative 1 would be a continuation of existing conditions and uses and would not affect fish habitat or movement.</p>
Soils		
Goal S-1: Minimize soil erosion and the loss of soil productivity.		
<p>Policy S-1.2: <i>No new land coverage or other permanent disturbance shall be permitted in land capability districts 1-3 except for those uses as noted in a, b, and c below:</i></p> <ul style="list-style-type: none"> A. <i>Single family dwellings may be permitted in land capability districts 1-3 when reviewed and approved pursuant to the individual parcel evaluation system (IPES).</i> 	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Per Impact 5.3.4-1 in Section 5.3.4, Geology, Soils, Land Capability, and Coverage, Implementation of Alternatives 2, 3, and 4 would result in a decrease in TRPA-regulated coverage within LCDs 1b and 3. Alternative 1 is a continuation of existing conditions under the General Plan; therefore, no future projects would create new coverage in LCDs 1-3.</p>

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis		
Goal or Policy	Consistency Determination	Rationale
<p><i>B. Public outdoor recreation facilities may be permitted in land capability districts 1-3 if:</i></p> <ul style="list-style-type: none"> <i>i. The project is a necessary part of a public agency's long range plans for public outdoor recreation;</i> <i>ii. The project is consistent with the recreation element of the Regional Plan;</i> <i>iii. The project, by its very nature must be sited in land capability districts 1-3;</i> <i>i. There is no feasible alternative which avoids or reduces the extent of encroachment in land capability districts 1-3;</i> <i>ii. The impacts are fully mitigated;</i> <i>iii. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey coefficients; and</i> <i>iv. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.</i> <p><i>To the fullest extent possible, recreation facilities must be sited outside of Land Capability Districts 1-3. However, the six-part test established by the policy allows encroachment of these lands where such encroachment is essential for public outdoor recreation, and precautions are taken to ensure that such lands are protected to the fullest extent possible. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.</i></p> <p><i>A. Public service facilities are permissible uses in land capability districts 1-3 if:</i></p> <ul style="list-style-type: none"> <i>i. The project is necessary for public health, safety or environmental protection;</i> <i>ii. There is no reasonable alternative, which avoids or reduces the extent of encroachment in land capability districts 1-3;</i> 		

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
<p>iii. The impacts are fully mitigated;</p> <p>iv. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey co-efficients; and</p> <p>v. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.</p> <p>Development within Land Capability Districts 1-3 is not consistent with the goal to manage high hazard lands for their natural qualities and shall generally be prohibited except under extraordinary circumstances involving public works. Each circumstance shall be evaluated based on the above four-point test of this policy. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.</p>		
Shorezone		
Goal SZ-1: Provide for the appropriate shorezone uses of Lake Tahoe, Cascade Lake, and Fallen Leaf Lake while preserving their natural and aesthetic qualities.		
<p>Policy SZ-1.3: The use of lawns or ornamental vegetation in the shorezone shall be discouraged.</p>	<p>Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>Reconfiguration of the KBSRA under Alternatives 2, 3, and 4 involves redevelopment of park space, including a natural lawn or turf area and landscaping above the backshore boundary, and outside of the shorezone.</p> <p>Alternative 1 would involve a continuation of existing conditions and would not result in landscaping, lawns, or ornamental vegetation of any kind within the shorezone.</p>
<p>Policy SZ-1.7: Water dependent recreational facilities and residential buildings are acceptable uses in class 6, 7, and 8 capability shorezones so long as such uses (1) provide for the natural equilibrium of the shoreline interface, (2) do not accelerate nearshore shelf erosion, (3) minimize disturbance of vegetation, (4) consider visual amenities, and (5) comply with other relevant policies of this subelement.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Not Consistent Alternative 4: Not Consistent</p>	<p>Alternatives 2, 3, and 4 would implement the General Plan, including the reconfiguration of existing and installation of new recreational facilities at KBSRA to meet the purpose and vision of the General Plan. These facilities would be limited to a non-motorized watercraft rental area, vehicle-access drop off area, and a leashed dog park. Alternative 4 also includes an extended motorized boat ramp. These facilities, including the extended boat ramp, are minor and would not disrupt the natural equilibrium of the shoreline interface or accelerate nearshore erosion, nor would they involve significant removal or disruption of vegetated areas. The new or reconfigured amenities would be visually consistent with existing conditions, including the extended boat ramp, since the extended portion would be submerged below the low water mark of the lake.</p>

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Goal or Policy	Consistency Determination	Rationale
		The primary shorezone feature under all action alternatives is the pier rebuild project. As discussed in Section 5.3.7, Hydrology and Water Quality, Impact 5.3.7-3, the pier rebuild component of Alternatives 2, 3, and 4 would result in significant changes to littoral or wave processes, nor would they significantly impact vegetation communities, as described in Section 5.3.2, Biological Resources. Additionally, as previously discussed under Community Design Policy CD-1.1 above, the proposed eastern pier alternative (Alternative 2) would not substantially degrade the visual quality of the site or views of scenic vistas. However, Alternatives 3 and 4 would reduce the scenic quality rating for TRPA Scenic Resource 9-2 due to the prominence of the pier structure, even after implementation of mitigation.
Energy		
Goal E-1: Promote energy conservation programs and development of alternative energy sources to lessen dependence on scarce and high- cost energy supplies.		
Policy E-1.2: <i>Development of alternative energy sources should be encouraged when such development is both technologically and environmentally feasible.</i>	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Section 5.3.10, Public Services and Utilities, Impact 5.3.10-6 addresses energy supply and consumption at KBSRA and notes that the project action alternatives would include renewable energy sources such as solar photovoltaic systems to power general plan-related facilities such as administrative buildings and restrooms. Project-related buildings would be required to meet California’s Title 24 standards for building efficiency. Alternative 1, the No Action alternative, would maintain existing facilities and energy sources.
Recreation Element		
Goal R-4: Provide for the appropriate type, location, and rate of development of outdoor recreational uses.		
Policy R-4.1: <i>Expansion of recreational facilities and opportunities should be in response to demand.</i>	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Implementation of the KBSRA General Plan and Pier Rebuild Project Alternatives 2, 3, and 4 would achieve the intended purpose of “[providing] public access to the unique experience of Lake Tahoe and the recreational opportunities offered by its waters, shoreline, and beach, and adjacent community setting.” The redevelopment would provide a different mix of recreational opportunities in response to local and regional demand, and could accommodate up to 10 percent more visitors which would absorb some of the recent and projected growth and commensurate recreational demand in the region. Alternative 1 would not implement the General Plan and would involve maintenance of existing facilities; therefore, it would not accommodate either existing demand or projected regional growth.

Table 1. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
Policy R-4.3: <i>Public boat launching facilities shall be expanded, where appropriate, and when consistent with environmental constraints.</i>	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Alternatives 2 and 3 would involve removal of the existing boat launch. Although this policy calls for the expansion of boat launching facilities, the expansion of the KBSRA boat ramp is constrained not only by shallow substrates, but also prime fish habitat. Therefore, expansion of the boat ramp is not appropriate at KBSRA. Alternative 4 would involve expansion of the existing boat launch lakeward by an estimated 100 feet, making it functional during certain periods. However, even with the Alternative 4 boat ramp expansion, the boat ramp would only extend to the low water elevation of 6223 feet mean sea level. Any expansion beyond that depth would encroach on prime fish habitat. Alternative 1 would be a continuation of existing conditions and expansion of the boat ramp would not be applicable.
Policy R-4.9: <i>Parking along scenic corridors shall be restricted to protect roadway views and roadside vegetation.</i>	Alternative 1: Not Consistent Alternative 2: Consistent Alternative 3: Not Consistent Alternative 4: Consistent	Implementation of the General Plan under Alternatives 2, 3, and 4 would include structured, scaled fees for the parking lots at KBSRA to alleviate some of the issues associated with roadside parking on SR 28 during non-peak times. Reduced parking fees during non-peak times of the year may encourage use of the parking lots instead of street side parking. Additionally, Alternatives 2 and 4 would implement a reduced and reconfigured parking scheme to improve on-site circulation, reduce queuing onto SR 28, which would support reduced car idling and reduce periods of impeded lake views from queues. This would also reduce the overall number of cars in the parking lot during peak periods, which would also support better lake views from the road. Alternative 3 would keep the parking scheme largely the same, with the addition of six new parking spaces. Under Alternative 1, the existing parking lot would remain unchanged. The parking schemes under both of these alternatives would represent a continuation of existing conditions, wherein KBSRA parking fees encourage visitors to utilize roadside parking instead of the designated parking lots.
Policy R-4.10: <i>Transit operations, including shuttle-type boat service, should serve major recreation facilities and attractions.</i>	Alternative 1: Not Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed above under Transportation Element Policy 5.2, Alternatives 2, 3, and 4 would enhance multi-modal access at KBSRA. These alternatives would also provide year-round, consistent access between the lake and shore through development of a rebuilt and extended pier. While not a proposed element of any of the project alternatives, water taxi (not ferry) service could be accommodated as part of a separate transportation project in the future. Alternative 1 would be a continuation of existing conditions, and as such would maintain the 207-foot-long pier to the approximate natural lake water level of 6,223 feet above mean sea level. The pier does not reach Lake Tahoe during periods of low lake levels and would therefore not accommodate water taxi service.

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Goal or Policy	Consistency Determination	Rationale
Goal R-6: Provide for the efficient use of outdoor recreation resources.		
Policy R-6.2: Seasonal facilities should provide opportunities for alternative uses in the off-season, wherever appropriate.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Most amenities and facilities proposed at KBSRA under Alternatives 2, 3, and 4 are summertime or seasonal in character. However, the multi-purpose lawn and event center could host year-round events with the right weather conditions. Placement of artificial turf on the multi-purpose lawn would allow a durable surface for year-round use, including ice skating in the winter. KBSRA Guideline V 2.8 under Alternatives 2, 3, and 4 would implement a provision to evaluate and when appropriate, provide for winter recreation at KBSRA. Under Alternative 1, existing facilities would be maintained. At present, these facilities are single-season.
Public Services & Facilities Element		
Goal PS-2: Consider the existence of adequate and reliable public services and facilities in approving new development under the plan.		
Policy PS-2.1: No additional development requiring water should be allowed in any area unless it can be demonstrated that there is adequate water supply within an existing water right.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Section 5.3.10, Public Services and Utilities, Impact 5.3.10-1 notes that while General Plan revision for Alternatives 2 through 4 would result in a marginal increase in water demand from the North Tahoe Public Utility District (NTPUD), implementation of the General Plan would also implement water-saving features in the design of new facilities design to meet California Title 24 standards. NTPUD reserves the rights to 5,873 acre-feet per year (afy), which is well below the projected 2030 demand of 3,079 afy. Alternative 1 would be a continuation of existing conditions, and would therefore result in no change in water consumption at KBSRA.
Implementation Element		
Development and Implementation Priorities		
Goal DP-4: Condition approval of new development and redevelopment in the Tahoe region on positive improvements in off-site erosion and runoff control and air quality.		
Policy DP-4.1: New and redeveloped residential, commercial, and public projects shall completely offset their water quality impacts through one of the following methods: A. Implementing on-site and/or off-site erosion and runoff control projects concurrent with the impact from the project as a condition of project approval and subject to Agency concurrence as to effectiveness, or B. Contributing to a water quality mitigation fund for implementing off-site erosion and runoff control projects.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed in Section 5.3.7, all action alternatives would comply with the CSP Standard Project Requirements for Hydrology, summarized below: ▪ Prior to the start of construction involving ground-disturbing activities, CSP will prepare and submit a storm water pollution prevention plan (SWPPP) to Lahontan Regional Water Quality Control Board (Lahontan RWQCB) in compliance with the Clean Water Act Section 401 certification process administered by Lahontan RWQCB. The SWPPP will identify temporary best management practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent BMPs (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-

Table I. TRPA Regional Plan and Placer County Tahoe Basin Area Plan - Policy Consistency Analysis

Goal or Policy	Consistency Determination	Rationale
<p>The amount of such contributions is established by Agency ordinance.</p> <p>This policy continues the water quality mitigation funds established as part of TRPA's Lake Tahoe Basin Water Quality Management Plan. The fee schedules and distribution formula shall be reviewed and revised as part of the Agency's implementing ordinances and programs.</p>		<p>disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a spill prevention and control plan, as appropriate.</p> <ul style="list-style-type: none"> ▪ All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination. ▪ The project will comply with all applicable water quality standards as specified in the Lahontan RWQCB Basin Plan. ▪ All construction activities will be suspended during heavy precipitation events (i.e., at least 1/2 inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast. ▪ If construction activities extend into the rainy season (October 15 through May 1) or if an unseasonal storm is anticipated, the site will be properly winterized by covering (tarping) any stockpiled materials or soils and by constructing silt fences, straw bale barriers, fiber rolls, or other structures around stockpiles and graded areas. ▪ Appropriate energy dissipaters will be installed at water discharge points, as appropriate.
Area Plan		
Air Quality		
Air Quality Policies		
<p>Policy AQ-P-7: Implement building design standards and design capital improvements to reduce energy consumption and where feasible to incorporate alternative energy production</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>As discussed above, in Energy Policy E-1.2, Section 5.3.10, Public Services and Utilities, Impact 5.3.10-6 notes that the project action alternatives would include renewable energy sources such as solar photovoltaic systems to power general plan-related facilities such as administrative buildings and restrooms. Project-related buildings would be required to meet California's Title 24 standards for building efficiency.</p> <p>Alternative 1, the No Action alternative, would maintain existing facilities and energy sources.</p>
Scenic Resources		
<p>Policy SR-P-4: Protect and enhance existing scenic views and vistas.</p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Not Consistent Alternative 4: Not Consistent</p>	<p>As discussed in above under Community Design Policy CD-1.1, and in Section 5.3.12, Impact 5.3.12-1, implementation of the General Plan revision under Alternatives 2 and 3 would affect visual conditions by modifying man-made upland features visible from SR 28 and Lake Tahoe, and altering views of Lake Tahoe from SR 28. Overall, the nature of the new facilities would be similar to existing facilities at KBSRA, and the character of the site would be preserved. The visual quality of the site would be slightly improved through implementation of the following General Plan revision aesthetic guidelines:</p> <ul style="list-style-type: none"> ▪ Guideline RES 8.1: Locate and design facilities, including the pier and upland structures, to minimize their visible mass and potential to detract from scenic views from within KBSRA.

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Goal or Policy	Consistency Determination	Rationale
		<ul style="list-style-type: none"> ▪ Guideline RES 8.2: Minimize the visibility of facilities from Lake Tahoe by designing new or relocated facilities in locations that are screened from views, using materials and colors that blend with the natural background, and incorporating vegetative screening to obscure views of human-made facilities from the lake. ▪ Guideline RES 8.3: Locate and design new facilities and improvements to minimize encroachment into views of Lake Tahoe from State Route 28. Preserve views of Lake Tahoe from TRPA-designated scenic resource 20-5, on SR 28 near the west side of KBSRA. <p>The General Plan revision under Alternative 4 is largely the same in visual character as under Alternatives 2 and 3, but would include shade structures that would degrade an existing view of Lake Tahoe from KBSRA; however, mitigation is proposed that would remove the shade structures, thereby reducing this impact.</p> <p>Under Alternative 2, the pier rebuild component would involve removal of the existing pier and construction of a new pier at the eastern end of KBSRA. The new pier would, like the existing pier, block views of the surface of the lake and be clearly prominent from various viewpoints on the lake and from within KBSRA. However, the new pier would be more streamlined and would have a low-profile appearance and therefore would not substantially degrade the visual quality of the site or views of scenic vistas.</p> <p>The pier rebuild component of Alternative 3 would involve construction of a central pier in the same location as the existing pier, and under Alternative 4 the pier would be located on the western end of KBSRA. Both of these alternatives involve a substantially longer pier design and vastly increase the visual mass of the pier relative to the existing pier, degrading scenic views, even with mitigation.</p> <p>Alternative 1 would be a continuation of existing conditions, with maintenance of existing facilities in their current condition and therefore there would be no change to the scenic or visual quality of KBSRA.</p>
<p>Policy SR-P-6: <i>Manage development located between designated scenic corridors and Lake Tahoe to maintain and improve views of Lake Tahoe from the corridors.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>KBSRA is located between SR 28 and Lake Tahoe. As discussed above under Community Design Policy CD-1.1, and under Impact 5.3.12-1 in Section 5.3.12, Scenic Resources, implementation of the General Plan revision for Alternatives 2 and 3 would affect visual conditions by altering views of Lake Tahoe from SR 28. Man-made features visible from the road would be similar in character to existing features along that segment of SR 28, and their visual quality would increase slightly due to new landscaping and implementation of scenic and aesthetic guidelines. Therefore, there would be little change, or a slight improvement to the lakeward view from SR 28 through KBSRA.</p> <p>The General Plan revision under Alternative 4 is largely the same in visual character as under Alternatives 2 and 3, but would include shade structures that would degrade an existing view of Lake Tahoe from KBSRA; however, mitigation is proposed that would remove the shade structures, thereby reducing this impact.</p> <p>Alternative 1 would be a continuation of existing conditions, with maintenance of existing facilities in their current condition and therefore there would be no change to the scenic or visual quality of KBSRA.</p>

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Goal or Policy	Consistency Determination	Rationale
Vegetation		
Policy VEG-P-4: Support protection of the Tahoe yellow cress (<i>Rorippa subumbellata</i>) species consistent the Tahoe Yellow Cress Conservation Strategy.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	As discussed above under Policies VEG-3.2 and VEG-3.3, potential habitat for Tahoe yellow cress (TYC), which is designated by TRPA as a sensitive species and listed as endangered under the California Endangered Species Act, is present on the Lake Tahoe beach in KBSRA (discussed further for Policy VEG-3.3, below). Although unlikely, if the species becomes established at KBSRA in the future, CSP standard project requirements and General Plan guidelines RES 3.1, RES 3.2, and RES 3.3 would provide protection of TYC. These requirements and guidelines require monitoring of the beach area for the presence of TYC and protecting any occurrences with signage, fencing, or other measures as identified in the TYC Conservation Strategy. Alternative 1 would be a continuation of existing conditions and uses and would not affect TYC or potential TYC habitat.
Transportation		
Transportation Network		
Policy T-P-1: Encourage use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Bicycle and pedestrian facilities within KBSRA are discussed in Section 2.1.3, Regional Transportation. As described in Impact 5.3.13-4, Alternatives 2, 3, and 4 include an expanded waterfront promenade for pedestrian and bicycle traffic travelling through KBSRA, and beach access from the promenade via stairs and ramps. Alternative 2 also offers a new point of entry for pedestrians and cyclists from SR 28 into KBSRA and a promenade with beach overlooks and ramps. See also discussion under Policy 2.14 above. Alternative 1 would maintain the existing network of sidewalks and pedestrian paths throughout KBSRA and would therefore maintain the objective of connectivity of the pedestrian and bicycle network.
Policy T-P-6: 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 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.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	KBSRA is located within the Kings Beach Town Center boundary, where LOS F is acceptable during peak periods. Level of service standards are addressed under Impacts 5.3.13-1 and 5.3.13-2 in Section 5.3.13, Traffic and Transportation. The project will not worsen levels of service at any of the study intersections and would not worsen peak hour levels of service at any of the study roadway segments. The project would have a minimal impact on roadway segment operations outside of peak periods. Alternative 1 would not implement the project and would therefore not change any of the existing traffic volumes in response.

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Goal or Policy	Consistency Determination	Rationale
Parking		
Policy T-P-13: Encourage shared use parking facilities to more efficiently utilize parking lots.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	<p>Alternatives 2, 3, and 4 would adopt Guideline OP 2.1, which promotes partnerships with other regional and local agencies such as the Conservancy, TRPA, Placer County, NTPUD, North Tahoe Fire Protection District, and Placer County Sheriff to clarify management responsibilities, share resources, and more efficiently achieve goals and guidelines. Partnerships and agreements could address shared parking and other operational needs.</p> <p>Alternatives 2, 3, and 4 would also involve adoption of Guideline OP 3.1, which supports coordination with Placer County to evaluate shared parking opportunities to preserve parking capacity for KBSRA visitors, make use of excess parking capacity during off-peak periods, and generate revenue to fund operations.</p> <p>Alternative 1 would be a continuation of existing conditions, including the existing parking scheme in which events center and KBSRA parking are shared.</p>
Policy T-P-16: Provide suitable parking facilities for recreational areas while encouraging major commercial with recreational and/or excursion activities to provide transit services and/or incentives to patrons, such as proximate bicycle parking facilities.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	<p>Alternatives 2, 3, and 4 would provide year-round, consistent access between lake and shore through development of a rebuilt and extended floating pier. While not a proposed element of any of the project alternatives, water taxi (not ferry) service could be accommodated as part of a separate transportation project in the future. Taxi service could be used as an alternative mode of transportation to personal automobiles that could bring pedestrians to the beach for events. These alternatives would also adopt guideline OP 3.2, which would develop an incentive program to reduce parking demand in coordination with the North Lake Tahoe Resort Association.</p> <p>Alternative 1 would not provide new policies for coordination between commercial recreational operators and KBSRA to facilitate incentives for non-automobile use; however, continued implementation of the existing General Plan would not preclude coordination to facilitate incentives for non-automobile use.</p>
Transit, Bicycle, and Pedestrian		
Policy T-P-23: Create bicycle- and pedestrian-oriented facilities and street designs to provide safe travel throughout the Plan area.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	<p>Bicycle and pedestrian facilities within KBSRA are discussed in Section 2.1.3, Regional Transportation. Impact 5.3.13-4 states that Alternatives 2, 3, and 4 include an expanded waterfront promenade for pedestrian and bicycle traffic travelling through KBSRA, and beach access from the promenade via stairs and beach access ramps. Alternative 2 also offers a new point of entry for pedestrians and cyclists from SR 28 into KBSRA and a promenade with beach overlooks and ramps. See also discussion under Policy 2.14 above.</p> <p>Alternative 1 would maintain the existing network of sidewalks and pedestrian paths throughout KBSRA and would therefore maintain the objective of connectivity of the pedestrian and bicycle network.</p>

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Goal or Policy	Consistency Determination	Rationale
Policy T-P-24: Require installation of bicycle racks or secured lockers as a condition of approval for projects and encourage transit providers to offer bicycle racks on their buses.	Alternative 1: Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	Implementation of the General Plan revision under Alternatives 2, 3, and 4 would adopt the following guideline regarding installation of bicycle racks: <ul style="list-style-type: none"> ▪ Guideline SD 5.4: Provide an adequate number of bicycle racks distributed throughout KBSRA. Monitor the use of bicycle racks and if demand exceeds bicycle parking capacity during peak periods, install additional bicycle racks. Alternative 1 would be a continuation of existing conditions, which would not preclude the implementation of future projects that would require bicycle racks or lockers as a condition of approval.
Policy T-P-31: The County shall require fair share funding contributions by new development subject to discretionary approval or redevelopment that increases density, overall square footage and/or occupancy load for implementation of transit services to meet future demand. On-site systems as well as off-site transit alternatives and park and ride facilities must be demonstrated to be a viable transportation alternative and result in vehicle trip reductions for each new development.	Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	The General Plan revision under Alternatives 2 through 4 would involve adoption of a design layout for upland features that would be implemented on a project-by-project basis by California State Parks. During future implementation of various features of the General Plan revision, the County may determine that specific elements are subject to fair share contributions if they increase visitation or decrease the availability of parking. Alternative 1 would be a continuation of existing conditions, which would involve maintenance of the existing facilities at KBSRA, and no redesign of upland features, or implementation of a new pier.
Recreation		
R-P-2: Continue to enhance recreation facilities through coordinated interagency planning and funding programs.	Alternative 1: Not Consistent Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent	All action alternatives for the KBSRA General Plan would aim to implement the General Plan's state purpose to, "provide public access to the unique experience of Lake Tahoe and the recreational opportunities offered by its waters, shoreline, beach, and adjacent community setting," and vision to, "provide exceptional recreational opportunities centered around Lake Tahoe..." Alternatives 2 through 4 would incorporate new recreational amenities to achieve the stated vision and purpose. Alternative 1 would be a continuation of existing conditions, which would involve maintenance of the existing facilities at KBSRA, including the pier and boat ramp, which cannot be used during periods of low water levels in the lake.

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Goal or Policy	Consistency Determination	Rationale
Public Services and Facilities		
<p>PS-P-7: <i>Ensure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for its protection, including providing adequate water supplies and ingress and egress.</i></p>	<p>Alternative 1: Not Applicable Alternative 2: Consistent Alternative 3: Consistent Alternative 4: Consistent</p>	<p>While Section 5.3.10, Impact 5.3.10-7 notes that North Tahoe Fire Protection District (NTFPD) has indicated that a 10 percent increase in visitation over existing conditions would not result in an increased demand for fire protection services, the final design plans for the pier and KBSRA adopted with the General Plan would be submitted for review by NTFPD.</p> <p>Alternative 1 would not implement the proposed project and would therefore not involve any redesign of upland features or implementation of a new pier.</p>

Note: This table reflects the Goals and Policies of the TRPA Regional Plan as adopted on December 12, 2012, the Placer County Tahoe Basin Area Plan as adopted in January 2017, and the Linking Tahoe Regional Transportation Plan adopted in April 2017.

NA = Not applicable

Source: Compiled by Ascent Environmental, Inc. in 2017