

KINGS BEACH STATE RECREATION AREA GENERAL PLAN REVISION AND EIR, EIR/EIS FOR THE KINGS BEACH PIER REBUILD ALTERNATIVES COMMENT SUMMARY

This document summarizes public input received on the conceptual alternatives developed for the Kings Beach State Recreation Area (KBSRA) General Plan Revision and EIR, and Kings Beach Pier Rebuild Project EIR/EIS. Comments were received at the second public scoping meeting on September 1, 2016, at the Outside Agency Meeting on September 1, 2016, and via mail and email and through the KBSRA website through October 2, 2016. This summary has been organized into the following sections and attachments:

1. Public Workshop #2
2. Outside Agency Meeting
3. Alternatives Questionnaire Responses

Attachment A – Comment Letters

Attachment B – Online Planning Forum Summary Report

1. PUBLIC WORKSHOP #2

Date: September 1, 2016
Location: North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, CA
Total Attendees: Approximately 35

The purpose of the workshop was to present information on the conceptual alternatives that have been developed through the planning process for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project, and facilitate public input on the feature or components that should be included in a preferred alternative. This meeting served as the second of three public workshops scheduled as part of the planning process.

Public Comments Received at Workshop Stations (by Station)

Station 1: Western Pier Alternative

- Dust blow off from parking lot (eastern lot) blows into adjacent residences
- Consider trash/dumpster placement relative to adjacent residences
- Basketball court could be moved
- Basketball court gets a lot of use, sometimes late at night = noise concerns
- Communicate to users where new parking is located
- 90° parking = congestion, not allowed on city streets (eastern proposed configuration)
- Enhance buffer between eastern lot and adjacent residential uses
- Queueing for motorized boat trailers a problem on Coon Street
- Designate some area of beach and upland of dogs
- Soft path around north side of event center lawn
- Keep basketball court within main part of park

- Plan skateboard park in park
- Drop-off locations very important
- Pier needs to be an educational experience (secchi disc)
- Provide benches/interpretation on pier
- Should/where would we provide a “shelter in place”
- Disc golf targets
- Adventure play could include climbing/ropes
- Prefer amphitheater oriented toward beach (audience can see lake) provide bike racks near amphitheater
- Incorporate art in the park
- Prefer promenade in western alternative (serpentine nature of other alternatives is annoying)
- Prefer western pier landside layout with eastern pier placement (no motorized boat provide kayak/SUP launch)
- Add group pavilion to southeastern corner
- Keep basketball court where it is
- Like flexibility of parking area
- Keep straight bike path
- Western pier will be an attractor will create impacts from visitors arriving from the west.
- Central pier creates the least noise impacts to the residential areas.
- Central pier will pull people to the commercial core = economic benefit
- Asset parcel should be considered in planning process
- Educate visitors about parking
- Promenade that winds through site is preferred because it distributes people at crossings.
- Signalization of central crosswalk
- Provide at least the same amount of parking
- Pavilion is needed to draw people
- Skate parks are not appropriate for state parks
- Add more parking to western pier option
- Eastern edge appears underutilized

Station 2: Central Pier Alternative

- Consider water shuttle access (see TMA letters)
- Keep basketball court
- Glass bottom viewing area in pier
- Central pier continues to allow distinct beach spaces
- Brockway vista one-way
- Lighted pedestrian crosswalk across from central pier
- Synchronized crosswalks
- Keep boat ramp because it generates revenue
- Central pier best serves community core
- Expanded parking allows for future uses in KBSRA and increase in visitors, concessions
 - Parking can be used for multi-purpose, concessions, etc.
- Central pier has least impact on neighbors (noise, traffic)
- Consider traffic issues on Brockway Vista
- Trolley service from underutilized parking area at TVRA (under any alternative)
- Promenade alignment near core
- Safety concerns with floating pier
- Prefer theatre facing lake
- Ice rink
- Reduce parking by providing parking off-site – parking structure
- Group picnic area provides revenue
- Parking structure on County lot

- Move crosswalks to mid-block and synchronize
- Tie promenade back into core @ each end
- Sift sand to remove trash and rocks

Station 3: Eastern Pier Alternative

- Look @ longer fixed section of pier and adjustable pier head
- Floating pier is a bad idea (see Hyatt)
- Consider conflicts with neighbors (residential uses in conflict with eastern pier)
- Consider pier impacts to other uses (wind surfer kites), especially pier extension
- Boaters @ the pier would need to be on a time restriction or there would be issued with the number of boats that could tie up. Look at the pier in terms of non-boater use
- Look at swim buoy area and consider how boats may come into conflict with swimmers
- Like the basketball court where it is (don't put recreational uses near the residential areas)
- Windsurfers, kites, don't typically go out that far (meaning limited impact with a pier extension)
- Amphitheatre is huge, and we like it looking out toward the beach.
- Ice rink is a good idea
- Reducing parking is fine, because it leads to more park area, which is good
- Brockway Vista has to be one-way eastbound (there is an issue with people parking on the road to avoid paying)
- Consider visual impact of eastern pier looking out from beach
- Connecting promenade to commercial areas is more important than just connecting east-west
- Reconsider and find documentation that says that sand can't be put back on the beach once it has reached the parking lot
- Make sure there are enough restrooms
- Like the idea of a changing area so that it doesn't hold up stalls in the restroom
- Restore/preserve local trees (cotton, pine, locust)
- Take bike path into the commercial core (generates more business)
- Noise issues from the pier may be less of an issue with the eastern option (less development nearby)
- Eastern area is congested which makes it a bad place for a pier location
- Could dogs be off leash if the area were fenced (and include a portion of the water/beach in the allowed area?)
- Coon Street – cannot back onto it from the parking area – not allowed
- Need a drop-off area near Coon Street
- Do not like pier going into fish habitat
- Too small of an area for a motorized boat ramp
- Need non-motorized access at Coon Street (Kayak, SUP)
- Group picnic area at eastern area next to residences
- Like promenade on beach – not by the highway
- Like landscape areas next to residences (buffer)
- Tour buses will unload off of Coon Street with eastern pier option – too congested for tour buses
- Like western pier option best – used to be one there in the 50s
- Do a cost analysis of pier location – may be expensive to go through the rock in the eastern and central locations
- Western pier good for boaters as it keeps boats away from swimmers and non-motorized area
- Need additional restroom
- Like special event area looking out toward the lake
- Must still have non-motorized access with eastern pier – too big of a use to not provide this – could be smaller than current launch but should provide
- Eastern pier location is not a good area for people coming in to be able to access the park (there isn't anything for them to come in to). The western pier location goes to the events center or central to the heart of the park (prefer central where they come into the heart of the park)

- Motorized boat launch will likely not work – traffic circulation and parking isn't adequate for boat trailers; issue with boat trailers queuing in emergency access lane too.
- Make sure that we have the data that people will actually use a pier, which is an expensive thing to build if people won't use it
- Think about special event opportunities such as the craft fair

Station 4: Process and Schedule

- What is the expected duration from start of construction to opening of the pier?
- When is the GP going to be implemented? Need an implementation plan.
- What is the anticipated cost?
- Paid parking has caused a parking problem on Brockway Vista. Needs to be one-way westbound.
- Use bullets for vision/purpose
- Include splash pad
- More amenities, less parking
- Consider an alternative that restores original shoreline near Coon street (pre-1960s)
 - Sandy beach and adjacent minnow fish habitat
- Consider large diameter trees (30' dbh) south of Brockway Vista, near dog beach
- Parking is currently inadequate; consider off-site opportunities to meet demand and any reduced parking

2. OUTSIDE AGENCY MEETING

Date: September 1, 2016
 Location: North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, CA
 Attendees: 16

The purpose of the meeting was to present information on the conceptual alternatives that have been developed through the planning process for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project, and seek agency input on the feature or components that should be included in a preferred alternative. In particular, agency representatives were asked to identify regulatory considerations, or agency plans, programs, or projects that could affect features of the conceptual alternatives.

Summary of Agency Comments from Meeting

- Would floating section be problematic at low lake levels?
- CSLC concerned about lateral movement of non-motorized watercraft
 - Consider fixed to 6221' or so in environmental review; will be better in high wave conditions. Gets you over water in most conditions
 - Big waves and littoral are a concern
- Control Pier:
 - Is there an alternative with no pier?
 - Group picnic on eastern edge may make response for challenging; normally located near main street
- Swap location of group and family/single picnic areas
- NTPUD has significant sanitary sewer line; confirm easements are available and protection
- Central/western boat ramp would be a regional issue. Concerns regarding boat access to state lands
- Parking supply should meet demand
- Would a parking study be useful?

- If we could take advantage of private parking, parking would be sufficient
- Is a variable parking fee being considered?
- A boat ramp option/parking will be a problem for the county
- Going to 6223' would make boat ramp better
 - Dredging would be required at either 6219' OR 6223'
- Would motorized access meet the goal for lake access for this area given public comment?
 - Look @ regional impact and demand and the public appetite
- Western pier – problem to have motorized boat access on both sides of SRA
- County has reservations regarding reducing parking by 1/3, concerns regarding to spillover which is already a parking issue during peak periods.
- A circulation study will be part of the environmental doc
- Fire department uses the boat ramp access @ Coon St, regardless of it being open; they use a motorized inflatable
- TRPA is working on a Code amendment to address public safety. This site was NOT identified as an access point
- Area between Jason's and even center could cause obstruction
- Would wave conditions dissuade the use of a western pier?
- Project-level analysis of Plan and pier
- Fireworks amphibian access
- Part of the float is to tie boats to it; part is to minimize scenic
- Promenade is assumed to be a shared-use path; county preference is not to use alignment closer to beach
- Confirm Crosswalks are shown correctly; most western crossing was temporary.
- Playground was used by visitors and locals, it is popular. It would be bigger than the existing one
- Future county WQ improvements on Coon Street

3. ALTERNATIVES QUESTIONNAIRE RESPONSES

Tables 1 and 2 presents public responses to the Alternatives Questionnaire that was distributed at the September 1, 2016 public workshop, and available on the KBSRA website. Narrative comments are summarized in Table 1, and the responses to questions on the alternatives features are presented in Table 2.

Table 1. Kings Beach State Recreation Area Alternatives Questionnaire Comments	
Commenter(s)	Issue
Anonymous	Maintain basketball court in its current location, relocating the basketball court to a less-visible area would attract illegal activity
	Consider developing a full court basketball court with lights, which would attract more players
	A playground area is needed. Create a modern year-round playground that combines interpretation.
	Maintain KBSRA's welcoming character for all demographics
	Provide greater interpretation of the historic and prehistoric era on the North Shore

Andy	<p>General Comments:</p> <p>Litter on beach - NTPUD raked beach, redistributed sand</p> <p>Floating pier - BIG waves at Kings Beach, floating pier will centipede during storms.</p> <p>Can the floating pier be clamped to pier pilings above the waves</p> <p>Sand from KBSRA piles up on SR 28 across the street in front of businesses</p> <p>Will pier location will affect location of water sports rental?</p> <p>Facebook page</p>
	<p>Central Alternative:</p> <p>Light controlled access walk instead of jaywalking</p> <p>Like more parking spaces for people to park out of town</p>
	<p>Eastern Alternative</p> <p>Access down rock wall that is by the pier/stairs(?) to allow kayak/non-motorized boats/craft to access the water launch. If access is over the pier then kayaks can hit people, take up space, etc.</p> <p>Eastern pier area - mostly rocks so pier a good use in this area</p> <p>Jet skis scariest for kayaks, swimmers, etc.</p> <p>Like group picnic area on eastern side</p> <p>Like promenade looping up to SR 28</p> <p>Like three sets of bathrooms</p> <p>Add more bear-proofing receptacles or post signs that educate the public that trash attracts bears. Don't leave trash around. Speedboat beach has a trash problem and portapotties that need cleaning.</p> <p>Concerned about rock hazards, fish habitat, and kids jumping off pier.</p> <p>Like extending existing pier and location</p> <p>Really like amphitheater for concerts</p>
Anne Chartier	<p>Would like to see a real doggy beach. Right now all there is are rocks on the shore line and in the water</p>
	<p>More plaza at crest center but keep parking or increase parking</p>
Carolyn Myrmel	<p>I don't care where the basketball court is</p>
	<p>Send people to commercial core to promote business owners</p>
	<p>Music</p>
	<p>Promenade</p>
Mark Sura	<p>Bike path to commercial core, not to Secline</p>
	<p>Prefer western pier layout/landscape with east pier placement</p>
	<p>Non-motorized (kayak/SUP) next to eastern pier placement</p>
	<p>Open lawn amphitheater next to kid's nature playground centered in layout</p>
	<p>Keep existing basketball court and place group pavilion in southeast shore line (SE of east pier)</p>
Anne Hoffman	<p>Parking lot event flex space (e.g. Winter ice rink)</p>
	<p>It seems motorized boat launch "stacking" to launch and parking circulation won't work if Coon Street stub isn't widened and will exacerbate problems at Coon/Brockway Vista intersection</p>
	<p>Playground and basketball court uses are currently well-utilized, and non-motorized boat launch is heavily used - all should continue to be available.</p>
	<p>Having the eastern area more active rather than camper and dozer zone is desirable.</p>
Lydia Altick	<p>It would be nice if dog access was available in a less rocky area</p>
Lori Marcus	<p>Would prefer to keep the lawn area open as a flex area in any alternative</p>
	<p>Commenter supports the eastern pier location, because the design allows for proper flow of beach access, and does not obstruct the view or flow of the existing beach. The central option would chop up the beach, impeding flow and allow boat traffic access through the middle.</p>
	<p>Secline beach are is congested and impossible to navigate getting in and out, and a central pier option would not be conducive to alleviating that.</p>

Table 2. Kings Beach State Recreation Area Alternatives Questionnaire Results

Alternatives	No. of Respondents
1) Of the three pier location options, which do you prefer?	
Western Pier	3
Central Pier	2
Eastern Pier	1
2) Of the three alternatives for the boat ramp area, which do you prefer?	
Maintain and extend the motorized boat ramp as shown in the Western Pier Alternative	3
Convert it to a non-motorized boat ramp as shown in the Central Pier Alternative	1
Remove the boat ramp as shown in the Eastern Pier Alternative	3
3) Of the three options for the outdoor event and lawn areas, which do you prefer?	
The event space and lawn area shown in the Western Pier Alternative	4
The event space and lawn area shown in the Central Pier Alternative	
The event space and lawn area shown in the Eastern Pier Alternative	3
4) Of the three options for the playground and basketball court, which do you prefer?	
The playground and relocated basketball court shown in the Western Pier Alternative	1
The playground and removed basketball court shown in the Central Pier Alternative	
The playground and existing basketball court shown in the Eastern Pier Alternative	5
5) Of the three options for the parking areas, which do you prefer?	
The reduced size parking lot shown in the Western Pier Alternative	2
The reconfigured parking lot shown in the Central Pier Alternative	1
The reconfigured parking lot shown in the Eastern Pier Alternative	4
6) Of the three alignments for the waterfront promenade, which do you prefer?	
The alignment along the beach with viewing areas in the Western Pier Alternative	5
The alignment along the beach in the Central Pier Alternative	1
The alignment that is partially near the road in the Eastern Pier Alternative	1

Attachment A

Comment Letters

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 – MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 263-1796
TTY 711



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03-PLA-28 / 9.73
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Ms. Marilyn Linkem
California Department of Recreation
P.O. Box # 266
Tahoma, CA 96142

Kings Beach State Recreation Area (KBSRA) General Plan Revision / Kings Beach Reconstruction Project – Alternatives Selection Public Agency Workshop

Dear Ms. Linkem:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review, and conceptual alternatives selection process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The proposed project is a revision of the KBSRA General Plan, and construction of the KBSRA, potentially including pier/s and boat ramp construction. The project is located on State Route 28 (SR 28) / North Lake Blvd. between Deer and Bear Streets. Caltrans appreciates being kept in the loop regarding developments in the proposed project, as done with the invitation to the recent September 1, 2016 Alternatives Selection Public Agency Workshop. The following comments are based on the KBSRA General Plan Final Conceptual Site Design Alternatives, and are meant to document Caltrans concerns regarding the final conceptual Alternatives received at the Notice of Preparation in December 2015, and remain unchanged as of the Public Agency Workshop on September 1, 2016. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

Transportation Impact Study and Final Conceptual Site Design Alternatives

"Provide a safe, sustainable, integrated, and efficient, transportation system to enhance California's economy and livability"

The Final Conceptual Site Design Alternatives provided three Alternatives, including an Eastern Pier, Western Pier, Central Pier, and a Site Analysis of Existing Conditions.

- On the Site Analysis of Existing Conditions diagram there is a marked pedestrian crossing shown west of the Bear St. roundabout. The crosswalk is not scheduled to be permanently marked as part of the construction currently planned for the KBSRA. The crosswalk should not be shown as an official pedestrian crossing for the purpose of this study.
- Additionally, on the Site Analysis of Existing Conditions diagram, east of the Bear St. roundabout, immediately east of the transit stop on the south side of SR 28, and located in front of the Tahoe Bike and Ski shop on the north side of SR 28, there is another pedestrian crossing shown that is described as “Non-designated High Frequency Ped Crossing”. This pedestrian crossing should not be labeled as an official crossing since it is not accessible on the north side of SR 28. As such it should be noted for the purpose of these comments, during the high peak summer season pedestrian activity in and near the KBSRA is impacting the operation of the Bear St. roundabout. The ensuing Draft Environmental Impact Report (DEIR) should include a comprehensive study of current and future pedestrian activity in the area as a result of the proposed project (i.e. removal of parking capacity, and other KBSRA attractions). Impacts that the proposed project will have on the operation of SR 28 should be addressed, and include mitigation where necessary.
- On the Alternatives Description Summaries, the Western Pier Alternative summary states, “Vehicular parking will be reduced to promote alternative modes of transportation including transit, biking, and walking.” While a laudable goal, until the infrastructure is put in place to support KBSRA visitors’ use of alternate modes of transportation, the demand for parking will continue. Caltrans is concerned that by shifting parking from onsite to offsite, including on-street parking on both SR 28 and the local street network would increase pedestrian traffic across SR 28. Parking impacts should also be addressed in the DEIR traffic study.

Encroachment Permit

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.

Charles Laughlin
California Department of Transportation
District 3 Office of Permits
703 B Street
Marysville, CA 95901

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Ms. Marilyn Linkem / Department of Parks and Recreation

September 21, 2016

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Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray at 916-274-0616 or by email at: arthur.murray@dot.ca.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eric Fredericks".

ERIC FREDERICKS, Chief
Office of Transportation Planning – South Branch



PO Box 1023, Kings Beach, CA 96143 ■ 530.546.9000 ■ www.NorthTahoeBusiness.org

Mission: Working to improve the economic vitality and quality of life in the communities of North Lake Tahoe.

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Joy M. Doyle

September 27, 2016

To: California Department of Parks and Recreation
Sierra District
PO Box 266
Tahoma, CA 96142
Attention: Marilyn Linkem, Superintendent

Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89449
Attention: Tiffany Good, Senior Planner

California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150
Attention: Sue Rae Irelan, Associate Environmental Planner

Fr: Joy M. Doyle, Executive Director, North Tahoe Business Association

Re: Comments on Kings Beach State Recreation Area General Plan Revisions and Kings Beach Pier Reconstruction Project Alternatives

Thank you for the opportunity to provide comments on the Kings Beach State Recreation Area General Plan Revisions and Kings Beach Pier Reconstruction Project Alternatives.

Consistent with the mission and purpose of the North Tahoe Business Association (NTBA), our comments focus on economic vitality and quality of life in the communities of North Lake Tahoe. We focus our efforts between Carnelian Bay and Crystal Bay with Kings Beach as the main commercial core of NTBA's District. For the past 20 years, NTBA has played a vital role in the Kings Beach Commercial Core Improvement Project (KBCCIP) and wants to be an integral stakeholder in the KBSRA General Plan revisions. We urge the Department of Parks & Recreation to utilize NTBA as a valuable resource throughout the planning process as we are a trusted organization and have marketing tools that can assist with outreach to NTBA's 200+ members, 100 volunteers, and many partners, stakeholders, residents, second homeowners and visitors (NTBA's email database is 4,000+).

Following are NTBA's comments:

Western Alternative:

- Western alternative is preferred
- Western pier location is preferred:
 - Generates the most economic stimulation
 - Center pier location breaks up the beach and the center of the beach is where people already are drawn to initially
 - A western location draws people to outer portions, North Tahoe Event Center, restaurants and retailers and is closer to new Laulima lodging project and moves people throughout the facility
- Eastern pier location is least favored due to potential fish habitat disturbance and hurts the view shed
- Human powered sports works best for western pier location
- Western alternative parking reduction is not favorable; attempt not lose any parking spaces or limit the reduction of parking spaces with this alternative
- Pier needs to have bathroom facility in close proximity
- #7 on the map (east of the new central bathroom location) NTBA requests this be the area for special event food vendors including easy access to power and lighting
- #5 on the map not necessary; parking here is more important

Aspects of Eastern alternative to keep on the East side of facility:

- Human-powered sports boat launch
- Drop off and loading zone area
- Family and group picnic areas in eastern portion of the facility
- Install kayak/SUP racks on the far east side of the facility, near eastern bathroom facility and human-powered sports boat launch area and make available for residents on a long-term basis as well as visitors on a short-term basis.
 - Kayak/SUP racks were not included in any of the alternatives presented and have been a desired and discussed in Kings Beach for many, many years. Not including kayak/SUP racks would be a huge mistake. NTBA conducted significant research fairly recently and is happy to share with planning team members.
 - rationale for kayak/SUP racks submitted in NTBA's NOP comments: to encourage the reduction of VMTs (vehicle miles traveled) for improved lake clarity, to fit into the new walkable/bikeable town center, and to tie into the North Lake Tahoe Resort Association's human powered sports initiative and NTBA's desire to make Kings Beach into North Lake Tahoe's recreation epicenter due to its expansive lake and lakeshore access.
- We are in favor of keeping the basketball area however, we are not in favor of basketball area in eastern portion of the facility

Bathrooms:

- Additional bathrooms are needed no matter which alternative is selected
 - Add bathrooms (at least 6) on western portion of parcel near North Tahoe Event Center
 - This allows for three bathroom facilities; west, central and east

Pier Specific Questions:

- What are the goals of the pier?
- Why does the pier have to be so long (designed to reach 6217 lake level and 1400 feet long)?
 - What is the reason for the need for the pier to get to deep water and is it worth giving up the view to the West?
 - A long pier is to serve motor boats but it that the goal/desire and if so, is it necessary?
 - With a long pier, will the pier be manned and by whom to accept power boats?
- Consider building modest length pier initially and length to it later should it be necessary

- We are in favor of doubling the width of the proposed pier, significantly reducing the length of the pier and adding seating to pier
 - Pier or portion of pier could function as a wedding venue and partner with the North Tahoe Event Center to manage and operate the venue
- Is fixed/floating pier best alternative?
 - Consider fixed/adjustable pier alternative
- How does a long pier function during wind events? Will there be a pier gate to keep people off the pier during wind/weather events?
- What is the interruptive piece of the pier?

Parking (same as comments NTBA submitted on NOP):

- 1) Shared Parking during Off-Peak Months and Nighttime - As in any vibrant town center, ample public parking is critical. It is a known fact that the KBSRA parking area is vastly underutilized during off-peak months and nighttime hours. NTBA urges the Department to consider a public/private partnership that provides for shared parking in the KBSRA parking lots during off-peak months (we suggest October or November through April or May) and during nighttime hours (we suggest from 7pm to 2am). We believe that when the Kings Beach town center is vibrant and successful, the KBSRA will benefit, as well as when people are drawn to KBSRA for its amenities, they will want to stay to experience the shops, restaurants and other amenities offered in the Kings Beach town center. We believe we should make this as seamless as possible for the guest.
- 2) KBSRA Parking Impacts Businesses - The Department should be aware of the conclusion that was drawn in the 2015 North Lake Tahoe Parking Study commissioned by Placer County that indicates that KBSRA parking has an impact on business parking in Kings Beach. In order to avoid paying for parking at KBSRA, recreation area visitors park their vehicles in business lots and on the highway in front of businesses. We believe that the Department has an obligation to participate in the parking solutions by virtue of the conclusions made in the NLT Parking Study which delineated the pressure and negative impact on NTBA business members' parking that KBSRA creates.
- 3) Parking Integration with North Tahoe Event Center - NTBA urges the KBSRA General Plan revision to include the ability for the public to use the KBSRA parking area without charge or for a reduced charge if they are attending public or private functions at the North Tahoe Event Center. If this is not possible, consider free or reduced rate parking during off-peak months and nighttime.

Promenade/Boardwalk:

- Serpentine style is favored
- Both ends of promenade should tie into commercial assets so it encourages guests to loop from recreational to commercial assets
- We would like to create concentric walking path circles / loops in Kings Beach, i.e. smallest size circle is the loop that connects KBSRA and commercial core between Bear and Coon Streets, middle size circle is the loop that connects KBSRA, the commercial core and the residential area, and the final, largest circle is the loop that connects KBSRA, the commercial core and the residential area, and to the trails and forest north of the residential area.

Sand Walls:

- Sand walls are not preferred and will not be effective as no matter the design, sand will accumulate on the north side of the barrier/wall which will have to be dealt with.
- Recommend the use of temporary sand fencing (like on east coast) in the winter.
- Why can't sand that blows north from the beach be put back onto beach after it blows into parking lot?
 - If this is TRPA reasoning it should be reviewed as it is counter-intuitive
 - Solution is to screen the blown sand for debris and return it to the beach

Event Space:

- Configuration of the event space illustrated in Western and Eastern alternatives is preferred
- However, we have questions and concerns about the special event stage as follows:
 - Is the stage permanent or temporary?
 - What is the stage configuration - just flat with no sides or backdrop?
 - Recommend consideration of bringing in a portable stage like the one used for Concerts at Commons
 - What ingress and egress to the stage will be provided?
 - this is important because event producers can't be expected to haul sound, musical or other expensive and fragile equipment for long distances and across the sand, and expose equipment on or near the stage to potential damage caused by sand and blowing sand
 - this is also important because TRPA doesn't allow for the use of heavy equipment to haul the stage or event equipment in the sand
 - To address stage ingress and egress, NTBA requests consideration for moving the special event area to the eastern-most edge of the beach / plaza area with the stage facing west; this would provide ingress and egress for the stage and stage load in/load out from Coon Street
- Because there are so many unidentified specifics related to the special event area and because NTBA and the Kings Beach community will be directly impacted, NTBA requests new additional special event area alternatives with specifics be brought forward for public comment
- NTBA recommends input be gathered from as many event producers that use KBSRA, such as Tahoe Nalu Paddlefest and others
- NTBA recommends the special event space be usable by as many event types as possible including interpretive talks, theater, arts and crafts, recreation competitions, and other event types
- NTBA wants to share its expertise and be consulted and provide input/recommendations based on 10 years of Music on the Beach concerts (nearly 100 individual events) on stage requirements including size, power, lighting, sound needs, banner display, backdrop, materials, configuration, portability and all other aspects of the stage.
- What is the event space audience capacity?
 - Event Space Audience Capacity Statistics (from Music on the Beach) and Recommendations for Future
 - The average attendance of each of the 10 Music on the Beach concerts in 2016 was 523
 - The largest 2016 Music on the Beach concert attendance was 800, the smallest was 325
 - 4-year Music on the Beach average per concert attendance is 508
 - Recommend future audience capacity should accommodate a minimum of 1,200 and a maximum of 1,500
- Consideration should be made to create a natural event space perimeter or an easy way of designating the event space and/or alcohol permitted area for Music on the Beach
- #7 on the western alternative map (east of the new central bathroom location), NTBA requests this be the area for special event food vendors including easy access to power and lighting
- Recommend trash dumpster located in close proximity to the event space
- Recommend addition of locking storage space for Music on the Beach (or other events) supplies, near the stage and/or event space. This will allow event producers to store supplies overnight for a weekend event or week to week for recurring events such as Music on the Beach
 - NTBA may be able to cover all of some of the storage space materials costs

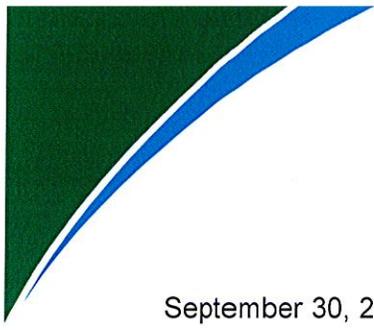
Additional/Miscellaneous:

- Catch basin (#31 in western alternative) – could this be used for other purposes by covering it, skating rink, special event venue, etc.?
- Consider planting additional large and shade-providing trees on the edge of the beach as shade is desired by many guests
- Playground – keep it, possibly move it, add to it to make it comply with State Parks standards, but don't get rid of it!
- Additional trash receptacles and increased frequency of trash removal during peak periods and special events is needed

Again, thank you for the opportunity to comment. Should you have any questions or need clarification on our comments, please contact me. NTBA looks forward to being fully engaged in this planning process and appreciates the opportunity.

Sincerely,

Joy M. Doyle
Executive Director



September 30, 2016

Sent via email and UPS
plan@general@parks.ca.gov

California Department of Parks and Recreation
Sierra District
Attn: Marilyn Linkem, Superintendent
P.O. Box 266
Tahoe City, CA 96142

Subject: Kings Beach State Recreation Area General Plan Revision and Environmental Impact Report/Statement for the Kings Beach State Recreation Area General Plan Alternatives.

Dear Ms. Linkem:

Placer County appreciates the opportunity to further engage on the Kings Beach State Recreation Area (KBSRA) General Plan revision by providing comments on the proposed alternatives. As you are aware, the County is in the process of preparing the Tahoe Basin Area Plan Update, which includes updating the County's existing Kings Beach Community Plan. The County's Tahoe Basin Area Plan aligns with the goals and objectives of the Tahoe Regional Planning Agency's (TRPA) 2012 Regional Plan, which focuses on the redevelopment of town centers, including the town center of Kings Beach, as a way to achieve environmental threshold gain.

As the Kings Beach State Recreation Area is in the heart of the Kings Beach community, the County sees this as an urban park consistent with the state's legacy of "affording a sense of place and pride in surrounding neighborhoods", and believes it plays a critical role in the implementation of community and regional goals and the overall sustainability of Kings Beach. We submit the following comments on the proposed alternatives per the Alternatives Questionnaire.

Kings Beach Pier Location

The central location of the existing pier bifurcates the beachfront and will expand the potential for human-powered vs. power boat conflicts. While the eastern pier location near the existing boat ramp has been identified as the community vision-preferred location, it may affect fish spawning habitat. The western pier location would resolve both the fish spawning and human-powered /power boat conflicts, open up an unobstructed beachfront, connect the North Tahoe Event Center (NTEC) consistent with the community's vision, and better integrate uses within Kings Beach thereby fostering a keener sense of place and enhanced community character.



California Department of Parks and Recreation
Sierra District
Attn: Marilyn Linken, Superintendent
September 30, 2016
Page 2 of 3

While our preference is for the western pier location, our priority is to open the beachfront which both the eastern and western pier locations facilitate.

Boat Ramp Usage

If a boat ramp is to remain in the KBSRA, we suggest that it be limited in use and at an appropriate scale based on surrounding amenities. Current use of the public boat ramp is limited and should be evaluated against other priorities including public access and current use of other park amenities. The challenges of accommodating boat trailer parking that would degrade traffic flow in Kings Beach and displace standard parking for other high priority uses of KBSRA should also be considered. Because the pier under all scenarios is planned to be accessible to motorized boats, Placer County believes under the Western and Central Pier alternatives, the boat ramp should remain available only to non-motorized watercraft. Including a motorized boat ramp under either the Central or Western pier alternatives places too much emphasis on motorized use, which is inconsistent with current and envisioned future use patterns at KBSRA, and could increase the potential for conflict. The boat ramp located in Tahoe Vista about one mile away is a viable alternative as it has capacity to meet current demand and avoids impacting public use of the KBSRA. There are fewer potential conflicts at that location and it could be the focus of a concerted motorized access initiative, including lengthening and dredging.

Parking Location/Parking and Circulation

The KBSRA General Plan revision should afford convenient public access to the North Tahoe Events Center for the community; including allowing for shared community parking, circulation, ingress/egress, and a 'store-front' appearance from the street (SR28) and the NTEC. The parking lot adjacent to the Events Center is the primary parking lot for its use. We also recommend automated parking to allow for access to the parking lot during evening hours in addition to daytime hours, and to improve vehicular access thus reducing traffic queuing on SR 28. We further recommend that the State consider 'dynamic pricing' for any parking automation that would increase parking costs during peak demand and reduce or eliminate it during lower demand, either seasonally or by time of day. This way the facility could achieve revenue goals without hampering low demand periods. Many community events are held in the evening and would benefit from affordable access to the parking lot.

A decorative graphic in the top-left corner consisting of a dark green triangle and a blue curved line.

California Department of Parks and Recreation
Sierra District
Attn: Marilyn Linken, Superintendent
September 30, 2016
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Waterfront Promenade

Placer County is planning to build a boardwalk that may connect with the proposed promenade. This connection will enhance both amenities and provide easy access between the Kings Beach town center and KBSRA. We also support upgrades to the promenade to enhance greater use (i.e., wider path) and improved path geometrics and access/safety features. Each alternative appears to connect to the proposed Placer County alignment on the west and east ends of the KBSRA property. Placer County does not have a particular preference regarding internal path route alternatives, but notes that the Latino Leadership group who met preferred the route with potential highway visibility and that also minimizes obstruction of beach access from picnic and other recreation amenities.

Urban Park – Playground and Basketball Court

KBSRA is an urban park located in the heart of Kings Beach. Additionally, it is one of the few public parks for the Kings Beach community and, as such, we strongly recommend that the playground and basketball courts remain at the park. Amenities should continue to reflect the park's urban character and thus be preserved for future use by the community.

Placer County appreciates the opportunity to provide additional comments on the KBSRA General Plan Revision and thanks you for your leadership in this important community initiative.

Sincerely,

County of Placer

A handwritten signature in blue ink, appearing to read "D. Boesch", is written over a horizontal line. Below the line, the name "David Boesch" and title "Placer County Executive Officer" are printed.

David Boesch
Placer County Executive Officer

Cc: Sue Ray Irelan, Environmental Planner (CTC)
Jennifer Merchant, Deputy CEO – Tahoe (PC)



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

September 30, 2016

Ms. Marilyn Linkem
California Department of Recreation
P.O. Box #266
Tahoma, CA 96142

RE: Kings Beach State Recreation Area (KBSRA General Plan Revision/Kings Beach Pier Reconstruction Project – Alternatives Selection

Dear Marilyn,

Thank you for the opportunity to participate in the planning process for the KBSRA General Plan Revision and Pier Rebuild. Please note that TRPA will be considering adoption of the pier EIS only and will not be considering adoption of the KBSRA General Plan and therefore our comments are focused on the pier. As such, TRPA staff has reviewed the alternatives for the pier rebuild to date and submits the following comments:

- The Western Pier Alternative proposes an extension to the existing boat ramp/launch on the eastern side of the SRA and to continue it as a motorized boat launch. Please consider the feasibility of a boat ramp extension in light of the existence of prime fish habitat in this area, the lack of potential functionality despite reaching a lower Lake bottom elevation, and the potential need for dredging to make the boat ramp usable for motorized watercraft. Additionally, even if the boat ramp were extended, the rocky nature of the substrate in the areas surrounding the boat ramp add an additional navigation hazard to boat ramp usage by motorized watercraft. Please address this.
- The Comparative Analysis prepared by Cardno only analyzed the Central and Eastern pier alternatives. It is required that all of the alternatives be analyzed at the same level in the EIS. Per previous discussions with the KBSRA core planning team, please provide verification from a qualified professional that the existing bathymetry, substrate make-up, wind and wave impacts, and littoral processes in the area where the Western pier alternative is proposed are similar to those considered with the Central and Eastern pier alternatives.
- We encourage State Parks and the CTC to include an evaluation of the use of the rebuilt pier for waterborne transit

- We encourage State Parks and the CTC to communicate with Public Health and Safety providers regarding potential use of the rebuilt pier for lake emergency ingress and egress
- As TRPA is reviewing the pier rebuild as a recreation EIP project, please recognize the importance of all types of recreation through the alternative analysis. Specifically, could the fixed portion of any of the three pier alternatives be extended to allow pass through of non-motorized watercraft and alleviate the need for these same craft to navigate out and around the pierhead towards the non-wake zone?

We have called to your attention the ongoing and concurrent regional Shoreline Planning Initiative and the complex stakeholder environment and possible policy and regulatory changes as a result of the Initiative. Given the planning environment that the pier EIS will be navigating, be aware that the Shoreline Planning Initiative and the Partial Shorezone Permitting Program may influence the environmental review process for the KBSRA pier rebuild project.

Note that the comments outlined above are preliminary and more questions and issues may be identified throughout further development of the project. Please continue to work with TRPA staff as the project is designed to allow any issues and concerns to be worked out well in advance.

I look forward to continue working with you on this project. Please feel free to contact me at (775) 589-5283 or at tgood@trpa.org if you have any questions regarding this letter.

Sincerely,



Tiffany Good, Senior Planner, Current Planning Department

cc: John Hester, AICP, Chief Operating Officer
Wendy Jepson, Current Planning Division Manager
Kimberly Caringer, EIP Division Manager
Marsha Burch, Assistant Counsel
Brandy McMahon, AICP, Principal Planner
Sue Rae Irelan, CTC, Associate Environmental Planner
Steve Mussilami, CDPR, Planning & Design Section Acting Manager

JAN BRISCO

To: State of California

Date: September 30, 2016

Re: State Recreation Area – Kings Beach – California

We are pleased to submit comments regarding the SRA Kings Beach proposed pier. After attending the last workshop with the various alternatives it occurred to me that this pier, located in a very flat shelf area, should not be constructed for the purposes of servicing motorized boating. In fact, both the ramp and pier access should be focused on non-motorized boating, along with lake viewing.

To construct a very long pier at this site will be required to mitigate scenic impacts; and potentially impact other recreation users in this location. For years, this area has allowed close to shore wind surfing and other sail-related activities in close proximity to the public beach use.

This SRA seems to be an ideal location to provide non-motorized access for the community as there aren't any dedicated beaches that provide such easy and convenient access with support facilities such as restrooms and parking focused on non-motorized activities.

One final comment on the pier: the plans available online and at the public workshops were not at a scale to be viewed in relationship to what it would look like from the roadway or from the lake. Any alternative must be presented in a format for the public to comment on, and not on a very large scale map in plan-view format only. This is misleading as to the impacts associated with such a large structure and potential view blockage from the roadway, sidewalks, beach, and surrounding homes.

Please locate any group picnic facilities toward the main parking lot and away from the residential uses to the east to avoid unnecessary conflict.

Sincerely,



Jan Brisco

From: Richard Cooper
Sent: Friday, September 30, 2016 10:39 AM
To: General, Plan@Parks
Subject: Kings Beach Plan comment

Re: Kings Beach Pier Project

Dear Ms Linkem

My family lakefront vacation home of 75 years is within a mile of the project at 7720 N Lake Blvd.

I prefer the east pier alternative for the following reasons.

Reviewing the proposed plan, I did not see specific reasons for extending or moving the existing pier. I see the basic desire to provide pedestrians pier access to the water in both high and low water conditions in contrast to the existing "high and dry pier".

I also assume the Kings Beach businesses want to benefit from waterborne trade a boat accessible pier would provide. Also, maybe TRPA wants to realize their vision of a water taxi or water bus. I support all of these goals.

Shoreward activity, such as transitory foot traffic, material and supply transfer, queing, transfers from buses and private vehicles, ADA access, etc, is incompatible with the Central Pier Alternative and is not addressed in the plan. The main parking lot is already at maximum capacity. I am not even considering adequate parking as that will never happen in that space. Just the increased amount of pier related vehicles, including buses will only increase the gridlock there and at the ingress/egress point on highway 28.

The lesser of two evils is the access to the East Pier. This would give separation between primarily beach users and water transportation/pier users.

1. It has direct roundabout and side street access to a staging area and loop traffic flow for direct vehicle-to-pier access away from the highway. Brockway Vista Ave provides an alternate ingress/egress during peak times. Congestion at the Park will be less likely to affect traffic flow on highway 28. Vehicle and pedestrian congestion in the main parking lot will be reduced. There is adjacent dilapidated private land that could be acquired in the future for parking.

2. Splitting the access for stationary beach users and transitory pier/watercraft users will benefit the user experience at both locations and reduce conflicts.

3. The boat launch and pier use are associated. For instance, kayak users want to drive as close to a launch site as possible, unload their gear, launch their watercraft and, if a pier is available, use it for ingress/egress or temporary mooring. The East Pier combines these compatible and complimentary activities.

4. ADA and emergency services access is closer and more direct at the East Pier.

5. The East Pier is more adjacent to fish habitat but with the amount of current human activities there I have doubts about it actually being used by fish to spawn. But, adult fish may be attracted to the shelter the floating pier and rocky bottom provide. Currently, shore based fishing is one recreation that is currently unavailable at Kings Beach. Public access currently is limited to those areas determined to be minimal fish habitat due to the bare, sandy, shallow bottom. The East Pier is more likely to give shore fisherman access to catchable fish. This also gives the pier another function the rest of the year.

6. The Central Pier includes swimming areas on both sides. The East Pier has swimming on only one side giving more separation between power boats, swimmers and human powered watercraft.

7. Visually, the East Pier blends with it's background better.

Thank you for considering these concerns.

Richard Cooper

Attachment B

Open Town Hall Summary Report



Online “Planning Forum” Feedback:

**Kings Beach State Recreation Area
Design Alternatives**

AGGREGATE FEEDBACK

Question:

What recreation opportunities should be provided at Kings Beach State Recreation Area? Let’s get creative about how the park can be renovated to best serve a new generation of recreation users!

Engagement Period:

August 22, 2016 through October 2, 2016

Overall Stats:

Visitors: 122

Registered Participants: 40

Total Participants: 67

ELEMENT #1: Of the three designs and orientation for the PIER and PLAZA, which do you prefer?

Average priorities over 67 responses

1. Option C - Eastern Pier Alternative
2. Option B - Central Pier Alternative
3. Option A - Western Pier Alternative

Word Cloud:

Why t alternative more beach parking Kings Commercial Core public off so pier best
current location area boats people into boat like traffic from think park idea lakeOne all
Existing Tahoe swimmers fish promenade end any also option Eastern launching

Responses:

Why isn't there an alternative that provides more beach parking? The Kings Beach Commercial Core project already took away a multitude of public parking, and through mitigation of those impacts, was required to add off-street pocket parking. There is no need to remove additional parking under this project. Doing so is unnecessary and would likely result in unmitigable project impacts to parking.

The pier is best suited in it's current location for those who only want to visit pier area. The parking conflict for boats with cars in the current large parking lot will be exacerbated to the current busy conditions. Having the path move toward the highway a good addition to getting people into the commercial zone

Will the pier be used for boat docking like Garwoods or just foot traffic??? If boats are allowed they should be kept away from the swim areas.

I think there needs to be a skate park in the plan somewhere. I like the idea of an event area where the audience faces the lake. I like having the pier near the boat launch so it

can be used by boaters. It would be cool to have two piers. One east, one west, at that point why not have all three? Just kidding.

I think keeping the pier geographical centered in KBSRA makes sense from a user experience perspective, be it walk-in or boat traffic.

Most important elements are amphitheater facing the lake and getting rid of the motorized boat launch.

The Western Pier Alternative is the only one that still includes the boat ramp for boats. We need that access for locals and visitors.

Existing location directs foot traffic to the Kings Beach Commercial Core for economic benefit. This location gives flexibility to re-open/develop the existing boat ramp for larger or motorized watercraft. This foresight may prove beneficial in the future when additional watercraft access at the north side of Tahoe is needed.

There should be an alternative with no pier. The carbon foot print, boat traffic, shallow waters, wave impacts to rookie boat drivers, view, and recreational activities are definite cons. The recreational activities already in the area should be considered greatly. This is an area where swimmers, kite-boarders, kayakers, SUP-ers enjoy. More boat traffic is not within the states mission statement to "preserve the states extraordinary biological diversity, protecting it's most valued natural and cultural resources."

But only if we have to have a pier. Why don't we raze the existing pier and not replace it. As I remember, this is a fish area and seemingly, one of the State mandates is to protect the natural environment.

Pier should be easy to access promenade and drop off. Please consider a drop off in the current east end parking area. Beach goers could drop off people, and either park their cars in new parking structure on Salmon (please work with County to get that built) or VALETs could park cars. Great summer job for vendor.

Please keep promenade along the lake, don't do any meaningless twists and turns. We already have bike lane on NLB.

Please work with County to make sure Brockway Vista is ONE WAY, going west. Being one way would facilitate bike and pedestrian safety. Since it is free to park on BV, many people choose that alternative, creating chaos for the residents.

A pier of that size in any location is ridiculous, considering it would be about three football fields long! There is already a pier in the 'central' location that has recently been mostly out of the water! How about more free parking and better hotels in the KB area, rather than things that will attract people but give them no place to stay or park? And why are the possible answers in reverse alphabetical order - C,B,A? To confuse us into picking the wrong one? Not to mention the idea of a promenade going on in front of private homes is a stupid idea on its face!

I notice that people like to be able to walk out to the end of the pier and experience the lake. I would like to see interpretive signing on the pier with telescopes to view the mountain peaks.

Pier and boat users tend to be different to beach and swimming users. This could allow the best separation of boats from swimmers and sunbathers. It also allows the pier a good opportunity to get into deeper waters so when the lake is low, the pier is still usable. As it comes off of a rocky point that does not otherwise cater to pedestrians, sunbathers or swimmers, it also is the least offensive to the views, open vistas, and lovely expanse of sandy beach. If the ferry or lake taxi uses it, it is closest to parking and sidewalks leading into town. The other 2 alternatives do not have any advantages over this option. For fish habitat: care to build is important and habitat can be modified to help compensate for disruption of fish habitat. I consider wildlife and fish extremely important and want them to have the protection that will be more than adequate for not only their survival, but their prosperity.

It seems that a pier near the existing boat ramp makes more sense. Also keeping the playground and having a lower profile for the pier sounds much better. My vote is for the Eastern pier Alternative.

Gale Etchells

Option C should be a no brainer both aesthetically and more important, from a safety perspective for swimmers and boaters. Other alternatives are much more susceptible to liability issues from boaters, paddlers and swimmers.

The least worst appears to be the Eastern Alternative, but why in the world are such enormous structures even being considered? Rules in past decades have been strengthened to limit piers on Tahoe shores. This monstrosity is an affront to those who have worked so hard to protect the diminished, yet still exquisite clarity of Lake Tahoe.

Construction will cause negative impact on the lake. Increased motor boat traffic will affect safety and noise amidst what is supposed to be a family friendly public beach-rich in opportunity for swimming, Kayaking, SUP use etc. Is bringing in large scale tour boats (Tahoe Queen) the goal? How about a "no pier" alternative?

Eastern Pier option flows better

Pier should be as away from boat ramp to avoid all activity being in one area. Pier should be middle or at the other end.

NO PROMENADE !!!!!

BICYCLES TO SR28 (N. LAKE BLVD.) COMMERCIAL CORE (NOT THROUGH THE STATE BEACH) !!!!!)

The pier should be connected to the boat launching facilities, and the launching facilities need a serious upgrade, to Improve Safety, when launching and retrieving boats. The pier should be separate from the launching docks, and elevated ABOVE the launching docks.

Option B keeps pier in current central location

Should look at pedestrian option as so shallow an area

The pier is best on the eastern end because it is least intrusive there and doesn't break up the stretch of beach. Visually and functionally, it fits best at the east end.

There are many dog owners that would like to have improved access for our dogs to Kings beach. The existing space at Coon Street is too small and full of rocks. We feel the recreation opportunity for dog owners should be addressed in the plan.

Hello,

I am a long time Kings Beach resident down Speedboat, and love what is happening in our town....which in my opinion is the best spot in all of Lake Tahoe! I love the central pier option and think tearing it down to move it would be a terrible idea, especially since what we currently have is pretty nice....just needs to be extended. It is in the center of town, rather than on one end, which I think is far more convenient. I worry about the Eastern option because of the fish habitats and all of the rocks....what if someone jumps off the pier, right into the rocks! The Western option isn't terrible, but it is close to the

end of town, and I think right in the middle is ideal for all the businesses, as well as the hotels and new developments.

I like the idea of keeping a boat launch open, outside of TVRA, for north shore residents. I also like the idea of the pier being right next to the event center, maybe it will promote business activity there

NO PROMENADE !!!!!!

BICYCLES TO SR28 (N. LAKE BLVD.) COMMERCIAL CORE (NOT THROUGH THE STATE BEACH) !!!!!!!)

NO PROMENADE !!!!!!

BICYCLES TO SR28 (N. LAKE BLVD.) COMMERCIAL CORE (NOT THROUGH THE STATE BEACH) !!!!!!!)

The expanded pier and boating operations are safest and more usable when located in the eastern area of the plan. That location has already developed as the boat launch and would be most cost effective. There are greater water depths at that more southerly point. The central Outdoor event & lawn centralized is a nice feature.

My family and I would prefer not to lengthen and enlarge the existing public pier or add an additional pier on Kings Beach. During the summer months, boat and wave runner traffic is already heavy. A new pier would increase this traffic which would increase danger to swimmers and would increase pollution from gas engines. A new pier would also increase the beach population which is very dense already during the summer. I have intentionally not chosen any of the pier placement alternatives, but if I had to choose one I would choose the Eastern Pier Alternative.

I would not choose any of these options. Increasing pier length invites more out of area private and commercial boats into an immediate public swimming area that is already full of swimmers, paddle board enthusiasts, and local sailors and power-boaters. I vote for a public beach not a more "marina" like venture. Increased boating might invite a few more folks to come to the local bars or restaurants, but not many more than might visit via other means. I don't see a longer pier doing anything to solve transportation for work, it is unrealistic to believe that there would be any "commuting" via boats stopping at the pier. Increased boating in this area would mean greater exhaust, if not oils and gas, in the area where swimmers are and on the beaches. Currently there are oily slicks

that appear in some of the pools of water that are trapped as the water level drops after winter. Maybe organics decomposing, but the smell is that of petroleum based products.

If pressed, I would vote for the eastern most version as it would likely have less of the negative impact mentioned above.

ELEMENT #2: Of the three designs and orientation for the BOAT RAMP AREA, which do you prefer?

Average priorities over 67 responses

1. Option C - Eastern Pier Alternative
2. Option B - Central Pier Alternative
3. Option A - Western Pier Alternative

Word Cloud:

ramp needs option beach parking think **boat** park only trailers Need location
motorized pier B launch area non North Shore access water boats best use help

Responses:

The ramp needs significant rehabilitation and expansion in order to be made functional. In the drawings, it does not appear that the Central option will do this.

Same comment as above: avoid conflicts with beach day user parking

I think the boat ramp needs to stay. A dog park needs to be added and enforced.

A is the only parking plan that shows spaces for boat trailers.

Need a boat ramp for a true beach community.

Many years of design and development including traffic flow have been designed around the existing ramp location.

Please maintain the motorized boat ramp

Only if we are getting stuck with a pier, otherwise I'd prefer option B, with the small launch area for non-motorized craft.

We don't really need a boat ramp, there are better functioning boat ramps on the North Shore. It would be nice to have a more user friendly group picnicking area where the current dog park is.

Since there is already a boat ramp there it is the logical location for your pier monstrosity, unless sanity rules and it is never built.

I think with the limited parking, there is no need for a ramp at this location. The NTPUD has a staffed ramp off of North National and that is sufficient. There is ample trailer parking across the street there and not at this site. I would like to see access for kayaks and SUPs with a place to drop off.

This boat ramp access has poor protection during predominant afternoon winds. It is often out of water. The Tahoe Vista boat access will protect boaters well and is just one mile away. Both only work for motorized boats only when the lake is high. This should still be used for non motorized boats, kayaks and SUP.

Again, C seems to be the best alternative. Keeping motorized boat traffic as far from the main beach (greatest number of swimmers) seems the best idea.

Huge improvement on what is already there

Boat ramp area should be usable in low water conditions so it needs to be longer and should be away from pier.

Option A has the BEST Parking layout, for vehicles with trailers.

Both B and C have NO parking for vehicles with boat trailers.

There are a lot of paddle boarders and kayakers that use this area. We hope that they will still use this area. We also hope a good access for dogs will be available and hopefully expanded.

If there is a boat ramp, it should be for non-motorized vessels on the East end of beach.

I'm a little confused on the boat ramp. Does option B get rid of the boat ramp? I think a boat ramp would be great due to the limited facilities to launch a boat. I think a usable boat ramp would only generate more activity and revenue for the area.

I understand that this area has some fish habitat, but it would be great to be able to launch a boat on this side of the north shore.

The Pier on the east should include a boat ramp and breakwater on the near shore for true safety and practicality of boaters and the water based transportation alternative that will help reduce vehicle miles traveled and congestion. This will help the Kings Beach and North Tahoe multifaceted tourist industry diversify its transportation mix.

No option chosen because we prefer to use the existing boat ramp.

No vote, maintain the current boat ramp. I'm sure a slight increase in parking would help locals who wish to launch their private boats and park close to the ramp

ELEMENT #3: Of the three designs and orientation for the OUTDOOR EVENT and LAWN AREA, which do you prefer?

Average priorities over 67 responses

1. Option C - Eastern Pier Alternative
2. Option B - Central Pier Alternative
3. Option A - Western Pier Alternative

Word Cloud:

outdoor event **area** lawn Pier so lake people large more **Permanent** stage
professional **sound** system Sloping sitting back **see** performance Expandable viewing
audiences path

Responses:

Keeping the outdoor event area and play area separate but close by seems the best choice

I like the multiuse of the lawn area for an ice rink during winter. What about a skate park?

These all appear to be similar.

Nice lawn area design

Please consider a skate park.

Again, I'll stick with the Eastern Pier option, but I'd be happy if the pier proposal was killed altogether, then any of the lawn/outdoor event proposals could work.

I'd prefer that the event area be sited so the attendees are facing the lake, performers facing the mountains so this still needs some work.

All suck, as a basketball court next to an event area is a stupid idea, guys! Balls bouncing and sweaty guys grunting during a concert?

Why is a larger lawn and ice skating rink only attached to the central pier area?? Can't these be done if the pier is at the east? Is this a foul way to make people choose the central pier location??

Is a large lawn really be best surface to have so close to the lake? Lawns with their necessary requirements of nitrogen that leach into the lake have been implicated in algae growth and diminished clarity in Tahoe. Shouldn't the park be a leader in more "Eco-friendly" landscaping? The native vegetation in the plaza is very beautiful, and so suitable for our cherished lakeside.

Permanent stage with permanent, professional sound system.

Sloping sitting area for the people in the back to see the performance and the Lake.

Expandable viewing area for large audiences.

The outdoor event area should have the audience facing Lake Tahoe! The path should go behind it, not in front, so that event viewers are not distracted by what is going on the path and path goers can see that there are special events by being above the event area.

General comments:

Permanent stage with permanent, professional sound system.

Sloping sitting area for the people in the back to see the performance and the Lake.

Expandable viewing area for large audiences.

Important yo have a nice gathering area for events.

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There are advantages to keeping the space as open as possible and not chopping it up with additional buildings. This allows greater flexibility in the future. The main attraction of Lake Tahoe should be preserving its natural beauty. The more structures that are added, including buildings and piers only degrades the experience. It's getting so encroached upon already that we should work to preserve what's there. This is one prime example of where less is more. Any improvements should be the least invasive as possible.

I like the thought of a lawn area and also a larger play ground.

Love the idea of a more formal event area. The current concerts on the beach are spectacular, and it would be nice to have a more formal venue to attract more prominent artists!

Permanent stage with permanent, professional sound system.

Sloping sitting area for the people in the back to see the performance and the Lake.

Expandable viewing area for large audiences.

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Permanent stage with permanent, professional sound system.

Sloping sitting area for the people in the back to see the performance and the Lake.

Expandable viewing area for large audiences.

Permanent stage and permanent sound options The Area can be expanded to accommodate larger audiences.

Permanent stage with permanent, professional sound system.

Sloping sitting area for the people in the back to see the performance and the Lake.

Expandable viewing area for large audiences.

Option C shows the promenade/bike path on the street side of the lawn. This is a much safer placement for this path. There will be fewer collisions between beach pedestrians and bicyclists.

This alternative keeps the pedestrian/bike path closer to the road which makes it less hazardous for people who are crossing between the lawn and outdoor area and the beach.

ELEMENT #4: Of the three designs and orientation for the PLAYGROUND and BASKETBALL COURT, which do you prefer?

Average priorities over 67 responses

1. [Option C - Eastern Pier Alternative](#)
2. [Option B - Central Pier Alternative](#)
3. [Option A - Western Pier Alternative](#)

Word Cloud:

like playground B **basketball court** think Parking event area keep Pier
play Great areas park courts them t don s use they beach from Noise

Responses:

I like the playground in option B, but would like the basketball court to stay where it is (like under option C).

I do not think you need to introduce basketball. Parking nearby basketball could possibly raise conflicting issues.

I like the playground near the event area so parents can keep an eye on their kids while an event is going on. There needs to be a basketball court.

Western Pier alternative is the only one that appears to show a basketball court and large play area.

Great plan to keep the playground and basketball areas

Larger playground the better. Consider skate park

Eastern pier. I'm happy with the basketball courts, but siting them right by the lake seems a misallocation of resources and wind isn't a particular advantage whilst shooting hoops. As an aside, I'd say minimise paving and development on the lakeside of Highway 28.

PLEASE don't move the basketball court! It's GREAT where it is. . .

Badly labeled question as there is no ball court in B!

The local PUD should provide a neighborhood park with basketball courts and play areas. This is not a State Park function. There should be a natural area for exploration and Junior Ranger programs.

Also, plan for the use of this area for weddings and other special events.

Again, I think the eastern pier and this playground and basketball court alternative don't actually tie together because they have to, but rather because they can. I like using the CTC park under the trees for kid and basketball. I don't think they would get in the way of an ice skating rink either.

Use what's there and avoid additional expense (basketball court).

Playgrounds rock! Great to see being considered as part of the whole. The Fararri's generosity to bring the improved playground to the beach has been a terrific thing for KB families for years.

Playing basketball should be away from the special event/lawn area. Can you hear the basketball game going on during a classical music event? Separate the two.

Basketball courts an integral part of the community-do important!

Coming to the beach should be about enjoying the beach. It would be best to remove the basketball courts and place them somewhere else besides the beach. Most basketball courts are on school playgrounds are city parks. The beach experience should be just that.

I have 2 little kids and again, we are local and use the park daily. I don't like the idea of separating the park and play areas. 1 large area with structures I think is far more ideal than having them separated.

A lawn of landscaped open event area is needed for events like the music on the beach or other amenities for recreation.

The people who live on Brockway Vista should be considered in this placement. Noise from the basketball court should be buffered by the parking lot.

It is probably helpful to keep the b-ball court on the western side of coon and give the private residences down Brockway Vista a little sound buffer via the parking lot. Not just the games themselves but the noise from others watching the games ads to the total noise which can be more substantial than imagined

ELEMENT #5: Of the three designs and orientation for the PARKING AREA, which do you prefer?

Average priorities over 67 responses

1. [Option C - Eastern Pier Alternative](#)

2. Option B - Central Pier Alternative
3. Option A - Western Pier Alternative

Word Cloud:

Option Jason **parking** one all Pier MORE so cars t up traffic they Park much into area

Responses:

What's going on with Option A? Is this project proposing to annex the Jason's building for parking? Project planners have an obligation to the citizens to maintain parking stock, but getting rid of one of the few successful businesses in town seems absurd.

Parking crafted to best address all user needs, Events Center, restaurant/commercial and Eastern Pier design

Parking is already an issue.....spaces should not be reduced!

Getting rid of parking to increase amenities is useful. Discourage driving. Make mass transit free to use.

Maximize parking and limit one-way aisles.

Eastern pier, again, but the parking lot on the lake front is a truly misguided idea. This is our most valuable land and it is reserved for inanimate objects?

REDUCE parking! Charge MORE! And work with Placer County for a parking structure to accommodate more visitors on Salmon Street. Site the kiosk in a place so cars don't queue up and block traffic on NLB.

The bigger the better as they then stay off the back roads by homes!

Where is the entrance kiosk? This is an important component to consider for traffic flow and ease of use by patrons.

While parking is not a State Park activity, it is a necessity to participate in the State Park activities. Let's face it folks, we do need the parking as people in the western US drive. And if they can 't park or have to park far away, they just won't come, they will drive to another spot to recreate. And the parking revenue is the only way this park makes money. If it doesn't have the parking then it can't provide as much other service too.

Using the least amount of precious beachfront for parking cars is good.

I know parking is a great source of revenue, so some must be accommodated. And people need to put their cars somewhere. But has always seemed odd to devote so much space with world class views to storing cars. Asphalt also speeds polluting runoff into the lake.

Can't tell how many parking spaces are in each one, however the one that provides the most parking is the one that should be selected as parking in downtown KB is a problem for beach goers.

All the alternatives are awful because you enter from the roundabout. As soon as three cars are waiting to pay and get into the parking area, they back up into the roundabout and block it to all traffic. Disaster on a regular basis in the summer.

This is a good plan, but the idea of considering a drop off/pick up area would be beneficial.

This is a popular beach area and there should be as much parking as possible.

I like option A because it does not utilize the walking area between Jason's and the Conference Center. I feel strongly that the walking area between Jason's and the CC should be utilized for the Boardwalk tie in to the downtown corridor, rather than the Boardwalk just ending down by Safeway with nothing to do.

More parking is better, but the pier location and boat launch take priority, in my opinion.

The Option A with reduced parking is an unacceptable alternative. The prime season parking is already causing problems and pedestrians severely reduce the Hwy 28 traffic flow and greatly increase congestion and undesirable gridlock and associated air pollution.

ELEMENT #6: Of the three designs and orientation for the PROMENADE, which do you prefer?

Average priorities over 67 responses

1. Option C - Eastern Pier Alternative
2. Option B - Central Pier Alternative
3. Option A - Western Pier Alternative

Word Cloud:

promenade commercial core event center events Keep people
 business beach lake pedestrians idea bike paths street Optionalong going front
 private up bikes walking past into Where bicycles separate access ride existing path N Blvd
 give more opportunity success CONTINUE RESIDENSESresidences from

Responses:

As stated before, I think the promenade linkage to the downtown commercial core is the best and then wraps to adjoining pier area on the eastern side.

Central pier is my 1st priority, as is the current configuration of the basketball & playground areas.

Having a gathering area outside the event center is good. The event center should be reconfigured for music and theater events, especially during winter.

Nice overhaul plan

include pullouts and benches

None of the above options. Keep people on SR 28 to help drive business.

People forced to walk lakeside will increase trash on the beach and in the lake. Keep pedestrians on SR28

No beach promenades!

Eastern pier, but the promenade idea gets really bad once it passes west of the Events Center. You are proposing to put a road across what is a beautiful, natural beach. A lot of money has been spent on the town core, including sidewalks and bike paths. Let the beach be a beach and let the merchants reap the benefits of the street traffic, be it car, bike or pedestrian.

Please don't consider Option C. We have a bike lane on NLB, we don't need the twists and turns in the park. And we want promenade to be world class trail along the Lake.

Ridiculous! Why the heck would we want an Atlantic City style promenade going on for miles in front of private homes? Invasion of privacy comes to mind, as well as the cost of construction and upkeep, garbage strewn about, Secline Street is in the way, and it would lead nowhere as a destination! No businesses are up that way, no parking again, no restrooms, please get it together and dump this dumb idea!

No promenade would be ideal

There is so much going on at the beach, the promenade and the bikes especially should be back in the park under the trees, not out on the edge of the beach. Too many accidents would happen on the beach with bikes. The promenade looks like it goes on in the beach to the west. On other maps it is in front of the motels and homes... do you realize that is under water when the lake is full??????

I actually don't like the idea of a promenade. People walk on the beach just fine as it is.

Promenade should be eliminated so bike/people traffic can be directed to local business by using newly installed sidewalks. No walking paths or promenade to extend past events center into private residency areas.

At least alternative c moves the asphalt off the beach for part of the potential route. But what happens after the event center? Where does it go? To Secline St. where there are no restrooms, to Griff Creek? What will happen when we get some heavy winters and the lake comes up to its maximum level?

To accommodate bikes and pedestrians, legal approved paths must be 8' -25' wide. If this idea comes to pass, on a wet year how much "beach" will be left? I hesitate to introduce a note of snark into the comments. But the name of our beloved town is "Kings Beach", not "Kings Paving". The reasons visitors come to KB is to play in the sand, paddle in the water, swim, wander the sandy shore marveling at the beauty we get to be part of.

NO PROMENADE!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more

opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENSES

It would be nice to have Option C, along with having the promenade run along the entire lake side along with having the part that runs along Hwy 28 in Option C. Is there a way to have both, or a loop at the end closest to Coon street.

No promenade. Keep pedestrians and bikes separate.

Walking paths to events center and beach acces for pedestrians. Bicycle ride on existing bike path into commercial core (N. Lake Blvd) to give businesses more opportunity for success.

No promenade or walking paths to continue past the event center in front of private residences.

No promenade. Keep pedestrians and bikes separate.

Walking paths to events center and beach acces for pedestrians. Bicycle ride on existing bike path into commercial core (N. Lake Blvd) to give businesses more opportunity for success.

No promenade or walking paths to continue past the event center in front of private residences.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENSES!

No promenade in front of residences past event center

No Promenade.

Not enough area for pullouts etc with pedestrians and bikes but walking path good

Keep the promenade along the beach.

NO PROMENADE!!!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE!!!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENCES!!!!!!!!!!

This seems the least invasive of the alternatives. Keeping the area as natural as possible should be a priority.

Promenade should be near to central commercial core and not in front of private residences.

I like the idea of the Boardwalk going by the shoreline as much as possible rather than up by the road.....that is what the bike path is for. I do feel strongly that the Boardwalk should turn up in between Jason's and the Conference Center so that it ties into town, rather than going to the West end of town with no options for food, dining, shopping, etc..... The Boardwalk should "go" somewhere, not just end where there is nothing to do.

No promenade.

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENSES

No promenade!

Option A seems to have better wind breaks for onshore blowing winds of sand material towards our roads.

NO PROMENADE!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENSES!!!!!!

NO PROMENADE!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENSES

No promenade. Bicycles and pedestrians should be kept separate. This opens up the potential for an increase in both, leading to safety issues and other risks

NO PROMENADE!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

No promenade

NO PROMENADE!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENCES!!!!!!

The promenade in the option B would more desirable in included in the Eastern Pier alternative.

No promenade. Send them through the business corridor where there already are sidewalks and a bike lanes. No need for a pedestrian road through the beach.

NO PROMENADE!!!!

Walking paths to Events Center and beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENCES!!!!!!

We strongly prefer the promenade/bike path to remain on existing roadways. It is very dangerous to put a bike path along a public beach where foot traffic and children playing are at risk from bicycle traffic. The specific risk is that there are many more uncontrolled promenade crossings by children and families going to and from parking lots, play areas and the beach than there are with a promenade along the roadway.

I would strongly, strongly disagree with any of these options. The bike path/promenade should be along Hwy 28 where the likelihood of injury from people crossing the path/promenade in an uncontrolled fashion is greatly reduced. With people crossing the "path" regularly to get to and from their cars, playground, beach, bathrooms, especially

little kids on their own, it is likely there will be a substantially greater number of accidents happening. There will be relatively unfettered views from Hwy 28 for bikers and walkers who are just passing through anyway. And certainly by being on or close to the street, they are far more likely to stop at one of the shops, cafe`s, or stores. Children will always be watched more carefully closer to a street as well, and in fact will most likely end up being safer there than if the path were in one of the proposed locations.

Are there any other general comments you'd like to share?

Answered

25

Skipped

42

Word Cloud:

pier areas Need more ramp like idea improvements Don't lake from Keep Please make s
area beach back all core private Kings add your Project bestAlso what event think
amenities out park So put small parking Tahoe side promenade commercial uses sand really
Center end water bike pedestrians bicyclesWalking paths Events access path CONTINUE
PAST FRONT RESIDENSES

Responses:

Central pier is my 1st priority, as is the current configuration of the basketball & playground areas.

Need more restrooms and barbeques with picnic tables

The boat ramp must remain

I like the idea of improvements and making as much use of the space As possible. Don't block the view of the lake from the highway.

Keep the boat ramp

Please make sure you include an interpretive element that presents the history of Mark Twain's activity in the area through graphic panels.

I'd like to see the state cede management of the beach area back to the NTPUD, who were much more receptive to local opinion. Failing that, why doesn't the state take a ten year moratorium on beach 'improvements' while we all assess the merits of the town core. I'd like to see if private investors are going to back Kings Beach.

Please add another column to your Project Timeline to include an estimate (okay, your best guess) when the project will be started. Also, we need to know what your plans are to prioritize the implementation, assuming you won't have all the funds when you start. I would hope you'll prioritize the pier construction and the event area. Also, I think you need to start giving the community your best estimate for the costs (including the planning) of the general plan implementation. It could help us in prioritizing amenities.

PLEASE don't drag this out. We waited 18 years for sidewalks, they took about 18 months to construct. Planning should not be allowed to go on forever, it must have a finite timeline to be credible. Please remember this is an urban park. So when residents ask for amenities like skate board park or disc golf hoops, it's because we need them and the park is the logical place to put them. For now, the idea that there may be another suitable location, sometime in the future is not credible. It's a small park, make it bigger by partnering with the County on a parking structure across the street and putting more amenities in the park. Cars don't add any value, people and users add value.

This entire project is a farce put together by developers that have not had homes at Tahoe for decades, as many of us have! If this is put forward the things that make Tahoe great will disappear, and tourists won't come anyway! This isn't Nevada, and we don't want our side of the lake to get wrecked as there side has by construction and pollution.

The promenade should not extend west of the former ferrari property. There's no reason to connect that residential pocket with the commercial and public uses to the east.

Is there a park office or storage area? What is the thinking for the bathrooms?

Can there be sand wash off areas?

This is really a small area. Try to keep distance between uses instead of trying to serve all uses in one place. It is a 1000 paces from the North Tahoe Event Center to the eastern pier site. Not really that far so spread the joy from end to end.!!!

I'm mystified by the scope of these enormous building projects. The recent improvements in Kings Beach core have brought walkability, and an attractive, inviting air to the town. The enormous proposed piers seem so utterly out of scale. And the proposed "Promenade" is frankly, grotesque.

Having been a happy, sandy small child here, and later shepherded numbers of children to the beach and water's edge over many years, the idea of having bikers speeding over what was once sand is absurd and dangerous.

To think that people will obey "bike speed rules" is naive at best. Please note the number of dogs and their waste, on the "No Dogs Allowed" portion of the beach any day.

These are all great proposals, but we need more parking options either by the beach, or on side streets. Perhaps now is the time to purchase some lots that could become more parking for users on the back streets.

NO PROMENADE!!!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENCES!!!!!!!

Need to keep bikes and pedestrians safe, particularly with the layout of the new roundabouts! We have owned a home across from a bike path and have only good experiences to share.

I really don't understand how you presented this with the way you presented the different options. I like a western pier in front of the conference center. I think it would be nice to cruise down the pier while attending an event. I like the outdoor event area feeling a part of the beach and the lake, as one does at Sand Harbor. I like separating

the basketball court from everywhere else. My experience is that the court tends to get loud and competitive and on the east end it would be away from events and little kids/parents at the playground.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENSES!!!!!!!

The top priority should be preserving the natural setting of the kings beach area. It has by far the most beautiful stretch of beach. There should be increased access to the beach for dog owners with sensible guidelines. As homeowners and taxpayers we would appreciate regaining access to a greater share of the beach. The beach area adjacent to Secline Street should be restored with sand and the weeds removed.

My opinion. Extend the pier in the center, have a grass area, a larger play ground, maybe more picnic areas, ramp for non-motorized vessels and/or loading zone, and do not make the parking lot smaller. Also this is known as a big sandy beach and it should be kept that way.

good luck.

NO PROMENADE!!!!!!

Keep pedestrians and bicycles separate.

Walking paths to Events Center and Beach access for pedestrians.

Bicycles ride on existing bike path into the commercial core (N. Lake Blvd.) to give business more opportunity for success.

NO PROMENADE OR WALKING PATHS TO CONTINUE PAST THE EVENT CENTER IN FRONT OF PRIVATE RESIDENSES!!!!!!!

Lets try to make this a recreation project that enhances the use of Lake Tahoe's prime water oriented feature. Also this would be financially augmented with Boats, Launches & Water based Transportation funding and fees.

Thank you for reaching out for feedback