

May 2018

# Kings Beach State Recreation Area

Preliminary General Plan Revision and  
Draft Environmental Impact Report/  
Kings Beach Pier Rebuild Project Draft  
Environmental Impact Report/  
Environmental Impact Statement

CALIFORNIA STATE CLEARINGHOUSE #2015122056



**TAHOE  
REGIONAL  
PLANNING  
AGENCY**

Prepared for:  
California State Parks  
California Tahoe Conservancy  
Tahoe Regional Planning Agency



# Kings Beach State Recreation Area

## Preliminary General Plan Revision and Draft Environmental Impact Report/Kings Beach Pier Rebuild Project Draft Environmental Impact Report/ Environmental Impact Statement

*Prepared for:*

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# Acronyms and Abbreviations

°F	degrees Fahrenheit
AAGR	average annual growth rate
ADT	average daily volume
AIS	aquatic invasive species
Area Plan	Placer County Tahoe Basin Area Plan
ASCE	American Society of Civil Engineers
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	criteria air pollutant
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geologic Survey
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
Conservancy	California Tahoe Conservancy
CORP	California Outdoor Recreation Plan
CRHR	California Register of Historic Resources
CSLC	California State Lands Commission
CSMRP	Construction Site Monitoring and Reporting Plan
CSP	California State Parks
CWA	Clean Water Act

## Acronyms and Abbreviations

dba	A-weighted decibels
dbh	diameter at breast height
DBW	California Department of Boating and Waterways
DOM	Department Operations Manual
DPR	California Department of Parks and Recreation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
GDP	KBSRA General Development Plan
GP	General Plan
KBSRA	Kings Beach State Recreation Area
lb/day	pounds per day
LCD	land capability district
LED	Light-Emitting Diode
LOS	level of service
LTBMU	Lake Tahoe Basin Management Unit
LWCF	Land and Water Conservation Fund
mg	million gallons
MLD	Most Likely Descendant
MMBtu	million British Thermal Units
msl	mean sea level
MU-WREC	Mixed-Use Water Recreation District
MWh	megawatt-hour

NAAQS	National Ambient Air Quality Standards
NDEP	Nevada Department of Environmental Protection
NFS	National Forest System
NLTRA	North Lake Tahoe Resort Association
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
NTFPD	North Tahoe Fire Protection District
NTPUD	North Tahoe Public Utility District
OA	Operating Agreement
PAOT	persons at one time
PCAPCD	Placer County Air Pollution Control District
PCSD	Placer County Sheriff's Department
PCTBAP	Placer County Tahoe Basin Area Plan
PM <sub>10</sub>	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
PRC	California Public Resources Code
ROG	reactive organic gas
RTP	Regional Transportation Plan
SCORP	Statewide Comprehensive Outdoor Recreation Plan
SEZ	Stream Environment Zone
SP	State Park
sq. ft.	square feet
SQIP	Scenic Quality Improvement Program
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
TART	Tahoe Truckee Area Regional Transit
TCPUD	Tahoe City Public Utility District
TCR	tribal cultural resource

Acronyms and Abbreviations

TMDL	total maximum daily load
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
T-TSA	Tahoe-Truckee Sanitation Agency
TYC	Tahoe yellow cress
UCMP	U.C. Berkeley Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geologic Survey
VMT	vehicle miles traveled

# Mission Statement

## Agency Mission Statements

The missions of California State Parks, and California Tahoe Conservancy within the California Natural Resources Agency, the project proponents, are identified below.

### California State Parks

To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

### California Tahoe Conservancy

The mission of the California Tahoe Conservancy is to lead California's efforts to restore and enhance the extraordinary natural and recreational resources of the Lake Tahoe Basin.



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# Executive Summary



# Executive Summary

California State Parks (CSP) is proposing a revision to the General Plan for the Kings Beach State Recreation Area (KBSRA) and, along with California Tahoe Conservancy (Conservancy), a pier rebuild project. The current General Development Plan was approved in 1980 and the current pier was in place in 1977 when CSP acquired the property. The General Plan revision planning process provides an opportunity to identify and implement improvements to park facilities and management strategies for a more cohesive character that exemplifies KBSRA as a resource of statewide significance. KBSRA is a unique park in that it is centrally located within the commercial core of Kings Beach, serves as a gateway between Lake Tahoe and Kings Beach, and not only serves out-of-town visitors but also meets the needs of local residents. Additionally, for its small size of 13.9 acres, KBSRA has a high level of visitation during the summer months, peaking in July with an estimated average of 32,000 visitors.

The General Plan revision includes conceptual plans for future development of and improvements to all of the property managed as KBSRA, including the boat ramp, boat trailer parking lot, and the Conservancy plaza parcels near the intersection of Coon Street and State Route (SR) 28 (i.e., North Lake Boulevard). Future projects identified in the General Plan revision would provide a public pier at KBSRA that is functional for multi-use recreational benefits at a wide range of water levels (i.e., reaching the 6217-foot lake bed elevation navigational target).

The planning process for developing the General Plan revision and pier rebuild project has included feedback from agencies, stakeholders, and the public on the development of alternatives. Preparation of the General Plan revision and pier rebuild project has also incorporated ideas from other planning projects for Kings Beach and the Tahoe region, including:

- ◆ Kings Beach Vision Plan,
- ◆ Tahoe Basin Area Plan,
- ◆ Linking Tahoe: Active Transportation Plan, and
- ◆ Lake Tahoe Regional Plan.

CSP and the Tahoe Regional Planning Agency (TRPA) are the lead agencies for the joint environmental document for the General Plan revision and pier rebuild project. The environmental document is a project-level environmental impact report (EIR) for CSP for the General Plan revision and pier rebuilt project pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the



*Source: Ascent Environmental*

*Easy accessibility in Kings Beach and a variety of activities contribute to the popularity of KBSRA for visitors during the summer.*



*Source: Ascent Environmental*

*KBSRA is one of the most popular destinations at Lake Tahoe, with an estimated average 32,000 visitors each July. Here, vacationers crowd the KBSRA beach on a busy 4th of July weekend.*

State CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et seq.) and an environmental impact statement (EIS) for TRPA for the pier rebuild project pursuant to the Tahoe Regional Planning Compact (Public Law 96-551) and 1980 revision (Compact), Code of Ordinances, and Rules of Procedure. TRPA is not adopting the Plan but is instead reviewing the plan for consistency with the Placer County Tahoe Basin Area Plan and Regional Plan.

## Park Description



Source: Ascent Environmental

*KBSRA serves out-of-town visitors and meets the needs for a community park and lake-based recreation for local residents.*

KBSRA is located on the north shore of Lake Tahoe in the heart of the Sierra Nevada (see Exhibit I.1-1). It includes approximately 1,000 feet of Lake Tahoe's shoreline and approximately 13.9 acres of beach and upland area in the center of the unincorporated community of Kings Beach. KBSRA is surrounded by a mix of urban uses to the west, north, and east, and by Lake Tahoe to the south. KBSRA is uniquely situated to serve the lake-based recreation needs of residents and visitors to Kings Beach and the north shore of Lake Tahoe.

KBSRA is a day-use area with a variety of developed facilities. These include a plaza for public gathering and special events, including a small stage for music events; a half basketball court; picnic sites with barbeque pits; a playground; boat ramp; a 207-foot-long pier; a sandy beach; and a concessionaire that offers watercraft rentals during the summer. Neither the pier nor the boat ramp reach Lake Tahoe during periods of low lake levels.

Visitors to KBSRA include local residents who use KBSRA as a community park, and visitors from elsewhere in California, Nevada, and beyond. While precise numbers of visitors are not available, observations by CSP staff and Kings Beach residents indicate a high level of use throughout the summer months, with much lower visitation in the winter.

## Purpose of the General Plan

General plans are broad-based policy documents that provide management guidelines and allow facility improvements for a park unit. These guidelines define a unique framework, focused on this particular unit, for implementing CSP's mission of resource stewardship, visitor use, interpretation, and visitor services.

The general plan defines the purpose, vision, and long-term goals and guidelines for park management for the next 20 years or more. Typically, a general plan provides guidelines for future land management and for the facilities required to accommodate

expected visitation. Because a general plan is likely to be in effect for so long, it must be flexible enough to accommodate expected future changes, while clearly guiding decision-making consistent with the adopted park vision. Thus, the general plan provides broad guidelines for future operation of the park, but does not prescribe specific operational strategies that may need to be adjusted over time. Due to the small size of KBSRA, this General Plan includes a site design for specific facility improvements at a greater level of detail than is typical in general plans.

## Joint CSP/Conservancy Planning Approach

CSP and the Conservancy are working together as part of the core planning team in developing the General Plan revision and pier rebuild project. Through the management agreement between CSP and the Conservancy, CSP takes care of everyday management of KBSRA, including the Conservancy parcel. The CSP State Park and Recreation Commission will consider adopting the General Plan revision and implementing its provisions. As a potential funding source for the pier rebuild project, as a decision-making agency for project elements located on land under its ownership, and as a landowning agency that may potentially transfer all or some of its parcels located within KBSRA to CSP, the Conservancy is a responsible agency under CEQA and will use the environmental document as the basis for future decisions (CCR Section 15050[b]).

## Public Involvement

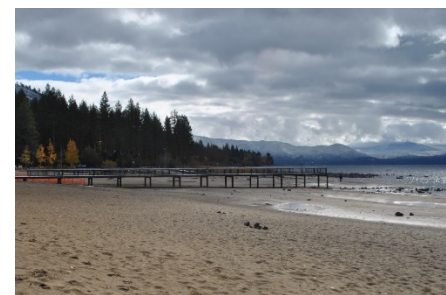
The environmental review process for the project began with issuance of a Notice of Preparation (NOP) to inform agencies and the public that a Draft EIR/EIS would be prepared for the project, and to solicit views of agencies and the public as to the scope and content of the document. The NOP was sent to the California and Nevada State Clearinghouses; federal, state, and local agencies; interested stakeholder groups; and members of the public who had requested notices about the project or lived in the immediate vicinity of the project. The release of the NOP on December 22, 2015 marked the beginning of a 116-day public review and comment period that concluded on April 15, 2016.

Two public scoping meetings were held to receive comments from agencies and the public regarding the issues that should be addressed in the Draft EIR/EIS. The scoping comments that were received are summarized in the Public Scoping Summary Report available on the KBSRA General Plan website.



*Source: Ascent Environmental*

*California State Parks staff manage day-to-day activities at KBSRA, making sure the park is clean and functional for visitors to enjoy.*



*Source: Ascent Environmental*

*One of the project objectives for the pier is to improve functional access of the pier for a range of recreational boating types over a wider range of lake level conditions.*

In addition to the formal scoping process, CSP, the Conservancy, and TRPA engaged in numerous public outreach activities with the public, agencies, and stakeholder groups.

Open Town Hall, an online engagement tool, was used to allow interested parties to provide input on alternatives and the preferred alternative if they were unable to attend the public workshops in person.

At meaningful points over the duration of the outreach program, CSP, the Conservancy, and TRPA distributed a postcard, newsletters, and e-blasts to update the public and interested stakeholders on important planning process developments and opportunities for public participation. CSP also provided a web page dedicated to the KBSRA General Plan Revision and Pier Rebuild Project.



Source: Ascent Environmental

KBSRA pier looking out on Lake Tahoe.

## Declaration of Purpose

The purpose statement describes the unique role that KBSRA plays in meeting the CSP mission. The declaration of purpose for KBSRA is as follows:

*The purpose of the Kings Beach State Recreation Area (KBSRA) is to provide public access to the unique experience of Lake Tahoe and the recreational opportunities offered by its waters, shoreline, beach, and adjacent community setting. KBSRA is significant as the only Lake Tahoe public beach and pier in the State Park System located in a town-center setting. Its most important values are its magnificent alpine lake scenery, wide sandy beach, and opportunities for boating, swimming and beach play.*

## Park Vision Statement

The vision statement for KBSRA is a description of the park's ultimate character, appearance, and functions. The vision statement for KBSRA is as follows:

*The vision for Kings Beach State Recreation Area is to provide exceptional recreational opportunities centered around Lake Tahoe, focusing on its natural, cultural, and educational values. Visitors from across California and beyond, including the local community, will enjoy the scenic beach, swimming, boating and other watersports, and family-friendly recreation opportunities in the heart of a mountain town. Public gathering spaces, connections to the surrounding community, an emphasis on access to Lake Tahoe, and scenic vistas of the lake and*

*surrounding peaks will contribute to the character of a park that blends with both the natural environment and the town-center setting of KBSRA. The park will contribute to the scenic and environmental quality of the broader Lake Tahoe region. Natural resource values, including offshore fish habitat, stream zones, and opportunities for stormwater quality improvement, will be protected and enhanced. The park will promote a sense of community and foster environmental stewardship, and in doing so, will continue to be a popular destination on Lake Tahoe for visitors from near and far.*

## Issues and Opportunities

As a result of the outreach to agencies, stakeholder groups, Washoe tribe, and the public, issues and opportunities emerged that are addressed in this General Plan revision. The issues and opportunities summarized here include the areas of known controversy, including issues raised by agencies and the public, and environmental issues to be resolved.

### Resource Management

**Scenic Mitigation and Enhancement.** Scenic views are an important asset of KBSRA for visitors and viewers from the adjacent roadway and from Lake Tahoe. The existing aesthetic condition of facilities within KBSRA are varied. Any facility development or alteration of the visible environment would be required to be developed in a way that minimizes degradation of views to Lake Tahoe or scenic vistas, and blends with the natural environment and character of the surrounding area.

**Aquatic Invasive Species.** The introduction of aquatic invasive species (AIS) is a serious concern for degradation of aquatic habitat in KBSRA and throughout Lake Tahoe. Region-wide AIS prevention and control efforts are underway, including a mandatory boat inspection program for motorized watercraft.

**Stormwater Management.** Under normal precipitation patterns, stormwater runoff likely infiltrates into the well-drained soil surrounding impervious surfaces at KBSRA. However, during periods of heavy precipitation or snowmelt, stormwater runoff could cause erosion or carry pollutants from parking lots and other surfaces into Lake Tahoe. The proximity of KBSRA to Lake Tahoe and its relatively small size reduces the opportunity to treat stormwater runoff before it enters Lake Tahoe.

**Adapting to Climate Change.** Physical conditions beyond average temperatures could be indirectly affected by climate change. For example, a decrease in total annual snowfall combined



*Source: Tahoe Resource Conservation District*

*Mandatory watercraft inspections stop aquatic invasive species from entering Lake Tahoe.*

with an earlier snowmelt could deplete sources of water recharge for Lake Tahoe. The General Plan revision provides an opportunity to adapt KBSRA to the potential effects of climate change.

## Recreational Opportunities and Visitor Experience

**Relationship between KBSRA and the Surrounding Community.** Visitors to KBSRA include local residents who use KBSRA as a community park, and visitors from outside the region who visit KBSRA as part of a visit to the Lake Tahoe area. The General Plan revision provides an opportunity to balance the needs of local residents with those of other visitors.

**Coordination with the North Tahoe Event Center.** The North Tahoe Event Center is owned by North Tahoe Public Utility District (NTPUD), but is accessed through and utilizes parking within KBSRA. Activities at the event center can carry over onto the beaches and facilities of KBSRA. Currently, through an agreement for use of some of the KBSRA parking, NTPUD plows the parking lot in winter. NTPUD is in the process of evaluating redevelopment opportunities at the event center.

**Providing an Appropriate Variety of Lake Access Opportunities.** Access to Lake Tahoe is the primary attraction at KBSRA. Activities that utilize the lake include swimming, kayaking, paddleboarding, jet skiing, and boating. The General Plan revision and pier rebuild project provide an opportunity to comprehensively consider the type of lake access provided at KBSRA. Any decision to limit or continue motorized boat access would likely be opposed by some users.



Source: Ascent Environmental

The concessionaire at KBSRA provides a variety of recreation rental equipment for use on the lake, including kayaks, paddleboards, and jet skis.

## Facilities and Operations

**Pier Rebuild.** During periods of low lake levels, the existing pier does not reach the water level and is unusable for motorized boat access. Any rebuilt pier within KBSRA that extends to deeper water would provide additional access for boaters, and could improve visitor experience by offering additional ways to access and view the lake. Constraints for the rebuilt pier include fish habitat, conflicts for watercraft users, and potential effects on scenic resources.

**Kings Beach Promenade.** The Kings Beach Vision Plan, created by Placer County through a public visioning process, included a proposal for a beach promenade. The beach promenade could create a prime east-west bicycle and pedestrian connection along KBSRA, which could later connect area beaches and adjacent



residential areas and provide additional non-motorized access to KBSRA, potentially reducing parking demand.

**Use of the Boat Ramp Area.** When the boat ramp is useable, it provides a valuable recreational asset for motorized boaters. During periods of low water levels, the boat launch ramp is not accessible for public use. Removal or closure of the boat ramp would provide opportunities for parking, space for active recreation facilities, and more open space near the beach.

**Developed Recreation Facilities.** Picnic tables, the playground, basketball court, and a location for a removable stage for concerts serve as important amenities for local residents, as a community park, as well as for visitors. The General Plan revision provides an opportunity to enhance these existing facilities and associated activities as well as redevelop underutilized portions of KBSRA.

**Parking and Access.** The existing parking at KBSRA is at capacity during peak-use periods, including meeting parking needs for meetings, classes, or private events at the event center. However, a substantial portion of KBSRA is already dedicated to parking, which limits recreational use. The small size of KBSRA poses a challenge to expanding on-site parking. Opportunities to reduce parking demand include providing storage for paddleboards, kayaks, and other equipment used by repeat visitors. Improved wayfinding, transit information, variable-price parking, bicycle and pedestrian facilities, and pedestrian connections between KBSRA and surrounding areas could encourage more visitors to access KBSRA using alternative transportation modes.

**Expanding Partnerships.** Management of KBSRA is currently coordinated between several agencies and organizations, including the Conservancy, Sierra State Parks Foundation, NTPUD, and North Lake Tahoe Resort Association. When the goals of other organizations are aligned with those of CSP, partnerships can provide an efficient way to achieve the purpose and vision of KBSRA, while reducing the ongoing resource commitments needed by CSP. Expanding collaboration with existing and future park supporters is critical to helping CSP achieve its mission and meet the needs of the state.

**Sand Management.** Management of beach sand that is blown onto the parking lot is an ongoing maintenance challenge at KBSRA that requires a commitment of maintenance resources that could otherwise be devoted to other activities. The General Plan revision provides an opportunity to incorporate a sand wall, vegetated buffer, or other features to reduce the amount of sand



*Source: Ascent Environmental*

*The half basketball court and playground are developed recreational facilities that serve as important amenities at KBSRA for local residents and visitors.*



Source: Ascent Environmental

*The General Plan Revision provides an opportunity to incorporate a sand wall, vegetated buffer, or other features to reduce the amount of sand that accumulates on parking lots and other upland facilities.*

that accumulates on parking lots and other upland facilities. Even with implementation of a sand wall or vegetated buffer, some ongoing maintenance would still be required. Additionally, any feature that completely blocks the transport of beach sand to the parking areas could have scenic impacts.

## General Plan Revision and Pier Rebuild Project

The Introduction, Existing Conditions, Issues and Analyses, and Plan chapters of this document constitute the General Plan revision. These components include the proposed park development and operations, and designate appropriate land uses and resource management. They include a project location map, site map, statement of plan and pier rebuild objectives, and a description of the plan's technical and environmental characteristics. The features of the General Plan would be constructed in phases within a 20-year planning period based on funding availability. Because the environmental review is conducted at a project-level and a near-term pier rebuild project is proposed, this General Plan revision includes an unusually detailed level of site planning allowing for a project-level environmental analysis.

Four General Plan revision alternatives are analyzed in this EIR/EIS. Most of the upland features in each of the action alternatives (Alternatives 2 – 4) are similar to each other but with some refinements in location or size, which are briefly described below.

The pier rebuild project is a near-term project consistent with the General Plan revision that is expected to be constructed within the next 3 to 5 years, following project approval and permitting. The project has been designed to a greater level of detail than other projects identified in the General Plan revision and a TRPA permit application has been prepared for the pier.

The existing pier is located near the center of the beach and extends to a lake bed elevation of approximately 6,223 feet. During periods of low lake levels, the pier does not reach the water level and is unusable for motorized boat access. Four pier alternatives are analyzed in this EIR/EIS. The three action alternatives are designed to extend the pier to a navigational depth of 6217 feet, so the length of the pier varies by alternative.

## Alternative 1 – No Project

Alternative 1 is the no-project alternative. This alternative would involve no physical improvements at the site, no change to the pier or substantial changes in management approach. The existing 1980 General Development Plan would remain unchanged and no upland improvements aside from possible interpretative programs or signage would be made. Operation and maintenance of existing facilities would continue. No pier improvements would be made.



*Source: Design Workshop*

The plaza for the North Tahoe Events Center would remain unchanged in Alternative 1.

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

### General Plan Revision

The upland features proposed in the conceptual plan for Alternative 2 (Exhibit 4.5-1 in Chapter 4, The Plan) include:

- ◆ a new sidewalk extending from SR 28 to the pier,
- ◆ a new small administrative office for CSP staff,
- ◆ a new seasonal non-motorized boat storage structure,
- ◆ new drop-off location in the main parking lot and near the proposed pier,
- ◆ two new 10-foot wide paved beach access ramps,
- ◆ a new nature play area to replace the existing playground,
- ◆ relocation of the half basketball court to the center of the park,
- ◆ a new concessionaire building to replace the existing building,
- ◆ a new entry kiosk,
- ◆ a new two-stall comfort station with two changing rooms,
- ◆ demolition and replacement of the existing seven-stall comfort station with a new ten-stall comfort station with two changing rooms and outdoor showers,
- ◆ new trash enclosures,
- ◆ a new 12-foot wide shared-use path and sand wall,
- ◆ reduced and reconfigured parking (the total number of parking spaces would be 157),



*Source: Design Workshop*

A nature play area would replace the existing playground.



Source: Ascent Environmental

Alternative 2 proposes to construct a pier in the eastern portion of KBSRA. Each of the action alternatives propose a pier that could be functional for multi-use recreational benefits during normal high through low water conditions shown (i.e., reaching the 6217-foot lake bed elevation navigational target).



Source: Design Workshop

Compared to Alternative 2, Alternative 3 would increase parking, the event lawn and the event stage would be reoriented, the concessionaire building (existing shown) would be located near the event lawn, and the promenade/shared-use path would not include viewpoints or interpretative nodes.

- ◆ new open lawn (turf or alternative) and stage/event areas, and
- ◆ large group and small group picnic pavilions.

## Pier Rebuild Project

Alternative 2 is consistent with the pier location depicted in the Kings Beach Vision Plan vision diagram and includes the following:

- ◆ removal of the existing pier,
- ◆ a rebuilt and extended pier at the eastern edge of the park,
- ◆ elimination of the existing motorized boat ramp,
- ◆ a 10-foot wide lake access point with removable bollards that provides ADA access to the beach and access to non-motorized watercraft and emergency vehicles, and
- ◆ swim buoy area.

The conceptual design for the proposed pier would extend approximately 488 feet into the lake, approximately 281 feet longer than the existing pier. The first 213 feet of the pier would be a stationary fixed section, followed by an 80-foot transition gangway ramp, and then a 215-foot floating section. The proposed deck, gangway, and low float docks would all be ADA compliant, enhancing public access to the lake for those with mobility challenges.

## Alternative 3 – Central Pier Alternative

### General Plan Revision

Alternative 3 includes most of the same upland features as Alternative 2, but with some refinements in location or size to the following components:

- ◆ the new seasonal non-motorized boat storage structure would be located closer to the residential fence to the east;
- ◆ the drop-off areas, beach access ramps, nature play area, and 10-stall comfort station;
- ◆ the concessionaire building;
- ◆ the waterfront promenade (i.e., shared-use path) would not include viewpoints or interpretative nodes, and it would

meander closer to the beach than with Alternative 2 as the path gets closer to Coon Street;

- ◆ increased parking at the site (the total number of parking spaces would be 183);
- ◆ the event lawn would be reoriented and the event stage would be on the western side of the event lawn;
- ◆ a single-entry plaza would be centrally located and connect the street to the pier; and
- ◆ a single group pavilion would be constructed.

## Pier Rebuild Project

Alternative 3 would rebuild the pier in the location of the existing pier. The primary shorezone features associated with Alternative 3 include:

- ◆ removal of the existing pier,
- ◆ a rebuilt and extended pier that:
  - is centrally located within KBSRA, and
  - eliminates the existing motorized boat ramp;
- ◆ a 10-foot wide lake access point with removable bollards that allows for access by non-motorized watercraft and emergency vehicles;
- ◆ Alternative 3 would not include a swim buoy area; and
- ◆ the conceptual design for the Alternative 3 pier would extend 601 feet into the lake, approximately 394 feet longer than the existing pier. The first 212 feet of the pier would be a stationary fixed section, followed by an 80-foot transition gangway ramp, and a 329-foot floating section. The Alternative 3 central pier would also enhance public access to the lake for those with mobility challenges.



*Source: Michael Patrick*

*Alternative 3 proposes to construct a longer pier at the location of the existing pier. Each pier rebuild alternative includes a fixed portion connected to a floating deck by a gangway such as the one pictured.*

## Alternative 4 – Western Pier Alternative

### General Plan Revision



Source: Design Workshop

Alternative 4 would reduce parking (existing parking lot shown) relative to Alternative 2, orient the event lawn toward the beach and include a flexible concert/event area, and would not include a seasonal non-motorized boat storage structure.



Source: Design Workshop

Alternative 4 would include two single group pavilions.

The General Plan revision with Alternative 4 would largely be the same as with Alternative 2. The unit purpose and park vision, carrying capacity, and adaptive management elements would be the same as described for Alternative 2.

Alternative 4 includes most of the same upland features as Alternative 2, but with some refinements in location or size to the following components:

- ◆ the drop-off areas, the entry kiosk, trash enclosures, beach access ramps, nature play area, and 10-stall comfort station;
- ◆ the concessionaire building;
- ◆ the waterfront promenade would meander further from the beach than with Alternative 2;
- ◆ reduces parking at the site relative to Alternative 2 (the total number of parking spaces would be 119);
- ◆ the event lawn would be reoriented toward the beach with stairs facing the lake and a flexible concert/event area;
- ◆ two single group pavilions;
- ◆ combine the new concessionaire building with a new comfort station on the western side of the park;
- ◆ the new on-site administrative office would be located adjacent to the existing comfort station on the east end of the park;
- ◆ the existing half basketball court would be relocated to the eastern side of the park; and
- ◆ the existing boat trailer parking spaces would be retained.

Alternative 4 does not include the seasonal non-motorized boat storage structure included in Alternative 2.

### Pier Rebuild Project

Alternative 4 would rebuild the pier in a location on the western side of the park, near the event center. The primary shorezone features associated with Alternative 4 include:

- ◆ removal of the existing pier,

- ◆ a rebuilt and extended pier that is near the event center, and
- ◆ an extended motorized boat ramp intended to increase the time in which the boat ramp would be functional with lower lake levels.

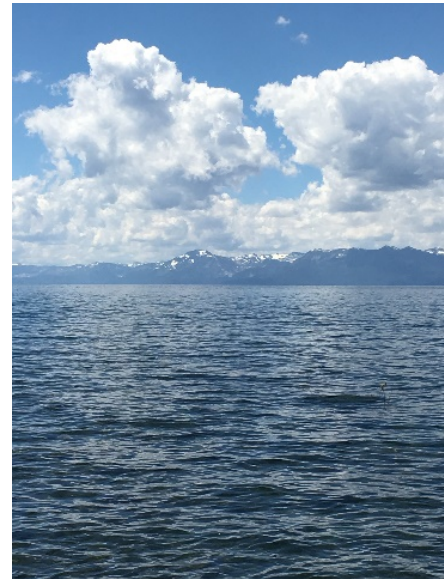
Alternative 4 would not include an additional lake access point, nor would it include a swim buoy area.

The conceptual design for the Alternative 4 pier would extend approximately 704 feet into the lake, 497 feet longer than the existing pier. The first 320 feet of the pier would be a stationary fixed section, followed by an 80-foot transition gangway ramp, and then a 329-foot floating section. Alternative 4 western pier would also enhance public access to the lake for those with mobility challenges.

## Environmental Analysis

This EIR/EIS evaluates the potential for significant adverse environmental impacts on air quality; biological resources; cultural resources and tribal cultural resources; geology, soils, land capability, and coverage; greenhouse gas emissions and climate change; hazards, hazardous materials, and risk of upset; hydrology and water quality; land use and planning; noise; public services and utilities; recreation; scenic resources; and transportation and circulation. The criteria used to determine the significance of impacts in the resource discussions were derived from the State CEQA guidelines and the TRPA Initial Environmental Checklist.

Across most of these resource topics, implementation of the General Plan revision and pier rebuild project alternatives would result in a less-than-significant impact on the environment, because the goals and guidelines contained in Chapter 4, The Plan, the Department Operations Manual policies (referenced in Chapter 4), the CSP Standard and Special Project Requirements (see Section 4.7), and Departmental Notices (referenced in Chapter 4) in conjunction with federal, state, and local laws and regulations, would avoid potentially significant effects or maintain them at less-than-significant levels. Table ES-I summarizes the significant and potentially significant environmental effects that would result from implementation of the General Plan revision and pier rebuild project alternatives; describes relevant goals and guidelines contained in Chapter 4, The Plan, that address resource effects; describes avoidance, minimization, or mitigation measures to address significant and potentially significant environmental effects; and identifies the significance of impacts both before and after mitigation. Impacts that are less-than-significant and do not require mitigation measures are included in the technical resource sections of this EIR/EIS (see Sections 5.3.1 through 5.3.13).



*Source: Ascent Environmental*

*Environmental impacts of the Kings Beach SRA General Plan Revision and Pier Rebuild Project are being evaluated to identify the significance of impacts both before and after mitigation.*

**Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures**

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact    LTS = Less than Significant    PS = Potentially Significant    S = Significant    SU = Significant and Unavoidable				
<b>5.3.2 Biological Resources</b>				
<p><b>Impact 5.3.2-1: Disturbance and loss of prime fish habitat</b>                      The removal of existing structures under Alternatives 2, 3, and 4 may temporarily disturb TRPA-designated prime fish habitat. However, potential impacts would be minimized by implementation of project-specific best management practices (BMPs) that are required for project permits and approvals and CSP Standard and Special Project Requirements included in The Plan (Section 4.7). Alternative 2 would place the rebuilt pier within prime fish (feed and cover) habitat, resulting in the loss or degradation of 4,930 square feet of prime fish habitat. Alternatives 3 and 4 would place the pier outside of, and not remove, prime fish habitat; Alternative 4 additionally includes extending the existing motorized boat ramp near, but outside of, prime fish habitat. Alternatives 2, 3, and 4 could result in changes in localized watercraft activity but would not increase overall watercraft activity on Lake Tahoe and would not substantially change watercraft activity or disturbance within prime fish habitat. Taken together, the impacts to prime fish habitat under Alternatives 3 and 4 would be less than significant. However, the permanent removal or degradation of prime fish habitat under Alternative 2 would be significant. Implementation of Mitigation Measure 5.3.2-1 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternative 2.</p> <p>Because Alternative 1 would not result in changes to the General Plan, removal of existing structures, construction of the rebuilt pier, or changes in watercraft use or resulting disturbance, this alternative would have no impact on prime fish habitat.</p>	<p><b>Guideline RES 2.1:</b> Design the pier rebuild project to avoid spawning habitat, minimize effects on feed and cover habitat, and to meet or exceed prime fish habitat mitigation requirements</p> <p><b>Guideline RES 2.2:</b> Remove the boat ramp due to conflict with the fish habitat.</p> <p><b>Guideline RES 2.3:</b> Enhance prime fish habitat on the eastern end of KBSRA.</p>	<p>General Plan Revision                      Alts. 1, 2, 3, 4 = NI</p> <p>Pier Rebuild Project                      Alt. 1 = NI                      Alt. 2 = S                      Alts. 3, 4 = LTS</p>	<p><b>Mitigation Measure 5.3.2-1: Compensate for Loss of Prime Fish Habitat</b>                      This mitigation measure would apply to the pier rebuild project under Alternative 2.</p> <p>◆ If Alternative 2 is implemented, to compensate for the removal of up to 4,930 square feet of prime fish habitat (feed and cover) as a result of constructing the eastern pier, 7,395 square feet of in-kind feed and cover habitat shall be created or restored in the surrounding area through the development and implementation of a Compensatory Fish Habitat Replacement and Monitoring Plan. This amount of habitat creation or restoration equates to a 1.5 to 1 compensation ratio. The created/restored habitat would adjoin the existing feed and cover habitat at lake bottom elevations similar to those of habitat removed or degraded by installation of the eastern pier. The plan will be developed and implemented in coordination with applicable regulatory agencies, including CDFW, Lahontan RWQCB, USACE, USFWS, and TRPA. Additionally, the plan will be coordinated and</p>	<p>General Plan Revision                      Alts 1, 2, 3, 4 = NI</p> <p>Pier Rebuild                      Alt. 1 = NI                      Alts 2, 3, 4 = LTS</p>



**Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures**

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact	LTS = Less than Significant	PS = Potentially Significant	S = Significant	SU = Significant and Unavoidable
			<p>consistent with terms and conditions of other required permits. Applicable permits expected for the project include a Clean Water Act Section 404 permit from USACE, Clean Water Act Section 401 Water Quality Certification from Lahontan RWQCB, and a Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW.</p> <p>The Compensatory Fish Habitat Replacement and Monitoring Plan will include design, implementation, and monitoring requirements for creating/restoring 7,395 square feet of feed and cover habitat and achieving no net loss of fish habitat function, and shall include:</p> <ul style="list-style-type: none"> <li>• identification of a specific habitat creation/restoration site that adjoins the existing feed and cover habitat in the area, and criteria for selecting the site;</li> <li>• specifications for habitat substrate type and size-class distribution, material sources, and construction/installation methods;</li> <li>• in-kind reference habitats for comparison with compensatory fish habitat/substrate (using</li> </ul>	

**Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures**

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact    LTS = Less than Significant    PS = Potentially Significant    S = Significant		SU = Significant and Unavoidable		
			performance and success criteria) to document success; <ul style="list-style-type: none"> <li>• monitoring protocol, including schedule and reporting requirements;</li> <li>• ecological performance standards, based on the best available science and including specifications for habitat substrate condition and fish use of the created/restored area;</li> <li>• corrective measures if performance standards are not met;</li> <li>• responsible parties for monitoring and preparing reports; and</li> <li>• responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.</li> </ul>	
<b>5.3.3 Cultural Resources</b>				
<b>Impact 5.3.3-1: Disturb unique archaeological resources</b> Construction and excavation activities associated with the action alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because Alternatives 2, 3, and 4 would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects to known and unknown archaeological	There are no guidelines applicable to this construction-related impact.	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS  Pier Rebuild Project Alt. 1 = NI Alts. 2, 3, 4 = PS	<b>Mitigation Measure 5.3.3-1: Protect previously unidentified archaeological resources in the lakebed of Lake Tahoe</b> This mitigation measure would apply to the pier rebuild component of Alternatives 2, 3, and 4. Before activities could begin on individual components lakeward of the	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS  Pier Rebuild Alt. 1 = NI Alts. 2, 3, 4 = LTS

**Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures**

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact    LTS = Less than Significant    PS = Potentially Significant		S = Significant	SU = Significant and Unavoidable	
<p>resources. However, implementation of mandatory CSP Standard and Special Project Requirements included in the General Plan revision would reduce potentially significant impacts to archaeological resources because these measures would avoid disturbance, disruption, or destruction of archaeological resources in compliance with pertinent laws and regulations. This impact would be less than significant for the General Plan revision component of Alternatives 2, 3, and 4.</p> <p>Although the mandatory CSP Standard and Special Project Requirements included in the General Plan revision would be implemented during construction of the pier rebuild component of Alternatives 2, 3, and 4, construction activities that would disturb the lakebed could result in a potentially significant impact on previously unidentified archaeological resources. Implementation of Mitigation Measure 5.3.3-1 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternatives 2, 3, and 4.</p> <p>There would be no impact with Alternative 1.</p>			<p>highwater line, a District Cultural Resource Specialist or a CSP-approved, professionally qualified archaeologist will complete a pre-construction underwater archaeological survey to identify, evaluate, and protect significant submerged cultural resources.</p> <p>If potentially significant cultural resources are discovered by the Cultural Resource Specialist or archaeologist, appropriate protection or treatment measures shall be developed in consultation with CSP, TRPA, and other appropriate agencies and interested parties, such as the Washoe Tribe. The Cultural Resource Specialist or archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (DPR 523 Forms) and location information to the California Historical Resources Information Center office (North Central Information Center). The Cultural Resource Specialist or archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852) for California projects. CSP shall follow recommendations identified in the survey report, which may include designing and implementing a Worker</p>	

**Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures**

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact    LTS = Less than Significant    PS = Potentially Significant		S = Significant	SU = Significant and Unavoidable	
			Environmental Awareness Program, construction monitoring by a qualified archaeologist, avoidance of sites, and preservation in place. Findings of the underwater archaeological surveys will be provided to the Washoe Tribe.	
<p><b>Impact 5.3.3-2: Disturbance of human remains</b>                      It is possible that previously unknown human remains could be discovered when soils are disturbed during construction associated with the General Plan Revision and Pier Rebuild Project action alternatives. However, compliance with California Health and Safety Code Sections 7050.5 and 7052 and California Public Resources Code Section 5097 and implementation of mandatory CSP Standard and Special Project Requirements included in the General Plan revision would reduce potentially significant impacts to human remains. This impact would be less-than-significant for The General Plan revision component of Alternatives 2, 3, and 4.</p> <p>Although the mandatory CSP Standard and Special Project Requirements included in the General Plan revision would be implemented during construction of the pier rebuild component of Alternatives 2, 3, and 4, construction activities that would disturb the lakebed could result in a potentially significant impact on human remains. Implementation of Mitigation Measure 5.3.3-2 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternatives 2, 3, and 4.</p> <p>There would be no impact with Alternative 1.</p>	There are no guidelines applicable to this construction-related impact.	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS  Pier Rebuild Project Alt. 1 = NI Alts. 2, 3, 4 = PS	<p><b>Mitigation Measure 5.3.3-2: Protect previously unidentified human remains in the lakebed of Lake Tahoe</b></p> <p>This mitigation measure would apply to the pier rebuild component of Alternatives 2, 3, and 4.</p> <p>Before activities could begin on individual components lakeward of the highwater line, a District Cultural Resource Specialist or a CSP approved, professionally qualified archaeologist will complete a pre-construction underwater archaeological survey to identify, evaluate, and protect significant submerged cultural resources.</p> <p>If human remains are discovered by the Cultural Resource Specialist or archaeologist, work will cease immediately in the area of the find and the project manager/site supervisor will notify the appropriate CSP personnel. Any human remains and/or funerary objects will be left in place or returned to the point of discovery and covered with soil. The CSP Chief Ranger (or authorized representative) will notify the County Coroner, in accordance</p>	General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS  Pier Rebuild Alt. 1 = NI Alts. 2, 3, 4 = LTS

**Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures**

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NI = No Impact	LTS = Less than Significant	PS = Potentially Significant	S = Significant	SU = Significant and Unavoidable
			<p>with Section 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (NAHC) (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will be responsible for notifying the appropriate Native American authorities. The local County Coroner will make the determination of whether the human bone is of Native American origin.</p> <p>If the Coroner determines the remains represent Native American internment, the NAHC in Sacramento and/or tribe will be consulted to identify the most likely descendants and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC Section 5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the site prior to determination. If it is determined the find indicates a sacred or religious site, the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Office and review by the Native American Heritage Commission/Tribal Cultural representatives will occur as necessary to define additional site mitigation or future restrictions. Findings of the</p>	

**Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures**

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
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<p><b>Impact 5.3.3-3: Affect unique ethnic cultural values or restrict sacred uses, or change the significance of a tribal cultural resource</b>                      Consultation with the Washoe Tribe of Nevada and California has resulted in no resources identified as TCRs as described under AB 52. Because no resources meet the criteria for a TCR under PRC Section 21074, there would be no impact for Alternative 1 and the General Plan revision component of Alternatives 2, 3, and 4. Although there is no known part of the project site meeting any of the PRC 5024.1(c) criteria, construction activities that result in ground disturbance in the lakebed could damage or destroy previously unidentified TCRs in the lakebed. Therefore, the pier rebuild component of Alternatives 2, 3, and 4 would have a potentially significant impact to TCRs. Implementation of Mitigation Measure 5.3.3-3 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternatives 2, 3, and 4.</p>	<p>There are no guidelines applicable to this construction-related impact.</p>	<p>General Plan Revision                      Alt. 1 = NI                      Alts. 2, 3, 4 = LTS</p> <p>Pier Rebuild Project                      Alt. 1 = NI                      Alts. 2, 3, 4 = PS</p>	<p>underwater survey will be provided to the Washoe Tribe.</p> <p><b>Mitigation Measure 5.3.3-3: Protect previously unidentified tribal cultural resources in the lakebed of Lake Tahoe</b>                      This mitigation measure would apply to the pier rebuild component of Alternatives 2, 3, and 4. With respect to performing a pre-construction underwater archaeological survey to identify, evaluate, and protect significant submerged tribal cultural resources, implement Mitigation Measure 5.3.3-1 described above.</p>	<p>General Plan Revision                      Alt. 1 = NI                      Alts. 2, 3, 4 = LTS</p> <p>Pier Rebuild                      Alt. 1 = NI                      Alts. 2, 3, 4 = LTS</p>
<b>5.3.11 Recreation</b>				
<p><b>Impact 5.3.11-2: Affect navigation for non-motorized activities</b>                      With all of the pier alternatives, non-motorized watercraft and long-distance swimmers would need to navigate around the lakeward end of the pier, except during lake levels near median (about 6226 feet msl) where such users could choose to navigate under the fixed pier sections (or gangway). With Alternative 2, non-motorized watercraft would also need to navigate around the swim buoy area. Because the pier with Alternative 2 would be sufficiently distant from the 600-no wake zone in high and low water conditions; and non-motorized</p>	<p><b>Guideline VI.2:</b> Provide an appropriate variety of lake access opportunities, including access to Lake Tahoe for persons with mobility challenges and opportunities for launching non-motorized watercraft.</p> <p><b>Guideline VI.3:</b> Monitor potential conflicts between motorized boating and non-motorized watersports and consider in management strategies to minimize conflicts, such as collaborating</p>	<p>General Plan Revision                      Alt. 1 = NI                      Alts. 2, 3, 4 = LTS</p> <p>Pier Rebuild Project                      Alt. 1 = NI                      Alt. 2 = LTS                      Alts. 3, 4 = S</p>	<p><b>Mitigation Measure 5.3.11-2: Improve lateral movement and navigation around pier</b>                      This mitigation measure would apply to the pier rebuild project under Alternatives 3 and 4. CSP and the Conservancy will redesign the pier to improve lateral movement and navigation for non-motorized watercraft and swimmers. The pier</p>	<p>General Plan Revision                      Alt. 1 = NI                      Alts. 2, 3, 4 = LTS</p> <p>Pier Rebuild                      Alt. 1 = NI                      Alts. 2, 3, 4 = LTS</p>

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<p>watercraft and swimmers are already accustomed to navigating into deeper waters to get around the point and buoys on the eastern end of the park, the impact on navigation for non-motorized watercraft and swimmers would be less than significant for Alternative 2. Because the Alternative 3 central pier and the Alternative 4 western pier would create a significant barrier by forcing non-motorized watercraft and swimmers to travel outside of the 600-foot no wake zone during high water conditions, this impact would be significant. After implementation of Mitigation Measure 5.3.11-2, the piers proposed in Alternatives 2 and 3 would include buoys to notify motorized watercraft to reduce speeds, and the most lakeward sections of the piers would be removed during periods of high lake levels to increase the space available for non-motorized navigation. After incorporation of mitigation, the impact of the piers in Alternatives 3 and 4 would be less than significant.</p> <p>Aside from proposed changes associated with replacement of the existing boat ramp with a non-motorized lake access point and pier, the upland features proposed by the General Plan revision in Alternatives 2 through 4 would not affect non-motorized navigation on Lake Tahoe. These General Plan revision alternatives would have a less-than-significant impact on non-motorized navigation parallel to the shore. Alternative 1 would have no impact on non-motorized watercraft activities.</p>	<p>with TRPA and the U.S. Coast Guard to reduce watercraft speeds in the vicinity of KBSRA.</p> <p><b>Guideline V4.1:</b> Designate a swimming only area near the center of the beach during the peak summer season. Demarcate the area with swim buoys and enforce a prohibition on watercraft within the swimming area. Allow the park supervisor to issue exceptions to the watercraft prohibition for paddle craft during special events.</p> <p><b>Guideline V4.2:</b> Maintain access for non-motorized watercraft on the east and west sides of the swimming area.</p> <p><b>Guideline V4.3:</b> Provide motorized watercraft access to KBSRA by allowing temporary passenger loading and unloading at the pier. Manage the duration of passenger drop-off and pick-up times to allow multiple watercraft to access the pier throughout the day.</p> <p><b>Guideline V4.4:</b> Maintain opportunities for safe navigation of non-motorized watercraft parallel to the shoreline.</p>		<p>would be redesigned and constructed to include the following features:</p> <ul style="list-style-type: none"> <li>◆ removable navigational buoys shall be added beyond the lakeward end of the pier for use in high water conditions to notify motorized boaters of an extended no wake zone; and</li> <li>◆ the design shall allow for the outermost floating platform(s) to be temporarily removed during high water conditions, to shorten the pier while maintaining access to the pier for motorized watercraft.</li> </ul>	
<p><b>5.3.12 Scenic Resources</b></p>				
<p><b>Impact 5.3.12-1: Effects on views toward Lake Tahoe and the visual quality of the site</b> Implementation of Alternative 1 would result in no changes at KBSRA and therefore no impact to views toward Lake Tahoe or the visual quality of the site.</p>	<p><b>Guideline RES 10.1:</b> Locate and design structures to minimize their visible mass and potential to detract from scenic views from within KBSRA.</p>	<p>General Plan Revision Alt. 1 = NI Alts. 2, 3 = LTS Alt. 4 = S</p>	<p><b>Mitigation Measure 5.3.12-1a: Redesign the pier as a floating pier</b> This Mitigation Measure applies to Alternatives 3 and 4.</p>	<p>General Plan Revision Alt. 1 = NI Alts. 2, 3, 4 = LTS  Pier Rebuild</p>

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<p>Alternative 2 would affect visual conditions by modifying man-made features visible from SR 28 and altering views of Lake Tahoe from SR 28. These visual changes would not substantially degrade the visual quality of the site, views from SR 28, views of Lake Tahoe or scenic vistas. Nor would the visual changes reduce the TRPA scenic quality ratings for the applicable roadway travel units, scenic resources, or for the recreation area. Thus, Alternative 2 would have a less-than-significant impact. The upland features of the General Plan revision in Alternative 3 would have similar effects on scenic and visual quality as Alternative 2, which would be less than significant. The upland features of the General Plan revision in Alternative 4 include shade structures that would degrade an existing view of Lake Tahoe and would reduce the TRPA scenic threshold score for Scenic Resource 20-5 resulting in a significant impact. However, after implementation of Mitigation Measure 5.3.12-1b, the impact of the upland features of the General Plan revision in Alternative 4 would be reduced to a less-than-significant level. The pier rebuild project in Alternatives 3 and 4 would block views of Lake Tahoe from the beach, including from TRPA-designated Scenic Resource 9-2, which would bring that resource out of attainment of its scenic threshold standard. This would be a significant impact for Alternatives 3 and 4. After implementation of all feasible mitigation, the pier rebuild project in Alternatives 3 and 4 would continue to block views of the lake and bring Scenic Resource 9-2 out of attainment of the TRPA scenic threshold standard. Therefore, the pier rebuild project in Alternatives 3 and 4 would have a significant and unavoidable impact on the scenic quality of views toward the lake.</p>	<p><b>Guideline RES 10.2:</b> Minimize the visibility of upland facilities from Lake Tahoe by designing new or relocated facilities in locations that are screened from views, using materials and colors that blend with the natural background, and/or incorporating vegetative screening to obscure views of human-made facilities from the lake.</p> <p><b>Guideline RES 10.3:</b> Locate and design new facilities and improvements to minimize encroachment into views of Lake Tahoe from State Route 28. Preserve views of Lake Tahoe from TRPA-designated scenic resource 20-5, on SR 28 near the west side of KBSRA.</p> <p><b>Guideline RES 11.1:</b> Incorporate the following design guidelines in new or redeveloped facilities in KBSRA:</p> <ul style="list-style-type: none"> <li>◆ Buildings shall be constructed of wood, stone, or similar natural or natural-looking materials. Reflective materials, smooth surfaces, or brightly colored materials shall not be used, except where necessary for public safety.</li> <li>◆ Facilities shall be dark earth-tone colors that blend with the natural environment and minimize the visibility of facilities. Lighter earth-tone colors can be used on portions of facilities to provide architectural detail and visual interest.</li> </ul>	<p>Pier Rebuild Project                      Alt. 1 = NI                      Alt. 2 = LTS                      Alts. 3, 4 = S</p>	<p>CSP and the Conservancy will redesign the central and western piers as low-profile floating piers that minimize their visibility from the beach. The redesigned piers shall maintain the following elements of the existing design that reduce its visual prominence: (1) minimize the visibility of pilings by including fewest number, smallest diameter, and shortest pilings feasible; and (2) the pier decking, floats, pilings, and other elements shall be colored a muted shade of medium to dark grey that allows the pier to visually blend into the water. In addition to maintaining these elements of the existing design, the redesigned pier shall comply with the following design criteria to the extent feasible without jeopardizing public safety or the structural integrity of the pier:</p> <ul style="list-style-type: none"> <li>◆ the entire pier shall be designed as a floating pier with no fixed sections elevated above the beach or water surface;</li> <li>◆ no railings or other non-structural elements shall be included above the pier deck; and</li> <li>◆ the floating deck shall be designed to minimize the distance between the water surface and the top of the pier decking.</li> </ul>	<p>Alt. 1 = NI                      Alt. 2 = LTS                      Alts. 3, 4 = SU</p>



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	<ul style="list-style-type: none"> <li>◆ The architectural design of facilities should reflect the natural mountain environment. Roofs should be sloped, and buildings should include articulation and architectural details and not exceed the height of the forest canopy.</li> </ul> <p><b>Guideline RES 11.2:</b> Develop outdoor lighting to be part of the architecture and site design, maintain the operational efficiency of the site, avoid light pollution, and provide security. Outdoor lighting, at a minimum, shall comply with the following guidelines:</p> <ul style="list-style-type: none"> <li>◆ Limit new or existing sources of exterior lighting and reflective materials to the minimum amount necessary for public safety, navigation, and operations.</li> <li>◆ All overhead lighting fixtures shall be fully shielded and directed downward to prevent light pollution.</li> <li>◆ Exterior lighting should use the lowest wattage necessary for the application.</li> <li>◆ Lighting should use yellow spectrum luminaires, such as low-pressure sodium or narrow band amber Light-Emitting Diode (LED) and avoid bright white light sources.</li> </ul>		<p><b>Mitigation Measure 5.3.12-1b: Redesign shade structures as picnic sites or relocate shade structures.</b>                      This Mitigation Measure applies to Alternative 4.</p> <p>CSP will redesign or relocate the four shade structures proposed between the parking lot and beach on the west side of KBSRA to minimize new obstructions to views of Lake Tahoe from the main vehicular entry (Viewpoint 5) and from Scenic Resource 20-5, located on SR 28 directly north of the proposed shade structures. The structures will either be redesigned as unshaded picnic sites or relocated to another area of the park where they would not block views of Lake Tahoe. If they are redesigned, the redesigned structures will include no permanent roofs, walls, posts, or other structural elements that extend above four feet in height. If they are relocated, they will be relocated to the eastern side of the park in an area where existing vegetation and/or structures block views of Lake Tahoe from State Route 28.</p>	

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	<p><b>Guideline RES I 1.3:</b> Install and maintain landscaping to enhance scenic views into and from KBSRA, and as a method for screening existing or planned buildings and infrastructure. Landscape design shall comply with the following guidelines:</p> <ul style="list-style-type: none"> <li>◆ Use TRPA recommended list for native and adapted plant species. Non-native plants may be used as accent plantings but are restricted to borders, entryways, flower beds, and other similar locations. Use locally native species where feasible.</li> <li>◆ Existing trees and natural features should be preserved and incorporated into landscape improvements</li> <li>◆ Incorporate water conservation measures into the landscape. Water conservation measures could include the use of drought tolerant plants, low volume irrigation, mulch layer over landscape beds (but not large exposed tree roots) to slow evaporation, and soil amendment with compost and clay to increase water retention.</li> </ul> <p><b>Guideline RES I 1.4:</b> Install and maintain signage to provide adequate public information in a manner that does not detract from the aesthetics or</p>			

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	the scenic quality of the park. Signage should comply with the following guidelines, where feasible: <ul style="list-style-type: none"> <li>◆ Consolidate signage onto kiosks or similar structures to avoid visual clutter.</li> <li>◆ Signs should be dark brown or other earth-tones and avoid reflective materials.</li> <li>◆ Coordinate wayfinding signage with local and regional agencies to establish a consistent visual character.</li> </ul>			

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TAHOE  
REGIONAL  
PLANNING  
AGENCY

## CHAPTER 1

# Introduction



# 1 Introduction

## 1.1 Location and Regional Context

The Kings Beach State Recreation Area (KBSRA) is located on the north shore of Lake Tahoe in the heart of the Sierra Nevada (Exhibit I.1-1). It includes approximately 1,000 feet of Lake Tahoe's shoreline and approximately 13.9 acres of beach and upland area in the center of the unincorporated community of Kings Beach. KBSRA is surrounded by a mix of urban uses to the west, north, and east, and by Lake Tahoe to the south. Lake Tahoe is the centerpiece of the region and KBSRA is uniquely situated to serve the lake-based recreation needs of residents and visitors to Kings Beach and the north shore of Lake Tahoe.

The region served by KBSRA includes Lake Tahoe and the surrounding watershed – the Lake Tahoe Basin – which straddles the state line between California and Nevada. The region also includes parts of Placer County, California and Washoe County, Nevada outside the Tahoe Basin to the north, extending to Truckee, a gateway community in Nevada County, California. KBSRA also serves the recreation needs of visitors from Carson City, Reno, Sacramento, and beyond.

Visitors to the area are attracted to the region's recreation opportunities, as well as its scenic and natural beauty, including the famous clarity of Lake Tahoe. Open space and recreation lands comprise most of the land in the region, including undeveloped forest lands managed by the U.S. Forest Service (USFS).

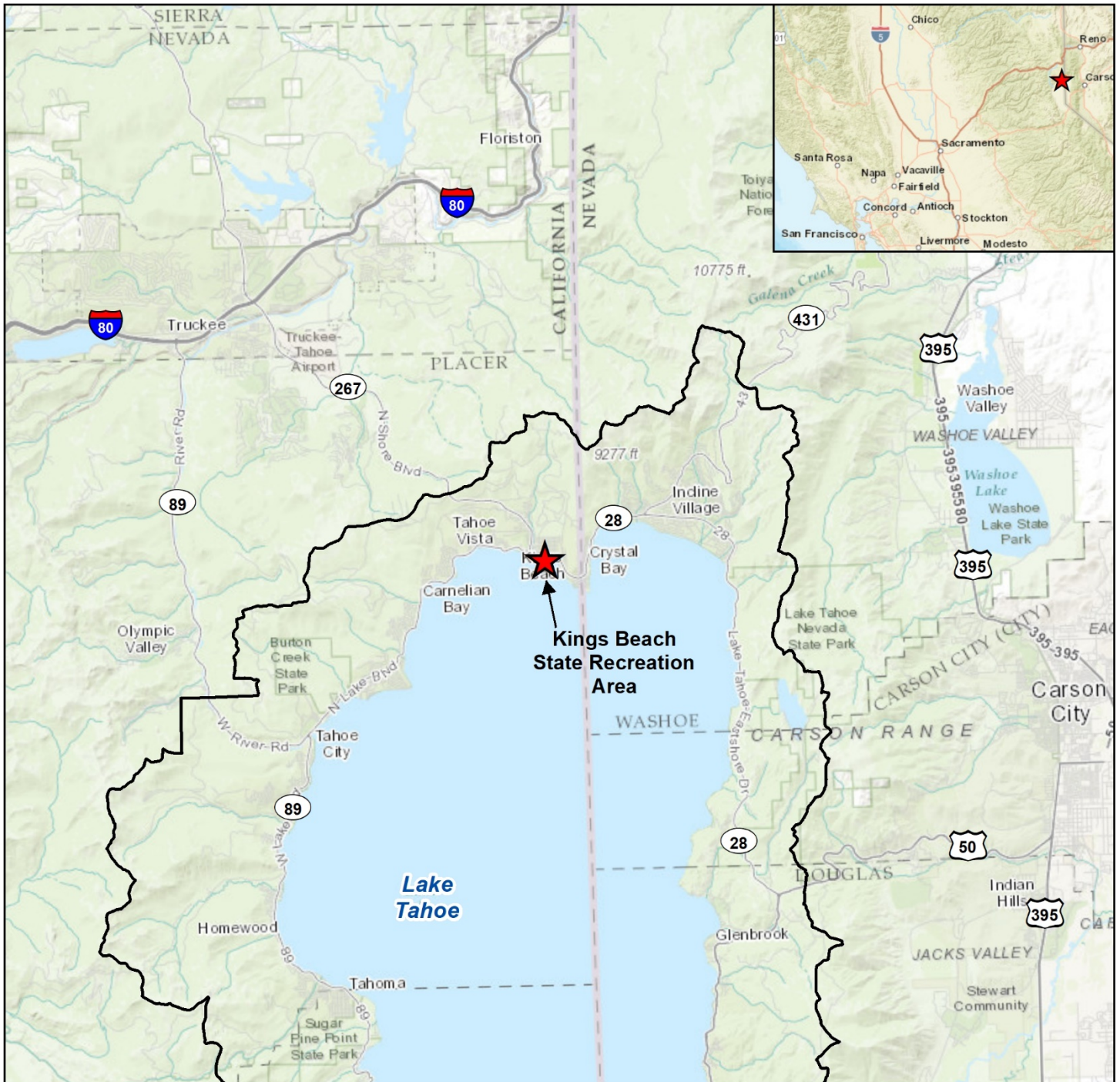
Approximately 70,000 permanent residents live in the region defined above. Of these, approximately 50,000 permanent residents live within the Tahoe Basin in communities concentrated around the edge of the lake in six jurisdictions: Placer and El Dorado counties and the City of South Lake Tahoe in California; and Washoe and Douglas counties and Carson City Rural Area in Nevada.

Commercial development and tourist accommodations are generally located along key travel routes around the lake, and serve some 3 million visitors to the Tahoe Basin annually (Placer County 2013).





*Source: Ascent Environmental*

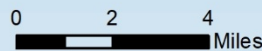
*Hikers at D.L. Bliss State Park on Tahoe's west shore. Visitors are attracted to the Tahoe region for the recreational opportunities and natural beauty.*



## Kings Beach State Recreation Area General Plan

### Legend

-  Kings Beach State Recreation Area
-  TRPA Boundary



Source: Adapted by Ascent Environmental in 2017  
 Basemap: ESRI 2017 G13010017 04 029

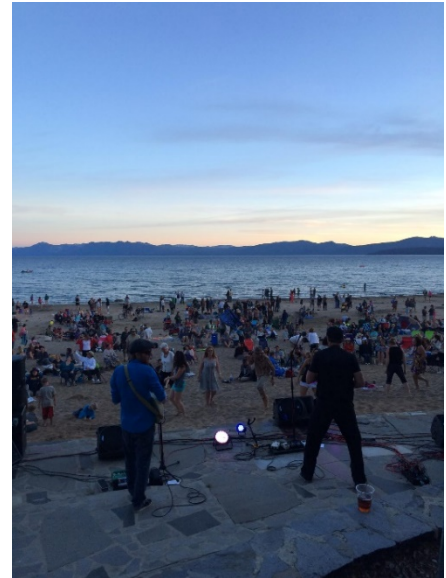


## 1.2 Site Characteristics Overview

The KBSRA plan area consists of 13.9 acres including 12.55 acres owned by California State Parks (CSP), and a 1.36-acre area owned by the California Tahoe Conservancy (Conservancy) (Exhibit 1.2-1). KBSRA is located adjacent to SR 28 and 0.3 mile from SR 267, which provides access into the Tahoe Basin. Access to Lake Tahoe is a defining feature of KBSRA, and it includes a beach and gathering places that are popular with residents as well as visitors from throughout California and beyond.

KBSRA is a day-use area with a variety of developed facilities. These include a plaza for public gathering and special events, including music events; a half basketball court; picnic sites with barbecue pits; a playground; two restroom buildings; a boat ramp; 177 parking spaces; and a 207-foot-long pier that extends to the approximate natural lake water level of 6,223 feet above mean sea level. Neither the pier nor the boat ramp reach Lake Tahoe during periods of low lake levels. A concession is housed in a small building at the base of the pier and offers watercraft rental during the summer months. The North Tahoe Event Center is adjacent to KBSRA to the west; the North Tahoe Public Utility District (NTPUD) operates the event center and has a shared-parking agreement with CSP for parking in the park. A comprehensive summary of existing site characteristics is included in Chapter 2, Existing Conditions.

Visitors to KBSRA tend to be a blend of local residents who use KBSRA as a community park, and visitors from elsewhere in California, Nevada and beyond. Park visitation has varied widely in the last 5 years (2002-2016). An average of about 85,000 persons visited the park annually and an average of 32,000 people visited the park in the peak month (July) over this period (see Table 2.4-1 in Chapter 2, Existing Conditions, for additional visitation details). Visitation is much higher throughout the summer months than during winter months.



*Source: North Tahoe Business Association*

*Music on the Beach, a free concert series, is held every Friday evening during the summer months at KBSRA.*

## 1.3 Park History and Purpose Acquired

***“The primary objective in acquiring the Kings Beach State Recreation Area was to provide public ownership of, and access to, the beautiful Lake Tahoe shoreline, so people could make use of the recreational opportunities afforded by the facility.”***

- Declaration of Purpose,  
1980 General Development  
Plan

CSP initially acquired 6.82 acres of park and beach lands in 1974 for \$682,000 from the Joseph King Estate. CSP turned over operations and maintenance of the park to NTPUD shortly thereafter. CSP designated this area as the Kings Beach State Recreation Area on July 1, 1977. The previous KBSRA General Development Plan (GDP) was approved in 1980 and addressed the original 6.82 acres of park and beach lands. The purpose of the acquisition, as described in the 1980 GDP, was to provide public ownership of, and access to, the beautiful Lake Tahoe shoreline, so people could make use of the recreational opportunities afforded by the site.

The Conservancy acquired 10 parcels totaling 1.4 acres for its Kings Beach Recreation Enhancement Project adjacent to the original 6.82-acre KBSRA (Placer County Assessor’s Parcel Numbers 090-080-025, 090-135-030, 090-135-031, 090-135-032, 090-135-033, 090-135-034, 090-135-042, 090-135-035, 090-135-036, and 090-135-043). This 1995 project cost \$4,200,000 for land acquisitions, site planning, and construction. In addition to acquisitions that opened lake views by demolishing structures that physically separated the Kings Beach community from KBSRA, the purpose of the resulting project was to accommodate year-round recreational use; to link the adjacent, heavily utilized recreational facilities; to provide land and streetscape improvements; and to form a cornerstone of the Kings Beach Community Plan.

A 2014 Agreement between CSP and the Conservancy for KBSRA and certain-Conservancy-owned parcels in Placer County includes a clause that CSP “shall seek to amend the KBSRA General Plan...to adjust the boundaries of KBSRA to include other State-owned properties operated and managed by State Parks.” Incorporation of the Conservancy properties into the boundary of KBSRA allows for the inclusion of adjacent State-owned lands in a comprehensive plan for the entire area.

While both state agencies recognize the importance of providing for public access and recreation while protecting the natural environment and have agreed to deliver well-coordinated management of state lands through cooperative operation of their respective lands, there may be a future interest in transferring the Conservancy’s properties to CSP as part of implementation of the General Plan. Improvements proposed under the General Plan do not differentiate between state land ownerships and seamlessly integrate all state lands within the General Plan boundary in site designs.

# Kings Beach State Recreation Area General Plan

- Legend**
- Project Site
  - California Tahoe Conservancy Owned Parcels
  - Kings Beach SRA General Plan Boundary
  - 1-foot Contour
  - Basketball Court
  - Boat Ramp
  - Crosswalk
  - Dog Use Area
  - Kiosk
  - Parking
  - Picnic Area
  - Playground
  - Restroom
  - Stormwater Outfall Area
  - Volleyball Area



Note: The proposed rebuilt pier would extend beyond the General Plan boundary shown here.

Source: Adapted by Ascent in 2017  
2015 GoogleEarth Imagery  
G13010017 04 006



Exhibit I.2-1 Plan Area – Existing Conditions



The area to the east of the original 6.82 acres, which includes a boat ramp and related amenities, was owned by the California Department of Boating and Waterways (DBW) when the GDP was approved in 1980. In 2013 DBW became a division of CSP, adding the boat ramp parcel to the land owned by CSP and the operating boundary of KBSRA.

Prior to the merger of DBW with CSP, nine parcels totaling 4.81 acres including the boat ramp, boarding dock, restroom and parking lot at the corner of Coon Street and Brockway Vista Avenue were owned by DBW. Three of the nine parcels were portions of road rights-of-way that were abandoned by Placer County and transferred to DBW in July of 1996. Another 2.6-acre parcel was quitclaimed by Placer County to DBW in March 1972.

The remaining five parcels were privately owned and acquired by DBW between December 1970 and December 1972. Effective July 1, 2013 the owning agency for these nine parcels changed from DBW to CSP and officially became part of KBSRA.

In May 2014, operation and maintenance of KBSRA and the boat launch facility was officially transferred from NTPUD to CSP. In October 2014, CSP and the Conservancy entered into an Operating Agreement (CSP and Conservancy 2014) that allows KBSRA and the adjoining Conservancy-owned lands to be managed and operated by CSP as a single unit.

In 2001, the Conservancy conducted an initial feasibility study that evaluated a rebuilt pier that would extend into deeper water. A subsequent design study concluding in 2003 defined the primary features of the pier in a preferred location. In 2015, the Conservancy initiated an updated feasibility study that confirmed basic design features and analyzed the reconstruction and expansion of the pier at a new location within the park. The pier alternatives evaluated in this most recent feasibility study were incorporated into the General Plan revision alternatives.

The Kings Beach Center, adjacent to KBSRA, was built in 1958 by Joseph King for the sole purpose of replacing the Knudson family's Jimboy's Taco truck with a more permanent home.

Over time, a large portion of the center became a furniture store before conversion into a bowling alley. In the summer of 1967, the Kings Beach Bowl opened in the same building. The bowling alley had been gutted and the owners let their teenage kids, who had a band called The Creators, begin performing there. A professional booking agent was soon hired who invited top-tier rock 'n' roll artists to the North Shore, many from San Francisco's Fillmore music scene.



*Source: Design Workshop*

*KBSRA is located in the heart of Kings Beach, adjacent to restaurants, shops, and other local businesses.*



Source: Design Workshop

The North Tahoe Event Center is widely used for conferences and events. It is owned by NTPUD.

**...the Lake burst upon us -- a noble sheet of blue water lifted six thousand three hundred feet above the level of the sea, and walled in by a rim of snow-clad mountain peaks that towered aloft full three thousand feet higher still! It was a vast oval, and one would have to use up eighty or a hundred good miles in traveling around it. As it lay there with the shadows of the mountains brilliantly photographed upon its still surface I thought it must surely be the fairest picture the whole earth affords.**

- Mark Twain, *Roughing It*

The music venue closed down at the end of 1968, and 20 years later the building was renovated with Placer County Transient Occupancy Tax (TOT) funds and the North Tahoe Event Center was established. NTPUD has owned the event center since that time.

## 1.4 Sense of Place

Identifying KBSRA’s “sense of place” is an important step in establishing the park’s purpose and vision. The sense of place refers to the distinctive characteristics that draw visitors to the park and the special qualities of the park that should be emphasized, protected, and enhanced. KBSRA provides a direct connection to Lake Tahoe in the heart of a mountain town. It is a place for active play, relaxation, social gatherings, and inspiration.

- ◆ KBSRA serves as the gateway between Lake Tahoe and the community of Kings Beach. Visitors from near and far come to the park to interact with the Lake. In summer, the park is full of visitors who swim, paddle, sunbathe, picnic, and play on the land and water. It also serves as a gateway to the land from the Lake. Boaters on Lake Tahoe can access the park, community of Kings Beach, and greater north shore area through KBSRA. During cooler periods of the year, the park provides an opportunity for visitors to quietly interact with the Lake and absorb the enormity of the lake and surrounding peaks.
- ◆ In many ways, the park serves as the heart of the community of Kings Beach. While the park is distinct, visitors seamlessly move between the park and the surrounding town. KBSRA blends the natural environment with its more urban setting, which provides convenient access to nature for visitors of all abilities. Residents and visitors from afar interact and enjoy the lake, beach, and town as part of an integrated experience.

## 1.5 Purpose of the General Plan Revision and Pier Rebuild Proposal

General plans are broad-based policy documents that provide management guidelines for a park unit. These guidelines define a unique framework, focused on this particular unit, for implementing CSP's mission of resource stewardship, visitor use, interpretation, recreation and visitor services.

The general plan defines the purpose, vision, and long-term goals and guidelines for park management and facility enhancement for the next 20 years or more. Typically, a general plan provides guidelines for future land management and for the facilities required to accommodate expected visitation.

Because a general plan is likely to be in effect for so long, it must be flexible enough to accommodate expected future changes while clearly guiding decision-making consistent with the adopted park vision. Thus, the general plan provides broad guidelines for future operation of the park, but does not prescribe specific operational strategies (such as locations for dog use, establishment of parking and special event fees, and closure of the pier in inclement weather) that may need to be adjusted over time.

The purpose statement for KSBRSRA, included in Section 4.1.1 of Chapter 4, The Plan, describes the unique role the park plays in meeting the CSP mission.

Because of the small size of KSBRSRA, this general plan includes a site design for specific facility improvements at a greater level of detail than is typical in general plans.

### 1.5.1 Combined General Plan/Project-Level EIR

The California Environmental Quality Act (CEQA) requires that state agencies analyze and disclose the potential environmental effects of a proposed discretionary action. An Environmental Impact Report (EIR), as prepared by state and local governments, is usually a stand-alone document intended to meet the requirements of CEQA. However, CEQA also encourages options to avoid redundancy. To that end, this general plan includes an integrated EIR. By combining the General Plan and EIR in one document, CSP can reduce duplicative analyses and provide the public with easily accessible information on both the plan and environmental review. When the lead agency combines a plan and an EIR, all CEQA requirements must be addressed and the document must identify where these requirements are met.



*Source: Design Workshop*

*KBSRA as viewed from Lake Tahoe. The general plan defines the purpose, vision, and long-term goals and guidelines for park management.*

Please refer to Chapter 5 and the Table of Contents for the location of EIR-required elements (State CEQA Guidelines Section 15120 – 15130) within this document.



*Source: Ascent Environmental*

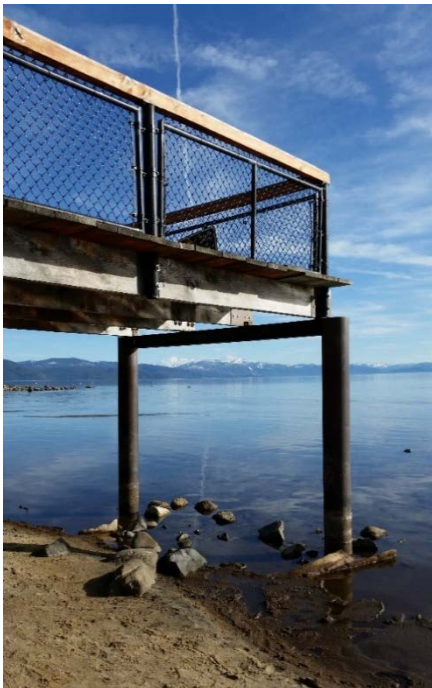
Visitors enjoy the beach at KBSRA near patches of dune vegetation. The EIR evaluates the environmental effects of the operation, use, and development of KBSRA as guided by this General Plan.

Future actions that may result from the adoption and implementation of this general plan have been anticipated and potential impacts resulting from these actions analyzed. Measures have been incorporated as goals and guidelines and standard and special project requirements, where feasible, to avoid significant environmental impacts from implementation of planned actions. The site design included in this general plan provides project-level detail of specific facility improvements and other physical changes that could result from implementation of this plan. Therefore, the CEQA analysis detailed in this document is intended to be sufficient to address the impacts of many future actions provided they are consistent with the plan's goals, guidelines, and site design. If future actions deviate from the plan and site design, those actions may require additional CEQA analysis. Information contained in this document may be used to determine how much, if any, additional CEQA documentation is necessary based on State CEQA Guidelines Sections 15162-15164.

## 1.5.2 Pier Rebuild and Project-Level EIR/EIS

The Tahoe Regional Planning Compact (Public Law 96-551), Lake Tahoe Regional Plan, and Rules of Procedure require the Tahoe Regional Planning Agency (TRPA) to undertake environmental review for certain projects within the Lake Tahoe Region, and to prepare an Environmental Impact Statement (EIS) prior to approving any project that could have a significant effect on the environment. Because KBSRA is within the Tahoe Region, all site improvements undertaken to implement this general plan are subject to TRPA environmental review requirements (in addition to CEQA), as described in Chapter 3 of the TRPA Code of Ordinances.

The rebuilt Kings Beach Pier is a near-term project consistent with this general plan. It has been designed to a greater level of detail than other projects allowed by the plan and a TRPA permit application for the pier has been prepared. Because the level of design is sufficient to permit detailed environmental analysis, TRPA has prepared a project-level EIS for the pier rebuild project. As with the EIR, the project-level EIS for the pier rebuild project is included in this document to reduce duplicative analysis and provide the public with easily accessible information on the plan, pier rebuild project, and environmental review. Please refer to Chapter 5 and the Table of Contents for the location of EIS elements within this document.



*Source: California Tahoe Conservancy*

The existing pier at KBSRA does not reach the water when the lake level is low. The rebuilt pier would provide access under a wider range of conditions.



The objectives of the Kings Beach Pier Rebuild Project are as follows:

- ◆ meet current industry standards for pier structures associated with large inland waterbodies;
- ◆ enhance recreation access to KBSRA (and the community of Kings Beach) from the lake by motorized and non-motorized watercraft;
- ◆ enhance recreation access to the lake from KBSRA beachgoers, including general recreation and motorized and non-motorized craft users;
- ◆ improve lake access for persons with disabilities;
- ◆ improve functional access to the pier for a range of recreational boating types over a wider range of lake levels;
- ◆ be compatible with applicable land use plans and other recreation uses in KBSRA, on land and on the water;
- ◆ provide opportunities for publicly accessible scenic vistas, interpretation, education, as well as for watercraft access;
- ◆ minimize environmental impacts; and
- ◆ promote public health and safety, including a safe access point to Lake Tahoe and a safe location for temporary mooring for boaters along the North Shore.



*Source: Ascent Environmental*

*Motorized and non-motorized watercraft navigate the waters at KBSRA. The pier rebuild must consider these different uses.*

## 1.6 Organization of the General Plan and EIR/EIS

This general plan and EIR/EIS is organized into the following sections:

- ◆ **Executive Summary:** The executive summary provides a brief discussion of the most essential information in the general plan. It provides an overview of the purpose of the general plan; the planning process; and the most essential information related to the General Plan revision, pier rebuild project, and environmental analysis.
- ◆ **Chapter I, Introduction:** The introduction provides a brief overview of KBSRA. It describes the purpose of the general plan, pier rebuild project, and EIR/EIS, and summarizes the planning process and subsequent steps.



*Source: Ascent Environmental*

*KBSRA is a popular access point to Lake Tahoe for kayakers and other recreationists.*

- ◆ **Chapter 2, Existing Conditions:** Chapter 2 describes the existing land uses, facilities, resource values, visitor experiences, operations, and interpretation at KBSRA. It also describes the partnerships and planning influences that affect the general plan. It serves as the baseline against which the general plan and pier rebuild project are evaluated.
- ◆ **Chapter 3, Issues and Analysis:** Chapter 3 explains the planning assumptions that inform the general plan. It also identifies the key issues, opportunities, and constraints that are addressed by the general plan.
- ◆ **Chapter 4, The Plan:** Chapter 4 presents the purpose and vision for KBSRA. It includes the site design, and the goals and guidelines that direct management of the park. Chapter 4 also includes a list of CSP standard and special project requirements that are mandatory measures that are part of the General Plan revision and would be required for any future project implemented under the General Plan revision, including the pier rebuild project.
- ◆ **Chapter 5, Environmental Analysis:** Chapter 5 describes the proposed project and alternatives to the proposed General Plan revision and pier rebuild project, which are evaluated in the environmental analysis, and those that were dismissed from further evaluation. It also includes an analysis of environmental effects of implementing the goals, guidelines, and site design contained in the general plan, pursuant to CEQA, and of the Kings Beach Pier Rebuild Project, pursuant to CEQA and the Tahoe Regional Planning Compact and Regional Plan.
- ◆ **Chapter 6, References:** Chapter 6 lists the written sources and individuals cited in the general plan and EIR/EIS.
- ◆ **Chapter 7, Glossary:** Chapter 7 provides a glossary of terms included in the general plan and EIR/EIS.
- ◆ **Chapter 8, Report Preparers:** Chapter 8 lists the contributors to the general plan and EIR/EIS.

## 1.7 Planning Process and Subsequent Planning and Permitting

State park unit planning occurs under a planning hierarchy that begins with the department's mission statement. First and foremost, a state park unit (unit) serves statewide interests, best described in the Statewide Comprehensive Outdoor Recreation Plan (CSP 2015). The unit is studied to document its resources, classified based on the physical attributes, and subject to management guidelines provided in Public Resources Code (PRC) Section 5019.50-5019.80. A general plan is then prepared based on PRC Section 5002.2. When circumstances change, the general plan may need to be amended or revised to best serve the park unit and statewide interests.

This general plan calls for the preparation of a subsequent Urban Forest Management Plan and Interpretive Master Plan. The site design also identifies a number of site improvements including new and reconstructed facilities. These site improvements will require a subsequent project development and permitting process.

The following list of agencies would be expected to use the EIR/EIS in decision-making:

- ◆ California Department of Fish and Wildlife (CDFW) – Trustee Agency for projects that may affect fish, wildlife, or their habitat;
- ◆ California State Lands Commission (CSLC) – Trustee Agency with regard to state-owned "sovereign" lands, such as the beds of navigable waters;
- ◆ CSP – Lead Agency and Trustee Agency with regard to units of the State Park System;
- ◆ Conservancy – CEQA Responsible Agency;
- ◆ Lahontan Regional Water Quality Control Board (Lahontan RWQCB) – Responsible Agency;
- ◆ TRPA – Lead Agency;
- ◆ U.S. Army Corps of Engineers (USACE) – Responsible Agency; and
- ◆ U.S. Fish and Wildlife Service (USFWS) – Trustee Agency for projects that may affect fish, wildlife, or their habitat.

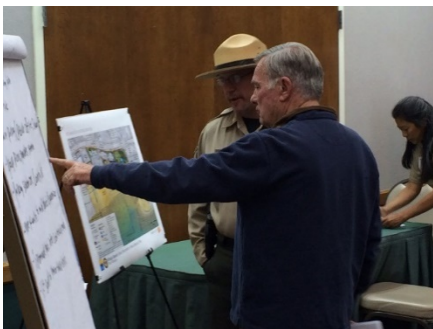
***The Statewide Comprehensive Outdoor Recreation Plan (SCORP) is an inclusive plan for the nearly 1,000 park and open space management agencies in California.***

The following list of approvals or permits would be required to implement projects identified within this plan:

- ◆ EIP permit for the pier from TRPA;
- ◆ TRPA permit (e.g., EIP permit) for individual projects subsequent to the General Plan revision;
- ◆ CSLC controls activity on lands lakeward of Lake Tahoe's legal high-water limit (i.e., 6229.1 Lake Tahoe Datum) and must grant a lease for construction and operation of the pier;
- ◆ Section 401 water quality certification from Lahontan RWQCB;
- ◆ Section 404 permit from USACE;
- ◆ California Fish and Game Code Section 1602 lake and streambed alteration agreement with CDFW; and
- ◆ Endangered Species Act Section 7 consultation with USFWS.

Following completion of the environmental review process, CSP will seek certification of the EIR and project approval from the California State Park and Recreation Commission. Next, TRPA will take the EIS for the pier rebuild project to the TRPA Advisory Planning Commission for a recommendation on approval and certification, and then to the Governing Board for a final decision. The Conservancy may use the document for land transfer decisions, funding decisions, and any decisions requiring future Board authorization.

## 1.8 Interagency and Stakeholder Involvement



Source: Ascent Environmental

*CSP staff engaged with stakeholders and members of the public to field questions and receive input at meetings and workshops.*

The planning team used a combination of staff input, agency and stakeholder workshops, questionnaires, a dedicated project webpage, an online engagement tool, and personal contacts to obtain stakeholder input and comment on the general plan process.

The planning team engaged with CSP and Conservancy technical specialists to review key information; provide input to the park purpose and vision, management zones, and intent; develop concept alternatives; and recommend a preferred alternative. Planning team and staff meetings were held after each of the first two public workshops to review input and develop the alternatives and preferred alternative.

The planning team held three meetings with outside agencies and additional meetings with stakeholders that have an interest in the General Plan revision and pier rebuild project:

- ◆ September 1, 2016 – The purpose of the meeting was to present the conceptual alternatives for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project, and seek agency input on the features or components that should be included in a preferred alternative. Agencies in attendance included TRPA, CSLC, North Tahoe Public Utility District, Placer County, California Department of Transportation, Conservancy, and CSP.
- ◆ February 2, 2017 – The purpose of the meeting was to present information and obtain feedback on the preferred alternative for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project. Agencies in attendance included Placer County, TRPA, North Lake Tahoe Resort Association, CSLC, Conservancy, and CSP.
- ◆ February 16, 2017 – The purpose of the meeting was to present information and obtain feedback on the preferred alternative for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project from members of the Shoreline Review Committee, an agency committee established to review shoreline projects in the Tahoe Basin. Agencies and stakeholders in attendance included the U.S. Army Corps of Engineers, Tahoe Resource Conservation District, California Department of Fish and Wildlife, TRPA, CSLC, Placer County, Conservancy, and CSP. Agency representatives were asked to identify regulatory considerations or agency plans, programs, or projects that could affect features of the preferred alternative.

Other meetings and outreach related to the General Plan revision and pier rebuild project included:

- ◆ September 7, 2016 – CSP and the Conservancy met with the Latino Leadership Committee to present information in Spanish for non-English speakers and obtain feedback on the conceptual alternatives for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project.
- ◆ September 20, 2016 – CSP and the Conservancy met with California Department of Fish and Wildlife to discuss any permitting challenges for the pier and boat ramp.
- ◆ February 3, 2016 – CSP and the Conservancy met with the Latino Leadership Committee to present information in Spanish for non-English speakers and obtain feedback on the



*Source: Ascent Environmental*

*Community members and agency staff listen to a presentation about the General Plan revision and pier rebuild project alternatives.*

preferred alternative for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project.

- ◆ April 4, 2017 – CSP and the Conservancy attended the North Lake Tahoe Resort Association Breakfast Club to present the preferred alternative for the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project, answer questions, and solicit feedback.
- ◆ April 13, 2017 – CSP and the Conservancy presented the preferred alternative to the North Tahoe Regional Advisory Council and solicited public and advisory council feedback.
- ◆ June 20, 2017 – CSP and the Conservancy shared information on the preferred alternative at a public meeting on upcoming projects in Kings Beach, hosted by Placer County.

## 1.9 Public Involvement

### 1.9.1 Environmental Scoping

The Notice of Preparation for the KBSRA General Plan Revision and EIR, and Kings Beach Pier Rebuild Project EIR/EIS was released on December 22, 2015. The public had several opportunities to provide comments during the NOP public review period: at a public workshop on January 12, 2016; at the TRPA Advisory Planning Commission meeting on April 13, 2016; and via mail, email, and the KBSRA webpage through April 15, 2016.

Key topics identified in comments provided by the public addressed, among others, the following:

- ◆ purpose and vision for KBSRA,
- ◆ pier location,
- ◆ connections with adjacent properties,
- ◆ recreational opportunities and facilities,
- ◆ parking, and
- ◆ a range of environmental effects, such as those related to scenic resources, fish habitat, and circulation.

### 1.9.2 Public Workshops

The planning team conducted three public workshops during the planning process at which members of the public received current information on the planning process and provided input.

**Summaries of comments from the public workshops are available online at the KBSRA General Plan website:  
[www.parks.ca.gov/plankbsra](http://www.parks.ca.gov/plankbsra)**

The first public workshop was held January 12, 2016. The planning team presented an overview of the General Plan Revision, the Pier Rebuild Project, the environmental review process, and a summary of the Pier Feasibility Study findings. During the workshop, the public was asked to provide input on existing conditions, the draft park purpose and vision, and recreation facilities and use desires. During the workshop, scoping comments relative to the impending environmental analysis were also solicited.

The second workshop was held on September 1, 2016. The purpose of the workshop was to present information on the conceptual alternatives that had been developed through the planning process, and facilitate public input on the features and components that should be included in a preferred alternative.

The third workshop was held on February 2, 2017. The purpose of the workshop was to present the preferred alternative for the General Plan revision and pier rebuild project. Presenters provided a brief summary of the planning process and next steps and key features of the preferred alternative. Attendees split into small groups at different stations to learn more about the preferred alternative, ask questions, and provide feedback. Staff were available to answer questions and explain rationale for features and facility locations in the preferred alternative.

### 1.9.3 Interactive Webpage

The planning team created a CSP webpage ([www.parks.ca.gov/PlanKBSRA](http://www.parks.ca.gov/PlanKBSRA)) dedicated to the KBSRA General Plan Revision and Pier Rebuild Project and environmental review process. The webpage is continually updated with information about public workshops, scoping meetings, and project-related documents, such as the Issues, Opportunities, and Constraints Report. Interested parties can sign up for email notices and view planning documents, public workshop information, and newsletters to help them participate in the planning process. The webpage also provides an opportunity for online comment submittal. Contact cards were developed for field staff to distribute the webpage address to park users, stakeholders, and other interested parties.

During the planning process, the public had two opportunities for public input using an online engagement tool, which was facilitated through a software program called Open Town Hall. A link to Open Town Hall was provided on the KBSRA General Plan webpage and included specific questions for the public and allowed commenters to tag the location of a comment on an online map.

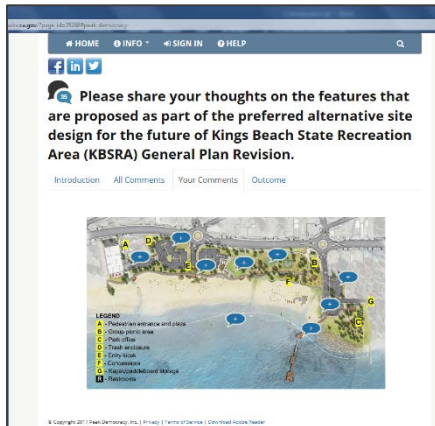


*Source: Ascent Environmental*

*Attendees discuss design alternatives at the public workshop on September 1, 2016.*

## 1.9.4 Newsletters and Mailings

At meaningful points throughout the planning and environmental review process, the planning team prepared and distributed a postcard, newsletters, and e-blasts to update the public and interested stakeholders on important planning process developments. Newsletters were posted on the KBSRA General Plan webpage, distributed to identified stakeholders and community members, and sent to media contacts with press releases. Notices were sent to the project email list.



Source: [www.parks.ca.gov/plankbsra](http://www.parks.ca.gov/plankbsra)

An interactive webpage provided a convenient way for the public to learn about and provide input into the planning and design of KBSRA.

Throughout the process, the planning team invited people to stay apprised of project progress. Interested parties were invited to provide their contact information on sign-in sheets at the public workshops or could provide it via email to the planning team at [plan.general@parks.ca.gov](mailto:plan.general@parks.ca.gov).

Newsletters and email blasts were sent at the following times:

- ◆ December 2015 – a postcard was mailed to the initial contact list a few weeks prior to the first public workshop/scoping meeting held on January 12, 2016 and scoping meeting at the TRPA Advisory Planning Commission held on January 13, 2016. The postcards notified contacts (1) that electronic communication would be the predominant method of communication, (2) that the GP Revision process and Pier Rebuild Project was being initiated, (3) of the date and location of the scoping workshop, and (4) where to find information online.
- ◆ August 2016 – the first newsletter included information on project alternatives, an invitation to attend the second workshop, and information about the online engagement tool.
- ◆ January 2017 – the second newsletter provided information about the preferred alternative and directions for giving input.
- ◆ E-blasts – e-blasts were sent to the contact list approximately two weeks before each workshop and at release of the Kings Beach SRA General Plan Revision and Pier Rebuild Project Draft EIR/EIS for public review and comment.