

KINGS BEACH STATE RECREATION AREA GENERAL PLAN REVISION AND EIR, EIR/EIS FOR THE KINGS BEACH PIER REBUILD PROJECT PUBLIC SCOPING SUMMARY

This document summarizes public input received following release of the Notice of Preparation for the Kings Beach State Recreation Area (KBSRA) General Plan Revision and EIR, and Kings Beach Pier Rebuild Project EIR/EIS on December 22, 2015. Comments were received at the first public scoping meeting on January 12, 2016, at the Tahoe Regional Planning Agency (TRPA) Advisory Planning Commission meeting on April 13, 2016, and via mail and email and through the KBSRA website through April 15, 2016. This summary report has been organized as follows:

1. Public Workshop #1
 - a. Summary of workshop presentation
 - b. Public comments received at workshop stations
2. TRPA Advisory Planning Commission Meeting
 - a. Meeting presentation summary
 - b. Summary of oral comments received at the meeting
3. Written Comments Received
 - a. Summary of written comments received during scoping

PUBLIC WORKSHOP #1

Date: January 12, 2016
Location: North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, CA
Total Attendees: Approximately 30

The purpose of the workshop was to present information on the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project, the related environmental review process, and facilitate public input. This meeting served as the first of two public scoping meetings for environmental review purposes.

A. Workshop Presentation Summary

Introductions

Marilyn Linkem – California State Parks (CSP), Sierra District Superintendent

- Provided welcome and introductory remarks, and thanked everyone for attending and engaging in the process

Presentation

Steve Musillami, RLA – CSP, Manager for Planning and Design Section

- Explained the purpose of the workshop and process
- Provided an overview of KBSRA

Sue Rae Irelan – California Tahoe Conservancy (CTC), Associate Environmental Planner

- Provided an overview of the proposed Pier Rebuild Project, including:
 - Background information and status of pier project planning
 - A summary of pier alternatives evaluated in a Comparative Alternatives Analysis Report prepared by Cardno
 - A summary of the report findings related to fish habitat, visual simulations from the lake, and boater safety

Adam Lewandowski – Ascent Environmental, Inc., General Plan Manager

- Provided an overview of the KBSRA General Plan Revision and the topics that it would cover, the environmental review and document structure, and overall process timeline
- Described opportunities for the public to stay involved
- Invited the public to provide input at the meeting and throughout the process

B. Public Comments Received at Workshop Stations (by Station)

Station 1: Planning Process/Purpose and Vision

- Establish a more succinct Declaration of Purpose
- Make vision statement short and reflective of Kings Beach
- Add progressive ideas that expand outside of current practices and limitations
- Make reference to residents using the park as well as visitors
- Should be forward thinking and evolving
- Pier should extend to 212 feet [6,212 feet] if the goal is to attract large watercraft (M.S. Dixie/taxis)
- Expand contact list to business and other organizations
- Will fees be charged to tie up to the pier?
- Will there be parking fees for locals?
- Preference for east pier location for paddle craft and pedestrian access
- Consider waterborne transportation options
- East pier location directs incoming water traffic more to center of town than the other alternatives
- Design of pier must take into consideration boater and sightseeing public
- Examine two-story fixed section
- Wave movement is more east-west than wind
- East pier location is more amenable to adjust craft in response to wind direction

Station 2: Kings Beach Pier

- Consider swimmer/pedestrian safety around pier area
- Have a fixed pier that extends further into the lake to allow passage of craft underneath
- Add parking in the east, and dog areas of park
- Upgrade/expand building at end of pier
- Waves will limit the boats using the pier
- Install a Secchi disc at the end of the pier
- Replace flood lighting with spotlights
- Consider pier location further west outside of the rocky area (or at existing location)
- How will boat parking be managed at this pier? (e.g., time limitations and number of boats)
- Consider conflicts between pier and boat ramp users for eastern pier option

Station 3: Recreation and Facilities

- Include budget of operations of alternatives
- Boat ramp can be a hazard in medium water levels
- Improve boat ramp (e.g., use rock cribbing for breakwater, move rocks, etc.)
- Boat trailer parking is limited
- Paddle boards are increasing in popularity
- Boat ramp is used often for paddle boards and kayaks
- Consider kayak racks for rental kayaks and paddleboards
- Consider storage for personal kayaks/paddleboards
- Consider small boats only at ramp
- Upgrade and expand the rock walkways by the restrooms
- More barbeques and picnic tables
- Consider gas grills
- Timely implementation of the plan
- Phase construction of improvements that allow for early community benefits
- Promote reestablishment of sand dune and minimize ongoing maintenance
- Consider expanded permanent easement around Events Center to simplify events and enhance public interface
- Allow pre-paid reserved parking for special events at the Events Center
- Close Coon Street entrance to the park (have only one park entrance)
- Consider an amphitheater for 200 – 300 people
- Build a stage or other music venue for music on the beach
- Build a pavilion at base of pier
- Expand facilities to include:
 - a special facility at plaza, or Coon Street for weddings and other events
 - a bike borrowing program
 - a mini disc golf course
 - a skate park
 - Could be repurposed as a detention basin
 - Could have an organic look and feel
- Multi-purpose the detention basin
- Bike signage and maps directing bicyclists on how to connect to other areas
- Keep/expand basketball court
- Add a splash pad
- Remove/move parking area
- Diversify recreation, including active recreation
- Install Spanish/bilingual signs
- Celebrate Latino culture
- Rake/maintain beach sand
- Consider more active things to do for families
- Consider drop-off spot at the end of Coon Street
- Consider drop-off locations with off-site parking
- Add more bathrooms
- More visitors when temperatures are high at elevations below the lake
- Consider a boardwalk
- Brockway Vista area should be one way heading west, and bike-only on weekends
- Install sand walls that blend with adjacent walls
- Coordinate with North Tahoe Public Utility District, Placer County, TART
- Reflect Kings Beach character, vocabulary, and vision plan
- Celebrate Kings Beach culture
- Add interpretive information on Tahoe and Kings Beach

- Host farmer's market events
- Change parking area
- Increase parking
 - Potential location next to Coon Street restroom
- Area next to Coon Street restroom is underutilized
- Public art opportunities:
 - Rotating mural exhibit
 - Street art
 - Community education
 - Rotating sculptural exhibit
 - Multipurpose/usable art
- Keep/maximize open space

Station 4: Environmental Scoping

- Consider a drop-off area at the boat ramp
- East pier location is dangerous for boat launching due to rocks
- On-site circulation
 - Drop-off locations/valet opportunity could reduce total VMT
- Consider a western pier option similar to the suggestion from the April 2015 workshop
- Consider traffic conflict between pier and boat ramp users for eastern pier option
- Consider rock relocation near boat ramp in response to possibility of low water levels
- What would the boat and pedestrian fees be for the pier?
- Will there be boat ramp improvements such as dredging as part of the project?
- Eastern pier option provides better accessibility, including ADA, and non-motorized craft access
- Consider air emissions from boats
- Consider environmental effects of dogs on the beach
- Littering is a year-round issue
- Effects of waterborne transit use
- Consider making Brockway Vista Ave one-way

TRPA ADVISORY PLANNING COMMISSION MEETING

Date: April 13, 2016
 Location: TRPA Board Meeting Room, 128 Market Street, Stateline, NV
 Attendees: TRPA Advisory Planning Commissions (APC) Members;
 approximately 15 members of the public

The purpose of the meeting was to present information on the KBSRA General Plan Revision and Kings Beach Pier Rebuild Project, and to solicit input as to the scope and content of the environmental review as it pertains to the proposed Kings Beach Pier Rebuild Project. This meeting served as the second of two public scoping meetings for environmental review purposes.

A. Meeting Presentation Summary

Introductions

Tiffany Good – TRPA, Senior Planner

- Provided welcome and introductory remarks, and thanked everyone for attending and engaging in the process

Presentation

Nanette Hansel – Ascent Environmental, Inc., Environmental Project Manager

- Provided an overview of KBSRA and the General Plan Revision
- Explained the purpose of the scoping meeting and the types of information being solicited
- Provided an overview of the environmental review and document structure, and overall process timeline
- Described opportunities for the public to stay involved
- Invited the public to provide input at the meeting and throughout the process

Sue Rae Irelan – CTC, Associate Environmental Planner

- Provided an overview of the proposed Pier Rebuild Project, including:
 - Background information and status of pier project planning
 - A summary of pier alternatives evaluated in a Comparative Alternatives Analysis Report prepared by Cardno
 - A summary of the report findings related to fish habitat and visual simulations from the lake

B. Summary of Oral Comments Received at Meeting

Table 1 summarizes oral comments that were received at the TRPA APC meeting, as well as the commenter name and the general topic addressed.

Table 1 Summary of Oral Comments Received at the April 13, 2016 TRPA APC Meeting		
Commenter	Issue	Topic
Paul Thompson, TRPA APC Member – Placer County Representative	Is there lighting proposed on the pier? If there is, make sure it is analyzed. If not, disclose please. Relating to recommendations about the General Plan Revision, coordinate with Placer County staff regarding the proposed Area Plan and the planned boardwalk. Re: Parking on-site. Is that available to the public after the beach closes? As it relates to long-term management, parking during off-peak hours could or should be made available for folks in town that are utilizing other facilities and establishments in the area.	General/Pier/ Other facilities
Mike LeFevre, TRPA APC Member – U.S. Forest Service-Lake Tahoe Basin Management Unit Representative	On the map there is an existing boat ramp. What is future and fate of that? How will it be addressed?	Boat ramp
Charlie Donahue, TRPA APC Member – Nevada Division of State Lands Representative	Point out that it would be an additional burden on the AIS boat launching inspection program.	Other facilities
Zach Hymanson, TRPA APC Member – Placer County Lay Member	Is dredging an option for pier design? The length of the pier and visual impacts could be minimized if dredging were considered.	Pier
Ellie Waller	Identify the longest pier on the lake and its location. Focus on scenic and how simulation would be depicted in environmental documents. Need to analyze: lighting and nighttime impacts, varying heights and types of materials used in pier. Use drone views in simulations. Consider simulations depicting low water conditions and how climate change will impact scenic conditions.	Pier
Kristina Hill, TRPA APC Member – Washoe County Lay Member	Is there a component that will address waterborne transit and the implications this pier might have on that? Also, would lighting under the current proposal be required for navigational purposes?	Pier

Table 1 Summary of Oral Comments Received at the April 13, 2016 TRPA APC Meeting		
Steve Teshara, TRPA APC Member – Tahoe Transportation District Representative	TMA has asked the group to consider a transit option. It would be beneficial so that this process would not have to be repeated for a potential water shuttle. It would be a huge mistake to go through this process without addressing a waterborne shuttle prospect and have to come back around and do this again.	Pier

WRITTEN COMMENTS RECEIVED

Table 2 summarizes written comments that were received via email and mail and through the KBSRA website, as well as the commenter name and the general topic addressed. Copies of the original written comments are attached to this report.

Table 2 Summary of Written Comments Received During Scoping		
Commenter	Issue	Topic
Agency		
California State Lands Commission	In the Project Description: <ul style="list-style-type: none"> - Ensure that there are scaled topographic site plans that specifically label the low and high water mark elevations of Lake Tahoe in both plan view and profile view. - Identify the pier deck elevation height and whether the pier decking will be supported by single or double pilings - Identify CSP's buoy field at KBSRA and any marker buoys associated with the boat ramp on a plan view site plan of the project area - Identify all commercial watercraft uses and concessions proposed for the pier (i.e., charters, water taxis, rentals, etc.) 	Pier description
	Identify the pier location with the least visual impact. Should include a visual simulation of the proposed pier at most impactful locations. Describe the building materials to ensure the materials and color will not contrast or create new sources of glare. Please also provide a detailed description and illustration of all proposed exterior lighting sources. All exterior lighting should be the minimum wattage for public health and safety and shielded.	Pier scenic effect
	Identify the substrate conditions and type of fish habitat present, and quantify the amount of fish habitat. Identify the pier location with the least amount of impact to prime fish habitat. Assess impacts to fish species pertaining to noise and vibration from pier construction, and any special impact considerations for Lahontan cutthroat trout. Also discuss consultation from agencies such as the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service, and identify fish habitat mitigation requirements and lake bottom construction season restrictions.	Fish habitat
	Document compliance with required consultation with California Native American Tribes, including new provisions from Assembly Bill (AB) 52.	Cultural resources
	Analyze impacts to wind and wave energy due to pier and resulting impacts to littoral and erosion processes. Assess impacts on bottom substrate from propellers, and if the eastern pier location may act as a breakwater for the boat ramp.	Pier littoral effects
	Assess impacts to lateral navigation of non-motorized watercraft, and include an alternative that would extend the fixed pier to 6,221 feet elevation to allow non-motorized craft to pass under the fixed pier at all water levels.	Boat navigation/ Pier alternative suggestion
	Consider how pier locations would affect top line fishing	Recreational fishing
	Assess potential for increased conflicts between non-motorized and motorized watercraft, and consider project alternative designs that could allow enhanced visibility through the pier to avoid and minimize blind spots for watercraft users.	Boater safety/ Pier design recommendation
	Consider project alternative that would designate one side of the pier for motorized craft, and the other for non-motorized craft.	Pier operation/design recommendation

Table 2 Summary of Written Comments Received During Scoping

Lahontan Regional Water Quality Control Board	The project should be assessed for discharges and, if necessary, obtain a permit from the State Water Resources Control Board, or the Lahontan Water Board.	Permitting
	Evaluate a pier that aligns with the current pier location in the CEQA and TRPA documents.	Pier alternative recommendation
	The Water Board will need to confer with CDFW to identify the types of habitat that may be affected by the project and assess adequacy of proposed mitigation.	Fish habitat
Placer County Air Pollution Control District	The Lake Tahoe Air Basin (LTAB) is in nonattainment for the federal and state particulate matter standards. Include a discussion of the area designations for the federal and state standards for the LTAB.	Air quality standards
	The California Emissions Estimator Model (CalEEMod) is recommended when estimating the project-related construction and operational emissions. The District provided recommendations on the inputs and emissions factors to be used. The District also recommended CALINE 4 modeling analysis for determining carbon monoxide concentrations.	Air quality modeling
	The District provided recommended project-level and cumulative-level thresholds of significance for determining air quality impacts, and recommended use of an adopted or approved threshold for GHGs.	Significance criteria
	Recommend that the EIR/EIS describe the level of analysis necessary to determine if the project would have adverse health impacts.	Adverse health effects
	CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts.	Mitigation measures
Placer County	KBSRA should afford convenient public access to the North Tahoe Event Center for the community; including, allowing for shared community parking, circulation, ingress/egress, and a "store-front" appearance. Explore the opportunity to integrate the KBSRA parking lot as a community-wide parking resource.	Parking for event center
	Consider elements of the proposed Placer County Tahoe Basin Area Plan, including the boardwalk development, establishment of an entry gateway at the intersection of SRs 28 and 267 and conversion of this intersection to a roundabout, and maintaining or expanding existing recreation amenities.	Area Plan considerations
	Analyze indirect economic impacts of the project.	Economic impacts
	New parking and circulation areas that are required should be analyzed at a project level.	Parking analysis
	A third proposed pier location closer to the event center should be identified and considered as a part of the analysis.	Pier alternative recommendation
	Suggests active outreach to the Latino community.	Public outreach
Group/Organization		
North Tahoe Business Association	CSP must engage more actively with the Kings Beach community and other area stakeholders,	Public outreach
	Need for consistency with and to follow recommendations of the 2013 Kings Beach Vision Plan, the 2015 Tourism Master Plan, the TRPA Regional Plan, and the Placer County Tahoe Basin Area Plan for the Kings Beach Town Center.	Other plan influences
	Treat KBSRA as a state park within an "urban" environment and integrate into the community as such.	Local context
	CSP should consider a public/private partnership that provides for shared parking in the KBSRA parking lots during off-peak months and during nighttime hours as the parking lot is underutilized at these times.	Shared parking
	CSP should be aware of the conclusion that was drawn in the Placer County 2015 North Lake Tahoe Parking Study that indicated that in order to avoid paying for parking at KBSRA, recreation area visitors park their vehicles in business lots and on the highway in front of businesses.	Parking
	NTBA urges the KBSRA General Plan revision to include the ability for the public to use the KBSRA parking area without charge or for a reduced charge if they are attending functions at the event center. If this is not possible, consider free or reduced rate parking during off-peak months and nighttime.	Parking
	NTBA is concerned about the visual impact of the proposed paid parking meters at KBSRA.	Visual impact of parking meters

Table 2 Summary of Written Comments Received During Scoping

North Tahoe Business Association	Consider a third pier location.	Pier alternative recommendation
	The existing stage where Music on the Beach takes place should be considered for relocation and/or expansion into an amphitheater. Explore the possibility of a stage that is tangential to the new pier so that the audience has views of the lake.	Pier alternative recommendation
	Retain existing and expand upon recreational amenities such as the playground, basketball court, watersports concessionaire, splash park, etc. Continue to provide a venue for recreational and cultural events	Recreation suggestions
	Address issue of blowing sand.	Alternative recommendation
	Free Wi-Fi and live webcams and other new technologies should be incorporated into the KBSRA General Plan revision.	Alternative recommendation
	Provide Spanish language signage.	Signage
North Tahoe Public Utility District	The North Tahoe Public Utility District (NTPUD) owns and operates a sewer collection main across the site. While portions of the sewer main have easements, the portion within the old Brockway Vista Road right-of-way was abandoned by Placer County without reserving easement rights for NTPUD. In the future, sewer mains may warrant relocation. Options should be considered in the long-term planning for KBSRA. NTPUD would like to perfect access easements for maintenance purposes. Should the pier be constructed over or adjacent to the sewer, NTPUD will need sewer access for maintenance.	Public utilities access
	During any project construction, protect the sewer facilities.	Public utilities protection
	NTPUD wishes to engage in discussions with CSP to obtain areas surrounding the event center.	Event center
Truckee North Tahoe-Transportation Management Association	Establish consistency with the TRPA Regional Plan and the Placer County Tahoe Basin Area Plan.	Other plans
	Establish consistency with the themes and design of the new, revitalized Kings Beach under the Kings Beach Commercial Core Improvement Project.	Context-sensitive design
	Actively engage with the North Tahoe Business Association and the Truckee North Tahoe Transportation Management Association throughout process.	Outreach
	The Association is interested in bringing a waterborne transit shuttle to the rebuilt Kings Beach pier.	Water transit
	The former North Lake Tahoe Water Shuttle service did not drive the need for additional landside facilities (parking, restrooms, or other) at any of the shuttle stops. The shuttle functioned as an alternate mode for accessing communities and recreational opportunities. The shuttle's inability to serve Kings Beach was a key reason the service was discontinued. Please include a shuttle service in the environmental analysis.	Alternative recommendation
Tahoe Truckee Sanitation Agency	More detail will need to be provided on the proposed project improvements, with tabulated fixture unit counts and other T-TSA billing factor counts, before T-TSA can conduct a proper assessment of the impact the project will have on T-TSA facilities. Be advised that at this stage in the planning process T-TSA does not issue Will Serve letters. All capacity allocations are made on a first-come first-serve basis for all projects within the T-TSA service area.	Public utilities
Individual		
Angele	Commenter expresses opposition to the pier due to changes to community character and the potential for an increase in tourists.	Pier
Antonucci, David	Include an interpretive element that incorporates Mark Twain's relationship to the site as part of the regional heritage tourism initiative for Lake Tahoe.	Interpretive
Blakely, Mike	Lengthen existing pier or add another on the beach side to allow multiple launches at ramp and multiple docked boats on pier.	Pier
	Add lane striping and signage to control traffic. Rework the traffic pattern on shore so that boat launching can occur and exclude passenger cars beyond the Coon Street/Brockway Vista intersection.	Circulation
	Add a turnaround so passenger cars can return to the SR 28 intersection.	Circulation
	Consider making Brockway Vista one way west bound.	Circulation

Table 2 Summary of Written Comments Received During Scoping

Blakely, Mike	Add directional buoys and “caution rocks” to guide motor boaters west into deeper sand bottomed waters located to the west. Newcomers and tourists tend to head south into the boulder field, damaging propellers and disturbing fish habitat. The east option for the deep water pier delivers boaters to the rock hazard and fish zone, and delivers pedestrians to the congested launch area.	Boater safety
	Consider removing some of the rock and dirt fill that was added near the boat ramp and restore the grassy meadow habitat in the area now designated as Dog Beach.	Design recommendations
	Conduct a study of the subsurface geologic conditions for proposed pier locations.	Pier design
	Consider extending existing pier to deep water.	Pier design
	Consider bending the floating pier extension to the south west to avoid the rock bottom.	Pier design
	The historic deep water pier that was demolished in the 1950s was located at the west end of the public beach. It was supported on wood piles driven into sand. Note that piers located to the east of the rocky point were built with rock crib supports and not piles.	Pier
	Address need for additional parking, avoiding neighboring streets.	Parking
	Avoid a pedestrian drop off area in the immediate vicinity of the boat launch.	Pedestrian drop off
	Commenter is supportive of other activities for beach goers and pleased with the management of the park in the past 2 years.	General
	Boxeth, Gary and Patti	Commenter supports new pier and extension at the west end of the beach and retaining east boat ramp location at Coon Street. Support for pier location is based on the current location of the parking area, and avoiding conflict between boaters and swimmers.
Brooks, Donette	Who is the architect or engineer is for the Kings Beach State Recreation Area General Plan Revision/Kings Beach Pier Reconstruction Project? Is there an estimated cost for construction and when is construction expected to begin?	Pier
Bushway Verkler, Heidi	Commenter expresses support for the new pier. The old pier is unsafe. Commenter also expresses concern over boating and recreational safety conflicts.	Pier/Boater safety
Chorey, Nathan	Consider reconstructing the pier in front of the event center.	Alternative recommendation
	Maintain a boat ramp in the General Plan.	Boat ramp
Daniels, Sue	Consider kayak racks as an option.	Recreational Uses
	Consider trading or granting unlimited easement of the strip of land around the events center to the North Tahoe Public Utility District for access, parking and maintenance to the building, including the following options: - SR 28 for building for parking and deliveries - Side access for walking and deliveries - Front patio for access and functions	Event center
	Commenter expresses concern regarding net sand loss and lack of backshore storage. Propose reintroducing sand dunes 6 to 10 feet high to keep sand from blowing across highway during winter storm events.	Recommended sand solution
Duggan, Theresa May	When do you expect implementation to begin, and what is the projected completion date?	General
	Is there a budget for the planning process? If so, what is the budget for planning? What is the budget for the improvements? Where will funding originate?	General
	Develop a succinct mission statement for the KBSRA.	General
	Do you plan to have a Community Advisory Committee or other local stakeholder group as part of the planning? If so, when, if not, why not?	General
	Commenter supports paid parking, but not metered parking.	Parking
	Consider other plans currently under consideration in the Kings Beach community.	Other plans
	Communicate with existing partners on all aspects of the proposed plans, including NTPUD, Placer County, the	Outreach

Table 2 Summary of Written Comments Received During Scoping

Duggan, Theresa May	North Lake Tahoe Resort Association, NTBA, Caltrans, and the Federal Highway Administration.	
	Incorporate Kings Beach culture and community vision.	General
	Work with local community.	Public outreach
	Longer, straight pier preferred for access and look.	Pier
	Consider turn around area near boat ramp.	Circulation
	Consider moving some or all of parking area away from the beach to provide additional recreation opportunities. Proposal for free off-site and paid on-site parking, and valet.	Parking
	Include/consider community-planned boardwalk, and incorporate opportunities for enhanced bike and pedestrian activities.	Other facilities
	Consider bilingual signage.	Signage
	Provide more recreational opportunities for families, including: skate park, splash park, mini disc golf, and basketball.	Recreational uses
	Consider a secchi disc at end of pier, and partner with the Tahoe Environmental Research Center.	Water quality measurement
	Improve the concert stage area, and orient away from the lake, toward the beach.	Other facilities
	Include paid parking at the pier.	Parking
	Consider spotlights instead of floodlights.	Lighting
Consider free wifi in KBSRA and live cameras.	Other facilities	
Emmerich, Pam	The General Plan needs to be inclusive and respectful of what the area has been and could be for the community and the region.	General
	Sand blowing from the beach needs to be addressed.	Sand management
	Landscaping and irrigation needs to be repaired and improved.	Other facilities
	The plaza area should be looked at and modernized to meet current and future community and park uses.	Other facilities
	Restoration of and interpretive signage explaining the history of the old stone areas near the bathrooms.	Signage
	Consistent enforcement of everything from dogs on beach to no wake zones.	Enforcement
	Installation of kayak, SUP, small sailboat racks somewhere on the property should be explored.	Other facilities
	Commenter supports waterborne transit accessing the pier.	Water transit
	A boardwalk and other land uses and facilities have been suggested by the community as part of the Visioning process in Summer 2013. Suggestions from that process should be included in this plan update process.	Community character/Alternatives
	Restrooms should be updated to allow for easier maintenance.	Other facilities
	The events that take place in and around this park are an integral part of our community. Music on the Beach, TahoeNalu, "Kings Beach Day" as part of SnowFest with the parade and Pancake Breakfast, and the Kings Beach Fireworks are all important events that need to be considered going forward.	Events
	Improvements to the stage area would be very helpful to support Music on the Beach and encourage educational and other types of events in the future.	Other facilities
	Coordination and collaboration with the North Tahoe Public Utility District and Placer County for utilization of the KBSRA parking lot during off-peak times needs to be looked at. The lot should be accessible for community meetings or other functions during off-peak times.	Parking
	Bike racks need to be installed all throughout the park.	Other facilities
	The playground and basketball court need to remain and possibly be enhanced.	Other facilities
Picnic areas in the shade are important and should remain, if not be expanded.	Other facilities	
Find a place for a drop-off area.	Circulation	
Commenter supports the continuation of concessions and rentals at Kings Beach.	Other facilities	

Table 2 Summary of Written Comments Received During Scoping

Emmerich, Pam	An area where information for visitors can be provided should be considered.	Other facilities
	Cooperative and collaborative maintenance opportunities should be explored with the North Tahoe Public Utility District.	Maintenance
	KBSRA is a huge asset to the Region and potential contributor to the economy. Large events such as IronMan, Tour of California, and other events such as this that can contribute to the Region should not be discouraged from the use of this Park if it would prevent them from coming to the area at all.	Events
	It should be explored to have dogs allowed off leash in the off season and possibly even early mornings or other designated times in other parts of the year. (See what Incline Village has done).	Park uses
	Special use permits for alcohol in this Park should be allowed to continue.	Park uses
	Signage needs to be reviewed and redone.	Signage
	Consideration of all elements and visions for the Lake Tahoe Regional Plan and the Placer County Tahoe Basin Area Plan and associated Transportation Plans in this plan update.	General
	The plan should provide for the park to accommodate future recreation trends and sports that aren't currently known.	Planning
	A review of the circulation with current traffic patterns should be reviewed.	Circulation
	The stage area could be used for educational opportunities. Bring in scientists and speakers from State Parks, UC Davis, DRI and others. Storytellers on Washoe and Tahoe history.	Events
	Improve public outreach.	Public outreach
	Commenter supports the pier reconstruction and suggests a third pier option near the Tahoe Events Center.	Pier/Alternatives
Hassenplug, John	The central location of the pier (next to the present pier) will make access from the parking lot most convenient to users. This location appears to have a minimal effect on the fish habitat area.	Pier
	Future considerations should include waterborne transportation which has always been a plan for the KBSRA facility. The present restroom was designed with a ticket widow in the southeast corner and for the addition of a fully windowed waiting room on the lake side to accommodate waterborne transportation.	Water transit
	The KBSRA has been an iconic urban facility and will grow in popularity with improvements in Kings Beach (including Kings Beach Commercial Core Improvement Project) and to KBSRA.	General
Kout, Trix	Kings Beach is very shallow and is wonderful for families to visit and swim and bbq. A new pier may interrupt the serenity with motorized boat traffic, and impact the rustic character of the town.	Community character
	Consider a boat ramp away from the main beach, or in Tahoe Vista or Tahoe City.	Alternative recommendation
	Boaters may occupy the beach front with boat parking, obstructing the view.	Pier/Other facilities
McMahon, Alycia	Commenter is opposed to pier reconstruction. Concerns center on lack of parking for cars and boat trailers, and additional traffic that the pier may generate.	Pier
Mohler, Chaco	Keep all possibilities for waterborne transit in mind when designing and planning the KBSRA pier.	Water transit
Sajdak, Jim	Extending the pier would require the pier to be lit at night, which would have a negative impact on the nighttime skies.	Pier lighting
	Extending the pier would impact non-motorized watercraft users, forcing them to travel around the end of the pier.	Boater safety
	Confirm that there are enough potential users to justify a new pier.	Pier
	Expansion of this pier may initiate requests from other private pier owners to extend their piers.	Pier
	Please confirm that the pier expansion is not being proposed as a way of providing a waterborne transit system dock.	Water transit

Table 2 Summary of Written Comments Received During Scoping

Shelton, Josh	Commenter notes that many piers on Lake Tahoe do not reach the water, and that construction of a new pier at KBSRA would be in contrast to the pier construction moratorium and the rules that private landowners must abide.	Pier
Unknown	The pier should be accessible to the public, and not a private dock.	Pier
	Keep pets out of the park.	Other facilities
	Consider initiating farmer's markets.	Other facilities
	Avoid building structures that would block the lake view.	Scenic protection
Waller, Ellie	How much has been spent to date on feasibility analysis and staff time? Commenter expresses concern that many resources have been used on this project already.	General
	Are two alternatives enough to satisfy CEQA?	General
	The environmental documentation MUST, as required by CEQA, examine all direct/primary effects, indirect/secondary effects, and cumulative effects, and must TRPA certified up to date land capability and coverage maps. It must address climate change, natural hazards, and all relevant TRPA goals and policies, thresholds, and sections of the TRPA Code.	General
	Contact agencies responsible for any authorizations associated with aspects of the project.	Outreach
	Commenter references facility, ownership, general development plan, and project boundary maps that should be included in the environmental analysis.	General
	The environmental documentation must include analysis of the nearshore and the potential for increased changes in the nearshore due to the relocation and new construction of the pier.	Nearshore impacts
	What does the 13.91 acres encompass and are proposed changes going to be addressed as part of this project?	General
	How does the Kings Beach Vision Plan align with the alternatives?	Other plans
	The environmental documentation/project description must disclose the entirety of the proposed project not just the proposed pier expansion.	General
	This project should state this is an expansion not just a rebuild of the old pier.	General
	The environmental documentation must include maps showing APN designations and ownership so the public better understands which agencies own the parcels affected.	General
	The environmental documentation should include the North Tahoe Events Center future planning in the cumulative analysis. It must also include the estimated increase in pier visitors. Obtain additional PAOT allocations from TRPA if analysis proves necessary.	Cumulative analysis
	The environmental documentation must address issues identified at the Kings Beach Pier Feasibility Study Public Workshop April 1, 2015.	General
	The environmental documentation must provide design simulations.	Scenic
	The environmental documentation should include a waterborne transit alternative that includes analysis of potential additional parking needs and impacts.	Water transit/ parking demand
	Placer County should pay for a waterborne transit alternative.	General
	The environmental documentation must analyze and provide background information disclosing how low water conditions were identified as low and what depth that is determined to be.	General
	The environmental analysis must analyze existing pier length versus proposed lengths for scenic, fish habitat, etc.	Sensitive resources
	The environmental documentation must include a Financial Obligation Table to disclose the financial feasibility of the project.	General
	The environmental documentation must disclose maintenance budgets.	General
The environmental documentation must include a table showing proposed phasing.	General	

Table 2 Summary of Written Comments Received During Scoping

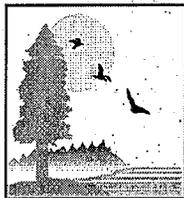
Waller, Ellie	The environmental documentation must include a table for the multi-step, multi-agency, multi-pronged, approval of the pier.	General
	The environmental documentation must include a description of TRPA's and Placer County's role in the project/process.	General
	The environmental documentation must disclose how the pier/plaza proposal aligns with the Tahoe Basin Area Plan and specifically the North Tahoe East Area Plan as currently proposed.	Other plans
	The environmental documentation must include detailed scenic simulations of all pier alternatives from sensitive or protected views, and designated TRPA scenic viewpoints/ roadways/ shoreline. Consider drone simulations.	Pier
	The environmental document must include analysis and solution for capturing blowing sand.	Sand management
	Assess potential relocation of NTPUD sewer lines.	Other facilities
	Assess the impacts to evening parking lot closures.	Other facilities
Wertheim, Brian	Pier expansions are not in the Placer County General Plan, the proposal comes as a surprise.	Pier
	Promoting traffic, disturbing or re-purposing land and the sub-aqueous environment are issues which affect the local and regional communities. It is important to follow the established procedures of studying affects of proposals on people and the environment before moving forward with any public works project.	Pier
	CSP is charged with protecting natural resources, but the proposal encourages visitation and disturbance of natural resources.	Pier
	The project will create additional traffic in Kings Beach. Typically Kings Beach experiences traffic gridlock on weekends and holidays due to the failure of the current two year old traffic management plan. More traffic could lead to road rage.	Circulation
	Paving under the high water mark of Lake Tahoe to extend the boat ramp, or expanding the pier does not protect Lake Tahoe. An organization cannot claim to "protect" the land but condemn parts of the land for uses such as ramps or piers.	Boat ramp
	Construction activities will have a negative effect on the lake.	Water quality
Please do not propose any changes to KBSRA unless the changes result in less vehicle traffic, no disturbance to the land CSP is charged with protecting, and a change to the region's overall government master plan.	General	

Attachment

**Original Written Comments
Received During Scoping**

CALIFORNIA STATE LANDS COMMISSION

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



Established in 1938

JENNIFER LUCCHESI, *Executive Officer*
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1890

Contact FAX: (916) 574-1885

April 14, 2016

File Ref: SCH # 2015122056

Marilyn Linkem

California Department of Parks and Recreation, Sierra District
P.O. Box 266
Tahoma, CA 96142

Tiffany Good

Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449

**Subject: Notice of Preparation (NOP) for the Kings Beach State Recreation Area
General Plan Revision and Kings Beach Pier Reconstruction Project
Environmental Impact Report (EIR)/Environmental Impact Statement
(EIS), Placer County**

Dear Ms. Linkem and Ms. Good:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for the Kings Beach State Recreation Area (KBSRA) General Plan Revision and Kings Beach Pier Reconstruction Project (Project), which is being prepared by the California Department of Parks and Recreation (DPR) and the Tahoe Regional Planning Agency (TRPA). DPR, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), and TRPA is lead agency in preparing the EIS pursuant to Article VII of the Tahoe Regional Planning Compact and Chapter 3 of the TRPA Code of Ordinances. The CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses. Additionally, because proposed pier construction involves work over sovereign land, the CSLC will act as a responsible agency. Since pier construction will require a lease from the CSLC, the focus of this comment letter is with pier construction, hereinafter referred to as the Project.

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c), 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court.

In Lake Tahoe, the lakebed below 6,223 feet elevation, Lake Tahoe Datum (LTD) is sovereign land. (*Charles F. Fogerty v. The State of California* 187 Cal. App. 3d 224 (1986) [petition for review denied].) The area between 6,223 feet and 6,228.75 feet elevation, LTD is privately owned by the upland owners, but is subject to a public trust easement. Existing CSLC permits in the Project area include the following.

- The CSLC issued Permit No. PRC 5338.9 for the public pier located at the KBSRA; this permit will expire on December 31, 2024. Since issuance of the permit, staff has determined that the public pier does not occupy State-owned sovereign land, as it does not extend past elevation 6,223 feet, LTD.
- On June 29, 2015, the Commission authorized Lease No. 9224.1 for five mooring buoys adjacent to KBSRA; this lease will expire on June 28, 2035.
- On June 22, 1978, the Commission authorized Permit No. 5500.9 for a two-lane boat launching ramp, two floating docks with a launching area, and 17 marker buoys; this lease will expire on June 14, 2023.

The Project is not within the existing permit conditions and premises, and therefore a new lease will be required by the CSLC.

Project Description

The Project includes demolition of the existing Kings Beach pier, and reconstruction and expansion of the pier for greater public use. The DPR is proposing the Project, and the TRPA has received a shorezone development application for reconstruction and expansion of the existing pier, which requires preparation of an EIS. The Project area is surrounded by the community of Kings Beach and provides a central public access and recreation location to Lake Tahoe. Two location and design alternatives are currently proposed for the pier, as illustrated in Exhibit 2 of the NOP. With regard to pier construction, the Project meets DPR's objectives and needs as follows:

- Provide a public pier that is functional for multi-use recreational benefits during high and low water conditions (i.e., reaches a lake bed navigational target of elevation 6,217 feet LTD);
- Enhance recreational lake access to and from KBSRA (and the community of Kings Beach) for motorized and non-motorized watercraft users over a wider range of lake level conditions;
- Improve lake access needs for persons with disabilities; and
- Promote public health and safety by providing a safe access point to Lake Tahoe and a public safe harbor location for boaters along the North Shore.

Based on the Project Description in the NOP and the Kings Beach Pier Comparative Alternatives Analysis, CSLC staff understands that two location and design alternatives are currently proposed for the pier, which includes the following components for both alternatives:

- Include a fixed pier deck section extending from land to the approximate low water mark elevation of 6,223 feet LTD, and a floating pier deck section that would extend to the lake bed navigational target of elevation 6,217 feet LTD;
- Include an approximate 80-foot gangway to connect the fixed and floating sections of the pier deck;
- Include a pier deck width of 12 feet, navigational safety lights, low freeboard docks and observation pop-out deck areas, and building materials with muted grey finish; and
- Ensure that all pier decking areas and the gangway are compliant with Americans with Disabilities Act requirements.

For the eastern pier location alternative adjacent to the existing boat ramp, the floating section of the pier deck would extend diagonally from the fixed section, perpendicular to the prevailing wind direction. The pier alignment for the western pier location alternative would extend perpendicular from the shore and the prevailing wind direction.

Environmental Review

As a responsible agency for the Project, CSLC staff requests that the DPR and TRPA consider the following comments for preparation of the EIR/EIS.

Project Description

1. For both location and design alternatives, please ensure that the Project Description includes:
 - Scaled topographic site plans that specifically label the low and high water mark elevations of Lake Tahoe in both plan and side elevation view;
 - Identify the pier deck elevation height and whether the pier decking will be supported by single or double pilings;
 - Identify DPR's buoy field at the KBSRA and any marker buoys associated with the boat ramp on a plan view site plan of the Project area; and

- Identify all commercial watercraft uses and concessions proposed for the pier (i.e., charters, water taxis, rentals, etc.).

Aesthetics

2. The aesthetics analysis for the EIR/EIS should identify the pier location with the least amount of visual impact to the public as viewed from land and the lake. The analysis should include a visual simulation of the proposed pier at both locations, as viewed from the land and from the lake, at locations where the public's views of the lake and shoreline will be most impacted by the visual presence of the pier. The analysis should also describe the building materials, including color of the structural materials and pier decking, to ensure the materials and color will not contrast or create new sources of glare with the surrounding shoreline environment. Please also provide a detailed description and illustration of all proposed exterior lighting sources for the new pier. All exterior lighting should be the minimum wattage necessary for public health and safety, and shielded to project light downward onto the pier decking.

Biological Resources

3. For both proposed pier locations, the EIR/EIS should identify the substrate conditions and type of fish habitat present, and quantify the amount of fish habitat that will be impacted by piling installation, to identify the pier location with the least amount of impact to prime fish habitat. The biological analysis should assess impacts to fish species pertaining to noise and vibration from pier construction, and any other special impact considerations for the federally threatened Lahontan cutthroat trout. The analysis should also discuss consultation from agencies such as the California Department of Fish and Wildlife and U. S. Fish and Wildlife Service, and identify fish habitat mitigation requirements and lake bottom construction season restrictions pertaining to spawning habitat.

Cultural Resources

4. Tribal Cultural Resources: As a CEQA requirement, the DPR should document and discuss in the Draft EIR how it complied with the provisions for required consultation with California Native American Tribes, pursuant to the requirements added to CEQA by Assembly Bill [AB] 52 (Gatto, Stats. 2014, Ch. 532), which applies to all CEQA projects initiated after July 1, 2015.¹ These new provisions provide procedural and substantive requirements for lead agency consultation with California Native American Tribes and consideration of effects on tribal cultural resources, as well as examples of mitigation measures to avoid or minimize impacts to tribal cultural resources. Additionally, with respect to significance determinations, section 21084.2 states that, "*A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.*" When feasible, public agencies must avoid

¹ Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 added to CEQA pursuant to AB 52 (Gatto, Stats. 2014, Ch. 532).

damaging effects to tribal cultural resources, and shall keep information submitted by the tribes confidential.

Hydrology/Water Quality/Littoral Drift Processes

5. At both proposed pier locations, for the floating section of the new pier, the hydrologic analysis should analyze impacts pertaining to disruption of wave and wind energy, and resultant impacts to littoral drift processes and shoreline erosion and accretion. The Project Description explains that at both pier locations, the new pier will extend to a navigational target elevation of 6,217 feet LTD, to accommodate a range of motorized watercraft uses and to ensure a functional watercraft drafting depth during low water conditions. The lake bottom substrate at the western pier location appears to consist primarily of sandy bottom conditions, whereas the lake bottom at the eastern pier location appears to have a greater presence of rocky substrate conditions. The analysis should assess whether the lake bottom at the eastern pier location is better armored to resist and reduce erosion and turbidity from long-term propeller wash from motorized watercraft, in comparison to the western pier location. For the eastern pier location, the analysis should also assess whether the floating portion of the pier has potential to serve as a breakwater for the boat ramp. The analysis should attempt to identify the pier location with the least impact to hydrologic and littoral drift processes and water quality.

Recreation

6. At both proposed pier locations, the analysis should assess impacts for lateral navigation of non-motorized watercraft. Due to the greater length of the western pier location, as a design modification or new alternative, the analysis should consider extending the fixed portion of the pier to elevation 6,221 feet LTD, to allow passage of non-motorized watercraft under the fixed portion of the pier during low water conditions. Otherwise, non-motorized watercraft users will be forced to go around the end of the pier and near motorized watercraft users of the pier, which may present safety hazards. The greater length of the western pier location would also require topline fishing activities from watercraft to occur further out in the lake, in order to get around the pier. Therefore, the analysis should also consider how both pier locations could impact topline fishing, given there are no existing piers that currently affect lateral watercraft navigation at the KBSRA Project area.

For the eastern pier location next to the boat ramp, the analysis should assess the potential for increased hazards for lateral passage of non-motorized watercraft, due to increased motorized watercraft traffic from the boat ramp and the proposed pier. In particular, the analysis should consider how the pier design and location will allow for unobstructed viewpoints through the pier, to ensure that all watercraft users will be visible to each other and can maintain safe distances. For example, the analysis should consider (1) a pier design that avoids or minimizes blind spots that obstruct lateral visibility through the pier at lake surface level, and (2) designation of a specific side or location of the pier for motorized watercraft uses, to further separate and enhance vessel uses and public safety.

Thank you for the opportunity to comment on the NOP for the EIR/EIS for the Project. As a responsible and trustee agency, the CSLC will need to rely on the Final EIR/EIS for the issuance of a lease as specified above; therefore, we request that you consider our comments prior to certifying the EIR/EIS.

Please send copies of future Project-related documents, including electronic copies of the Draft EIR/EIS and Mitigation Monitoring and Reporting Program when they become available. Please refer questions concerning environmental review to Jason Ramos, Senior Environmental Scientist, at (916) 574-1814 or via e-mail at jason.ramos@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Marlene Schroeder, Public Land Management Specialist, at (916) 574-2320, or via e-mail at marlene.schroeder@slc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cy R. Oggins', with a long horizontal line extending to the right.

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
J. Ramos, CSLC
W. Crunk, CSLC
M. Schroeder, CSLC

Lahontan Regional Water Quality Control Board

February 12, 2016

Marilyn Linkem, Superintendent
Natural Resources and Public Access Program
California Dept. of Parks and Recreation, Sierra District
P.O. Box 266
Tahoma, CA 96142
Marilyn.Linkem@parks.ca.gov

Comments on the Notice of Preparation for the Kings Beach State Recreation Area General Plan Revision and Kings Beach Pier Reconstruction Project, Placer County

The Lahontan Regional Water Quality Control Board, (Water Board) staff reviewed the Notice of Preparation for the Kings Beach State Recreation Area General Plan Revision and the Kings Beach Pier Reconstruction Project.

Water Board staff provided comments on the Kings Beach Pier Reconstruction Project in a letter dated February 9, 2016 (see copy enclosed). In these comments we addressed what the Water Board will require regarding permitting for pier reconstruction, with an emphasis on potential fish habitat impacts. Please consider these comments in preparing the draft environmental documents.

Additionally, on January 28, 2016, the Water Board staff provided an informational letter to interested parties regarding potential aluminum toxicity in Lake Tahoe substrates that would be of concern when disrupting areas of the lake bed where concentrations of aluminum may occur in levels that could adversely affect aquatic life (see copy enclosed). We recommend that the environmental analysis regarding the pier reconstruction also consider the information provided with this document.

If you have questions regarding our comments please contact Dale Payne, Environmental Scientist, at (530) 542-5464 dale.payne@waterboards.ca.gov or me at (530) 542-5430 alan.miller@waterboards.ca.gov.



Alan Miller, PE
Chief, North Basin Regulatory Unit

Enclosures: Kings Beach Pier Comparative Analysis Comments
Information on Aluminum and Aquatic Toxicity

AEM/ma/T: CEQA_Comments on NOP Kings Beach General Plan_Pier Project
File Under: Pending/Placer County

Lahontan Regional Water Quality Control Board

February 9, 2016

Sue Rae Irelan
Natural Resources and Public Access Program
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150
(SueRae.Irelan@tahoe.ca.gov)

Comments on the Comparative Alternatives Analysis, California Tahoe Conservancy and California Department of Parks and Recreation Kings Beach Pier, Placer County

Lahontan Regional Water Quality Control Board (Water Board) staff received a copy of the Kings Beach Pier Comparative Alternatives Analysis (Analysis) for the Kings Beach Pier Reconstruction Project (Project) on December 18, 2015. This Analysis has been circulated with a technical advisory group. Additionally, a Notice of Preparation was circulated for public comment for the revision of the Kings Beach State Recreation Area General Plan and Kings Beach Pier Reconstruction Project, which precedes California Environmental Quality Act (CEQA) and Tahoe Regional Planning Agency (TRPA) analyses. A draft CEQA/TRPA document is expected to be generated by February 2017.

The Project is located in the Kings Beach State Recreation Area in the Lake Tahoe Hydrologic Area (634.00), between State Route 28 and Lake Tahoe, in the central portion of Kings Beach, on property owned by the California Department of Parks and Recreation (State Parks).

Two alternatives were considered in the Analysis. An East pier located off the rocky point, and a Central pier located immediately eastward of the existing pier. The East pier alternative was created to satisfy input by the community to provide a pier at this location.

Appendix B of the Analysis addressed a fish habitat survey conducted (by CARDNO, consultant to the Project proponent) on February 13, 2015 to evaluate Prime Fish Habitat within the Project area as determined by TRPA in the 2009 Prime Fish Habitat Map. The survey identifies Feed/Cover and Spawning habitats on the eastern side of the Project area, and Marginal fish habitat on the western side of the Project area. The results of the Prime Fish Habitat survey conducted for the Analysis indicates that a 4.64

acre area within the Project boundaries is defined as Prime Fish Habitat; the north-eastern edge of this area was determined to be Spawning habitat.

Both the East and Central pier alternatives are aligned within Prime Fish Habitat, but both appear to be outside of Spawning habitat.

The currently existing pier is not located within any Prime Fish Habitat. Portions of both alternatives are within Prime Fish Habitat, but do not appear to be within Spawning habitat. Floating pier segments provided with both alternatives may provide habitat with cover for fish.

The Analysis is intended to provide technical support for the Project alternatives by evaluating littoral drift, prime fish habitat and scenic considerations. The goal of the Project is to provide a pier for multi-use recreation during normal and low water conditions.

Water Board staff has reviewed the Analysis and our comments follow.

1) If the proposed Project has any of the following discharges, the Project proponent is required to obtain a permit from the State Water Resources Control Board or Lahontan Water Board:

<u>Discharge Type</u>	<u>Types of Permits involved</u>
Discharge of dredge and fill materials	Clean Water Act (CWA) §401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters of the state. http://www.waterboards.ca.gov/lahontan/water_issues/programs/clean_water_act_401/index.shtml
Wastewater discharges to surface waters, including industrial storm water	CWA §402 National Pollutant Discharge Elimination System (NPDES) permit. E.g., storm water Construction General Permit. http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf
Other waste discharges to land, or surface and ground waters of the state	Waste Discharge Requirements or other permits for discharges that may affect groundwater quality and other waters of the State, such as operation of proposed solid waste transfer facilities, domestic well drilling, and other proposed project activities.

<u>Discharge Type</u>	<u>Types of Permits involved</u>
	http://www.waterboards.ca.gov/lahontan/water_issues/available_documents/misc/general_permits4lahontan.pdf provides examples.

While a variety of General Orders or Permits may be available, certain discharges may require issuance of individual orders, and/or exemptions from prohibitions stated in the *Water Quality Control Plan for the Lahontan Region* (Basin Plan).

See Chapters 4 & 5 of the Basin Plan:

http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/index.shtm.

In such cases the Water Board will rely on application materials and the approved CEQA/TRPA document and the mitigation measures identified to make the necessary findings for permit issuance. In addition, the CEQA/TRPA document should specifically indicate any potentially significant impacts and associated mitigation measures that will be implemented, and should include independent findings about the adequacy of permit requirements, where available, to prevent or mitigate potentially significant effects of the Project.

2) The current pier location was not considered as an alternative in the Analysis. This pier is apparently not located within any Prime Fish Habitat, and would be an ideal location to reconstruct the pier since it would not interfere or impact with any known fish activities referenced by TRPA or in Appendix B from the Analysis. Water Board staff recommend evaluation of the current existing pier as an additional alternative in the CEQA and TRPA documents.

3) In order for the Water Board to issue permits for the Project, Water Board staff will seek verification from the California Department of Fish and Wildlife (CDFW) of the 2015 fish habitat survey to verify the types of habitats that may be affected so we can assess the adequacy of any mitigation proposed for impacts to lake habitats. In particular, new piers in significant spawning habitat are prohibited, with limited exceptions, and mitigation is required for allowed relocations. Additionally CDFW opinion with regard to Prime Fish Habitat in the area of the current existing pier is also warranted to assist Water Board staff with habitat considerations.

If you have any questions regarding our comments, please contact me at (530) 542-5464.



Dale Payne
Environmental Scientist
North Basin Regulatory Unit

Cc: Marilyn Linkem, Superintendent/California Dept. of Parks and Recreation
(plan.general@parks.ca.gov)

Tiffany Good, Tahoe Regional Planning Agency

(tgood@trpa.org)

Patrick Moeszinger, California Dept. of Fish and Wildlife

(Patrick.Moeszinger@wildlife.ca.gov)

Jason Ramos, California State Lands

(Jason.Ramos@slc.ca.gov)

Lynette Blanchard, U.S. Army Corps of Engineers

(Lynette.Blanchard@usace.army.mil)

Brian Stewart, Placer County

(bstewart@placer.ca.gov)

BCC: Robert Larsen

DYP/T: Kings Beach Pier Comparative Analysis Comments

File Under: Pending/Placer County

Lahontan Regional Water Quality Control Board

January 28, 2016

To Interested Parties:

Information on Aluminum Concentrations in Tahoe Beach Sand, Water Quality Data and Aquatic Toxicity Considerations For Future Marina Dredging Projects

During the 2015 Tahoe Keys Property Owners Association (TKPOA) dredging project, aluminum sampling and analyses occurred as required in the Clean Water Act Section 401 Water Quality Certification (WQC) issued by the Lahontan Regional Water Quality Control Board (Water Board). The purpose was to determine if dredging caused aluminum concentrations to occur in levels adverse to aquatic life. Water quality samples were taken from the water column within the turbidity curtain before, during, and after dredging. Results from samples taken during active dredging in the channel mouth, mid-channel, north curtain, second curtain, and near curtain ranged from 350 micrograms per liter ($\mu\text{g/L}$) to 1000 $\mu\text{g/L}$. All water quality data samples exceeded the U.S. EPA's chronic aquatic toxicity criteria of 87 $\mu\text{g/L}$ and some samples exceeded the acute aquatic toxicity level of 750 $\mu\text{g/L}$.

The initial aluminum data prompted the Water Board to require additional sampling from the dredged material used for beach replenishment. Additional dredged material samples taken by TKPOA were located 0 to 1,100 feet from the West Channel Reference line; a sample was taken every 100 feet. The TKPOA results indicated total aluminum substrate concentrations ranging from 840 milligrams per kilogram (mg/kg) to 5,500 mg/kg. Although these results were below the U.S. EPA Human Health Regional Screening Level of 77,000 mg/kg, due to the expectation of increased lake levels and resuspension into the water column of these dredged materials, concerns for exceeding the aquatic toxicity levels prompted further analysis to simulate resuspension were performed. Lab-produced elutriate samples (a laboratory method homogenizing dredged material with de-ionized water to produce a liquid solution) reported aluminum concentrations ranging from 490 $\mu\text{g/L}$ to 3,200 $\mu\text{g/L}$ indicating that resuspension of the dredged material may cause exceedance of both the acute and chronic aquatic toxicity criteria.

The 2015 Tahoe Keys Marina (TKM) dredging project provided total aluminum concentration data from a sample collected from the West Channel Dirt resulting in 7,200 mg/kg. Two corresponding lab-created elutriate samples taken from the East Channel 1 and 2 ranged from 310 $\mu\text{g/L}$ to 380 $\mu\text{g/L}$. Both elutriate samples were below the U.S. EPA's acute aquatic toxicity level of 750 $\mu\text{g/L}$, but exceeded the chronic aquatic toxicity level 87 $\mu\text{g/L}$.

The Lahontan Water Board initiated a Tahoe beach sand sampling effort after reviewing the data from the marina dredging projects. In late June 2015, Water Board staff completed a limited sampling project to obtain aluminum concentration data from the Lake Tahoe beach sands by preparing lab-created elutriate samples from the beach sands. Samples were collected from Kings Beach, Tahoe City Beach, Sugar Pine Point Beach, Meeks Bay Beach, Baldwin Beach, El Dorado Beach, Ski Run Beach, and Lakeside Beach. The Lahontan results were compared to the recent concentration levels found in the dredged material from the TKPOA dredging/beach replenishment project and the TKM dredging project. These results provided a very limited snapshot of aluminum concentrations present in beach sands on Lake Tahoe's north, west, and south shores.

Water Board staff contracted a commercial laboratory to prepare the collected samples through EPA Method 100.1 for Aquatic Toxicity. Lab-created samples for analysis were homogenized by stirring de-ionized water with beach sand or dredged material samples for 48 hours. The elutriates were further analyzed by EPA SW-846 Method 6010B. Total aluminum concentrations in the elutriate exceeded U.S. EPA aquatic toxicity levels (Chronic Aquatic Toxicity level – 87 micrograms per liter ($\mu\text{g/L}$) and Acute Aquatic Toxicity level - 750 $\mu\text{g/L}$) established for surface waters. Aluminum concentrations in the elutriate ranged from 99 $\mu\text{g/L}$ to 3300 $\mu\text{g/L}$, above the U.S. EPA's chronic aquatic toxicity level of 87 $\mu\text{g/L}$ in all samples and above the acute level of 750 $\mu\text{g/L}$ in a majority of samples. Total aluminum concentrations from Water Board staff's beach sand samples ranged from 390 mg/kg to 9,200 mg/kg. These results were well below the EPA Human Health Regional Screening Level of 77,000 mg/kg.

To further investigate aluminum concentrations from dredging projects, the Lahontan Water Board initiated a review of aluminum data from the 2014 annual reports submitted by the Lake Tahoe marinas. The Lake Tahoe Marina General Permit requires marinas to sample for aluminum when discharging storm water runoff to surface waters. Upon review, Sierra Boat Company's surface runoff was found to contain an average of 0.80 milligrams per liter (mg/L) of aluminum, exceeding the U.S. EPA benchmark value of 0.75 mg/L. Due to this exceedance, Sierra Boat Company took corrective actions to repeat the quarterly monitoring as required by the Marina General Permit. Best management practices for onsite marina activities will be given greater consideration in addition to dredging practices.

The Lahontan Water Board will consider potential aquatic toxicity impacts from future dredging projects based on the information obtained in the 2015 sampling events. The Tahoe Keys dredging project data indicated aquatic toxicity occurred in the water column during dredging. The Water Board's aluminum data for existing beach sands indicates dredging in other locations may also create aquatic toxicity. The Lahontan Water Board may require dredging project applicants to provide pre-project aluminum data of material proposed for dredging along with alternative dredging methods or best management practices to prevent aquatic toxicity during dredging (e.g. suction dredging) as a requirement prior to issuance of the Clean Water Act Section 401 WQC. Additionally, the Water Board plans to add aluminum testing to the requirements during dredging projects. Further investigation and research may be needed to assess what level of aluminum in beach sands pose as aquatic toxicity threats when disturbed as part of a dredging operation. Additional control measures and their effectiveness will also need to be considered for future dredging projects.

Water Board staff plans to discuss appropriate next steps with marina owners, agency staff, researchers, and interested persons at a meeting being scheduled for February or March.

If you have any questions regarding this matter, please contact Tobi Tyler, Water Resource Control Engineer, at (530) 542-5435 (Tobi.Tyler@waterboards.ca.gov), or Alan Miller, Chief, North Basin Regulatory Unit, at (530) 542-5430 (Alan.Miller@waterboards.ca.gov).



Lauri Kemper, P.E.
Assistant Executive Officer

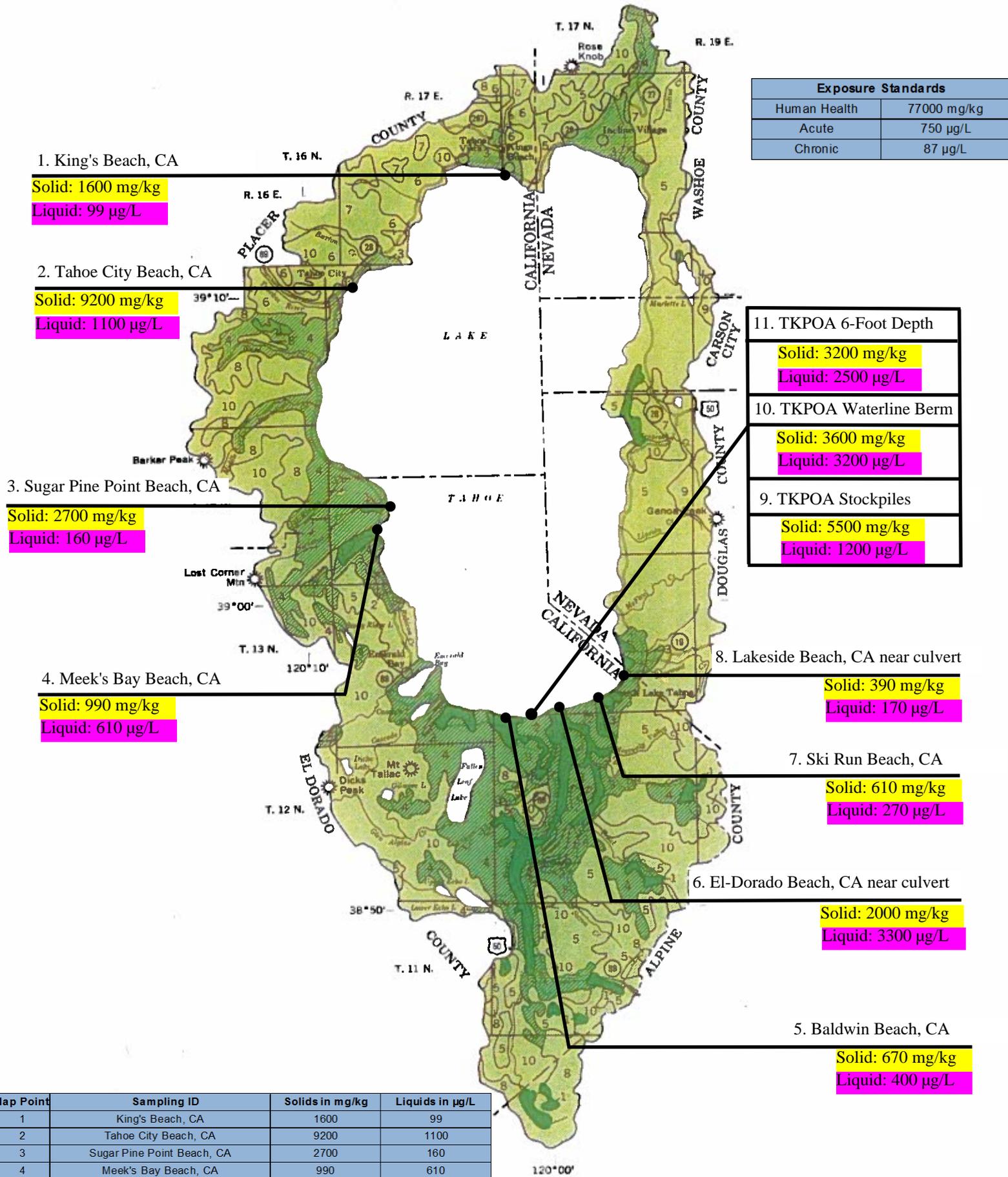
Enclosures:

- A) Lake Tahoe Beach Soil Sample Map
- B) Lake Tahoe Beach Sands Al Sampling EO Report
- C) RWQCB Lahontan Sampling Results
- D) TKM Dredging Lab Results
- E) TKPOA West Channel Water Elutriate Aluminum

cc: Mailing list

Lake Tahoe Beaches Soil Sample Results For Aluminum

13
Al
Aluminum
26.98154



Exposure Standards	
Human Health	77000 mg/kg
Acute	750 µg/L
Chronic	87 µg/L

1. King's Beach, CA

Solid: 1600 mg/kg

Liquid: 99 µg/L

2. Tahoe City Beach, CA

Solid: 9200 mg/kg

Liquid: 1100 µg/L

3. Sugar Pine Point Beach, CA

Solid: 2700 mg/kg

Liquid: 160 µg/L

4. Meek's Bay Beach, CA

Solid: 990 mg/kg

Liquid: 610 µg/L

11. TKPOA 6-Foot Depth

Solid: 3200 mg/kg

Liquid: 2500 µg/L

10. TKPOA Waterline Berm

Solid: 3600 mg/kg

Liquid: 3200 µg/L

9. TKPOA Stockpiles

Solid: 5500 mg/kg

Liquid: 1200 µg/L

8. Lakeside Beach, CA near culvert

Solid: 390 mg/kg

Liquid: 170 µg/L

7. Ski Run Beach, CA

Solid: 610 mg/kg

Liquid: 270 µg/L

6. El-Dorado Beach, CA near culvert

Solid: 2000 mg/kg

Liquid: 3300 µg/L

5. Baldwin Beach, CA

Solid: 670 mg/kg

Liquid: 400 µg/L

Map Point	Sampling ID	Solids in mg/kg	Liquids in µg/L
1	King's Beach, CA	1600	99
2	Tahoe City Beach, CA	9200	1100
3	Sugar Pine Point Beach, CA	2700	160
4	Meek's Bay Beach, CA	990	610
5	Baldwin Beach, CA	670	400
6	El-Dorado Beach, CA near culvert	2000	3300
7	Ski Run Beach, CA	610	270
8	Lakeside Beach, CA near culvert	390	170
9	TKPOA Dredge Spoil - Stockpiles	5500	1200
10	TKPOA Dredge Spoil - Berm at Waterline	3600	3200
11	TKPOA Dredge Spoil - 6 Foot Depth	3200	2500

Lahontan Regional Water Quality Control Board

Water Board Staff's Lake Tahoe Beach Sand Aluminum Sampling Project and Tahoe Keys Property Owners Association Dredging/Beach Replenishment Project- William Chen

Water Board staff completed a limited sampling project in late June 2015 to compare aluminum concentrations in Lake Tahoe beach sands to recent aluminum concentrations found in dredged material from the Tahoe Keys Property Owners Association's (TKPOA) dredging/beach replenishment project. Water Board staff and TKPOA employed a lab method that created samples for analyses by mixing deionized water with the beach sand or dredged material samples, and then analyzing the liquid portion for total aluminum. Lab created samples are used to approximate natural conditions but can add variability to results. The aluminum concentrations in these lab-created samples exceeded U.S. EPA aquatic toxicity levels (chronic aquatic toxicity level - 87 micrograms per liter ($\mu\text{g/L}$); acute aquatic toxicity level - 750 $\mu\text{g/L}$) established for surface waters.

Water Board staff collected beach sand samples at Kings Beach, Tahoe City Beach, Sugar Pine Point Beach, Meeks Bay Beach, Baldwin Beach, El Dorado Beach, Ski Run Beach, and Lakeside Beach. The beach sand samples were analyzed individually for total aluminum, and also used for producing the lab-created samples described above. The results provide a very limited snapshot of aluminum concentrations present in beach sands on Lake Tahoe's north, west, and south shores. The results also provided information about aluminum that could potentially be released from the sands into Lake Tahoe.

Total aluminum concentrations from Water Board staff's beach sand samples ranged from 390 mg/kg to 9,200 mg/kg. These concentrations are well below the Human Health Screening Level of 77,000 mg/kg; aluminum level concentrations above 77,000 mg/kg can have a negative effect on children. Aluminum concentrations in lab-created samples ranged from 99 $\mu\text{g/L}$ to 3,300 $\mu\text{g/L}$ with two of the samples, one from Tahoe City Beach (1,100 $\mu\text{g/L}$), and one from El Dorado Beach (3,300 $\mu\text{g/L}$), producing aluminum concentrations exceeding U.S. EPA's acute aquatic toxicity level of 750 $\mu\text{g/L}$.

For comparison, three samples of the TKPOA dredging material had total aluminum concentrations ranging from 3,200 mg/kg to 5,500 mg/kg, also well below the Human Health Screening Level of 77,000 mg/kg, and within the range of Water Board staff sampling results. The three corresponding lab-created samples produced aluminum concentrations ranging from 1,200 $\mu\text{g/L}$ to 3,200 $\mu\text{g/L}$. All three lab-created samples exceeded U.S. EPA's acute aquatic toxicity level of 750 $\mu\text{g/L}$.

Geology can play a significant role in the varying aluminum concentrations found in Lake Tahoe beach sands. Aluminum is a typical part of many mineral grains found in sands, since it is the third most abundant element in the earth's crust behind oxygen and silicon. However, the presence of aluminum typically diminishes as the sand weathers over time. Additionally, other factors can affect aluminum concentrations in beach sands, such as sand importation and roadway stormwater runoff that carries a variety of pollutants onto the beach.

Of the eight different beaches sampled, the highest aluminum concentrations were found at three beaches generally having younger-aged sands (Tahoe City, Sugar Pine Point, and El Dorado). Additionally, Tahoe City Beach has had sand imported from sources outside the Tahoe Basin on at least two occasions, and the El Dorado Beach sample was intentionally taken in an area affected by roadway stormwater runoff, which would contain some traction sand and eroded soils. All of these conditions likely contribute to the higher aluminum concentrations.

Water Board staff has amended the Clean Water Act Section 401 Water Quality Certification (401 Certification) issued for TKPOA's dredging/beach replenishment project in response to TKPOA's request to extend its beach replenishment area and the above-referenced sampling results. The amendment allows TKPOA to increase the length of its beach replenishment activities from approximately 720 feet of beach to approximately 2,000 feet of beach. The amendment also requires TKPOA to remove a limited amount of dredged material with the highest total aluminum concentrations (5,500 mg/kg), and to spread the remaining dredged material on the upper portions of its beach area moving eastward. Water Board staff believes that this combination of measures strikes a fair balance between the uncertainty regarding the potential for the aluminum in TKPOA's beach replenishment materials to adversely affect Lake Tahoe's water quality and beneficial uses, and the need to protect Lake Tahoe's water quality and beneficial uses. The amended 401 Certification also requires monitoring of lake waters adjacent to the beach replenishment areas to evaluate if these additional measures do effectively protect aquatic life (meet or are below the U.S. EPA criteria). However, the Water Board retains all of its regulatory and enforcement options should the monitoring results prove otherwise.

February 11, 2016

Sent via e-mail & USPS

California Department of Parks and Recreation
Sierra District
Attn: Marilyn Linkem, Superintendent
plan.general@parks.ca.gov
P.O. Box 266
Tahoe, CA 96142

Tahoe Regional Planning Agency
Attn: Tiffany Good, Senior Planner
tgood@trpa.org
P.O. Box 5310
State Line, NV 89449

Subject: Kings Beach State Recreation Area General Plan Revision and Environmental Impact Report and Environmental Impact Report/Environmental Statement for the Kings Beach Pier Reconstruction Project

Dear Ms. Linkem & Ms. Good:

Placer County is pleased to hear of the State's efforts to update the Kings Beach State Recreation Area (KBSRA) General Plan and the Kings Beach Pier Reconstruction Project, and appreciates the opportunity to engage at this early stage in the process. As you are aware, the County is in the process of preparing the Tahoe Basin Area Plan Update, which includes updating the County's existing Kings Beach Community Plan. The County's Tahoe Basin Area Plan is intended to align with the goals and objectives of the Tahoe Regional Planning Agency's (TRPA) 2012 Regional Plan, which focuses on guiding redevelopment of town centers, including the town center of Kings Beach, as a way to achieve environmental threshold gain.

As the Kings Beach State Recreation Area is in the heart of the Kings Beach community, the County sees this area as an urban park consistent with the state's legacy of "affording a sense of place and pride in surrounding neighborhoods," and believes it plays a critical role in the implementation of community and regional goals and the overall sustainability of Kings Beach. To that end, we submit the following initial comments on your project and look forward to a collaborative working relationship throughout your planning effort to ensure that the future of the Kings Beach State Recreation Area is aligned with community and regional goals.

Project Location / Parking and Circulation

The KBSRA plays a key role in how the community of Kings Beach functions; and, given that the North Tahoe Event Center (NTEC) is essentially an island surrounded by the KBSRA, the KBSRA also plays a key role in overall function of the NTEC. The KBSRA General Plan Revision should afford convenient public access to the NTEC for the community; including, allowing for shared community parking, circulation, ingress/egress, and a "store-front" appearance from the street (SR28) to the NTEC. For example, the eight parking stalls on the state property to the north side of the NTEC facility do not serve the broader KBSRA and may better serve the community as part of the NTEC. In addition, as the NOP notes that the "parking lot used for the event center is within the KBSRA and General Plan boundaries", it is important to point out the importance of that lot to serve the NTEC, as it is the primary parking for that use. The County suggests modifying this language in the analysis to read "Parking for the NTEC, is, in large part, provided at the KBSRA surface lot, in addition to other publicly and privately-held parking areas".



Furthermore, based on input received during the County's Tahoe Basin Area Plan Update, the County is exploring community-wide solutions to address parking in Kings Beach and believes that better integration and utilization of the KBSRA parking lot could help to address community parking needs. The KBSRA parking lot is underutilized in the off-season and evening hours; and, given its central location within the Kings Beach community, we believe that there may be an opportunity to explore shared use of the parking facility to better serve the community. This concept of full integration of the KBSRA and the NTEC within the broader community, recognizing the importance of shared community parking, should be fully considered in the analysis.

Planning Consistency

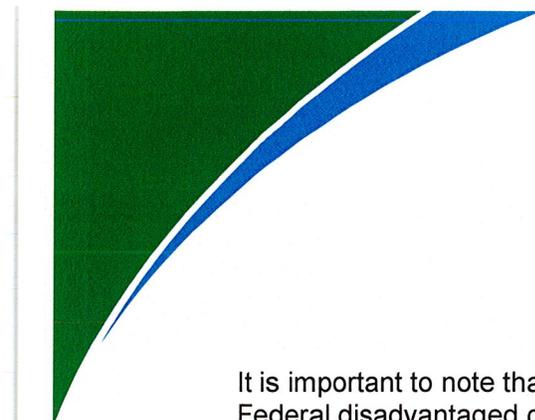
As part of the Tahoe Basin Area Plan Update, key elements have been identified in Kings Beach to help implement the community's vision. One of those elements is the reconstruction of the pier, and so the County is pleased to see this effort come to fruition. Other vision elements include the development of a boardwalk extending through the Town Center on the lakeside of Highway 28, between Secline Beach to the west and Chipmunk Street to the east, and the establishment of an entry gateway at the intersection of Highway 28 and 267, which would include transforming the traffic signal to a roundabout, various mobility improvements and restoration of Griff Creek. The intent of these vision elements is to improve non-motorized access, provide parking away from the busy KBSRA parking lot during summer months and to increase overall recreation opportunities and pier access.

In an effort to implement these vision elements, the County has been working to secure funds to further these concepts and to explore project designs. As you are aware, the community's desire is that the boardwalk be aligned in such a way that it stretches across the KBSRA, thereby further integrating the KBSRA within the Town Center providing improved mobility and pedestrian connections. To that end, we believe it is imperative that these vision elements be addressed in your analysis and, more specifically, that the boardwalk be identified as a key element in the KBSRA Plan.

Other vision elements within the KBSRA that were identified as part of the Tahoe Basin Area Plan Update include maintaining and/or expanding existing recreational amenities on site (the basketball court, plaza, beach uses, playground), looking for opportunities for displaying public art, and the potential for an outdoor (seasonal) ice rink, skateboard park, outdoor amphitheater and outdoor pools. Therefore, we believe that it is important that your analysis consider these vision elements, as well as the list of allowed uses proposed for the site as part of the Tahoe Basin Area Plan Implementing Regulations.

Economic Development

As highlighted above, the KBSRA is centrally located within the town center and plays a critical role in ensuring a sustainable future for Kings Beach. Unlike State Parks or Recreation Areas that are located in more rural or remote areas, the KBSRA is located within a populated, urbanized residential and commercial area. The site is a gathering place for visitors and residents alike, and the beach is heavily utilized year-round given its southern exposure. We believe the KBSRA is a key asset to the community and should be analyzed as such.



It is important to note that Kings Beach has a high Latino population and meets State and Federal disadvantaged community metrics. In an effort to meet social, economic, and environmental goals, the County has invested millions of dollars within the Kings Beach community. Specifically, the County has invested over \$60 million in the one mile long commercial strip, including monies to fund the Kings Beach Commercial Core Improvement Project and the purchase of significant property to improve walkability, pedestrian safety, and to provide redevelopment opportunities. This effort and investment has been made with an eye toward meeting sustainability goals, as well providing incentives for private reinvestment in order to also facilitate shared regional and state Transit-Oriented Development and Greenhouse Gas Emission reduction goals and TRPA environmental thresholds gain. To that end, indirect economic impacts associated with the project should be analyzed, in light of the future economic vitality and sustainability of Kings Beach. The analysis should address reasonably foreseeable impacts indirectly caused by the General Plan Revision and Pier Reconstruction project.

Traffic / Trip Generation

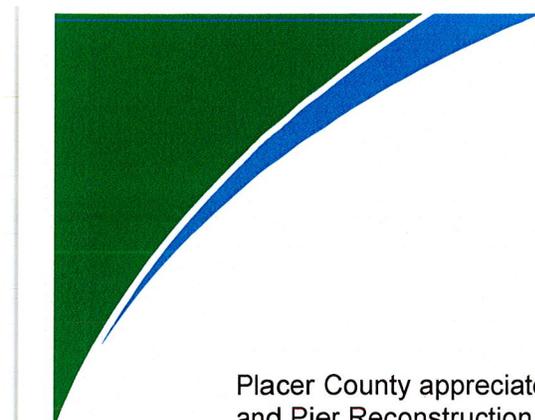
With respect to the Pier Reconstruction project: If environmental impacts from the project are analyzed at a project level in the EIR/EIS, we recommend that any new parking and circulation areas that are needed as a result of the expanded Kings Beach Pier be identified and analyzed at a project level. As this project is located within the urban core of Kings Beach, we are concerned with trip generation impacts on County roadways (mainly in the Kings Beach grid). The biggest traffic impact associated with this project will be spillover of parking demands into the grid. Since the NOP appears to be addressing Parking, Circulation, and Transportation, County staff will be interested in reviewing traffic impacts in the Draft EIR/EIS when it is available. The KBSRA should be identifying parking and transit needs to minimize these impacts.

Pier Reconstruction Location

While we understand that only two pier locations have been identified as part of the project description in the NOP, we believe that a third location should be analyzed as an alternative in the environmental analysis. The central location of the existing pier bifurcates the beachfront and will expand the potential for human-powered vs. power boat conflicts; and, while the pier location near the existing boat ramp has been identified as the community vision-preferred location, it may interfere with fish spawning habitat. Therefore, a third location closer to the NTEC should be considered and analyzed as an alternative. This alternative location would possibly resolve the fish spawning and human-powered/power boat conflicts, open up an unobstructed beachfront and connect the NTEC consistent with the community's vision, and help better integrate uses within Kings Beach thereby fostering a keener sense of place and enhanced community character.

Public Outreach

The Kings Beach community has a high Latino population and, therefore, the County suggests Spanish language outreach to the Latino community. Actively outreaching and seeking feedback from the Latino community will be beneficial, as this community utilizes the KBSRA much like a central plaza or backyard for picnics and family gatherings.



Placer County appreciates the opportunity to comment on the KBSRA General Plan Revision and Pier Reconstruction project and thanks you for your leadership in this important community initiative. As Placer is concurrently preparing the Tahoe Basin Area Plan Update and implementing key community vision elements identified as part of the Update, we believe it would be beneficial for us meet with you to discuss these comments and to work together to further community and regional goals for Kings Beach.

Should you have any questions, please contact Jennifer Merchant, Deputy CEO-Tahoe, at jmerchan@placer.ca.gov or 530-546-1952.

Sincerely,

COUNTY OF PLACER



David Boesch
Placer County Executive Officer

Cc: Sue Rae Irelan, Environmental Planner (CTC)
Jennifer Merchant, Deputy CEO – Tahoe (PC)
Michael Johnson, CDRA Director (PC)

February 18, 2016

Marilyn Linkem, Superintendent
California Department of Parks and Recreation, Sierra District
P.O. Box 266, Tahoma, CA 96142
SENT VIA: plan.general@parks.ca.gov

RE: Kings Beach Pier Reconstruction Project, Notice of Preparation

Dear Ms. Linkem,

Thank you for submitting the Kings Beach Pier Reconstruction Project (Project) and Notice of Preparation (NOP) of a Draft Environmental Impact Report/Statement (DEIR/DEIS) to the Placer County Air Pollution Control District (District) for review. The Project proposes construction of a new pier, extending the existing pier further into Lake Tahoe. The District recommends consideration of the following items in preparation of the DEIR/DEIS.

Environmental Review

The District has developed a California Environmental Quality Act (CEQA) Air Quality Handbook (Handbook) to assist public agencies with the preparation of air quality analyses for land use projects within Placer County. This Handbook provides recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. The Handbook is available via the District's website at <http://www.placer.ca.gov/departments/air/landuseceqa>. Additional detail relating to the following recommended items can be found within the Handbook.

1. The Project is located within the Lake Tahoe Air Basin (LTAB) and is under the jurisdiction of the District. The LTAB is designated non-attainment for the state particulate matter standard (PM₁₀). The District recommends within the DEIR/DEIS include discussion of the area designations for the federal and state standards for the LTAB.
2. The California Emissions Estimator Model (CalEEMod) is recommended when estimating the Project related construction and operational emissions. CalEEMod quantifies criteria pollutant emissions, including greenhouse gases (GHGs) from construction and operation (including vehicle use), as well as GHG emissions from energy production, solid waste handling, vegetation planting and/or removal, and water conveyance. In addition, CalEEMod calculates the benefits from implementing mitigation measures, including GHG mitigation measures, developed and approved by CAPCOA. Please contact the District for information on appropriate default settings applicable to the project area. A free download is available at <http://www.capcoa.org/caleemod/>.
3. The modeling analysis should use the vehicle miles traveled (VMT) data from the Project's traffic study, based on a reasonable worse-case scenario, as well as emission

factors from the most recent version of EMFAC. The analysis should document all emission factors, assumptions, and modeling inputs and outputs (i.e., expected traffic, mix of light-duty and heavy-duty vehicles, existing and future nearby land uses, etc.) and provide justification for changes to default values within the model. The District requests copies of all modeling analysis files during the review of the DEIR for public review and comment.

- The District recommends the following Project-level Thresholds of Significance when analyzing the construction and operational activities to determine potential air quality impacts.

PCAPCD Recommended Project-Level Thresholds	
82 lbs/day	Nitrogen Oxide (NOx) Reactive Organic Gas (ROG) Particulate Matter (PM ₁₀)

- The District recommends the following Cumulative-level thresholds for the purposes of identifying if additional mitigation measures are necessary. Additional information on the District's Cumulative Threshold can be found in Chapter 2 of the District's CEQA Handbook (October, 2012)¹.

PCAPCD Recommended Cumulative-Level Thresholds	
10 lbs/day	Nitrogen Oxide (NOx) Reactive Organic Gas (ROG)

- Although the District has not formally adopted or approved a (GHG) threshold, the District continues to recommend lead agencies consider use of an adopted or approved threshold when analyzing a project's related GHG impacts and potential to interfere with the Global Warming Solutions Act (AB32)'s GHG reduction goals, including but not limited to the Sacramento Metropolitan Air Quality Management District's (SMAQMD) GHG thresholds adopted October 24, 2014. Additional information on the SMAQMD's GHG Threshold, including screening tables, recommended methodology, and mitigation measures can be found by visiting their webpage at <http://airquality.org/ceqa/ceqaguideupdate.shtml>. Additionally, the CAPCOA guidance document "Quantifying Greenhouse Gas Mitigation Measures" provides additional resources to identify feasible mitigation measures and quantification of emission reductions¹.
- If existing or future sensitive receptors are located within close proximity to the Project area, where there is the potential for exposure to toxic air contaminants (TAC) and other hazardous air pollutants (e.g., such as diesel particulate matter (DPM) from diesel exhaust), the District recommends the environmental document describe the level of analysis, such as a Health Risk Assessment (HRA) or other modeling analysis, necessary to determine if the Project will have the potential to cause adverse health impacts.

1

<http://www.placer.ca.gov/~media/apc/documents/Planning/CEQAHandbook/Final/PCAPCDCEQAHandbook2.ashx>

8. In the event that the air quality analysis demonstrates the potential for the Project to cause or generate significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. Additional mitigation measures can be found in the District's CEQA Handbook within the related appendices.
9. The District recommends a CALINE 4 modeling analysis for carbon monoxide (CO) concentration be performed and discussed within the environmental document if any intersection or roundabout is determined by the traffic study to degrade to a level of service "E" or "F" as a result of this project, alone or cumulatively; or where the total project-level CO emissions exceed 550 lbs/day.

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2333 or agreen@placer.ca.gov if you have any questions.

Sincerely,



Angel Green
Associate Planner



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

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

Board of Directors

Ernie Brassard
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Jaime Wright
*Truckee North Tahoe
Transportation
Management Association*

Executive Director

Joy M. Doyle

March 23, 2016

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

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

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

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

Re: Comments on the Notice of Preparation (NOP)
Kings Beach State Recreation Area General Plan Revisions (EIR)
Kings Beach Pier Reconstruction Project (EIR/EIS)

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

To ensure the success of its General Plan revisions and on-going management of the Kings Beach State Recreation Area (KBSRA), NTBA believes that the State Department of Parks and Recreation (the Department) must engage more actively with the Kings Beach community and other area stakeholders.

We appreciate that the KBSRA General Plan Revision NOP was issued “early in the planning process as part of public outreach.” One consequence of this approach is that the context for the NOP is rather “thin” presenting only your listing of generic “General Plan Topics” and an equally generic list of potential environmental effects. We look forward to the study referenced in the NOP “Potential Environmental Impacts” section that “will be prepared of the existing resource characteristics, existing recreation areas and facilities, and generally anticipated recreational uses of KBSRA.”

Following are NTBA’s comments:

Need for Consistency with and to Follow Recommendations of the 2013 Kings Beach Vision Plan, the 2015 Tourism Master Plan, the TRPA Regional Plan and the Placer County Tahoe Basin Area Plan for the Kings Beach Town Center

We strongly recommend that The General Plan revision must be viewed and planned within the context of the 2013 Kings Beach Vision Plan, the 2015 Tourism Master Plan, and the TRPA Regional Plan with Kings Beach defined as a Town Center. Furthermore, it must also be viewed and planned in the context of the emerging Placer County Tahoe Basin Area Plan and the significant investments made by Placer County, the community, and many partners in the Kings Beach Commercial Core Improvement Project (KBCCIP).

Community design goals and policies provide direction and guidance for the development of a Town Center’s built environment. These policies seek to create more walkable, livable neighborhoods through improved connections and mixed-use centers, while ensuring that design elements of new, remodeled and redeveloped buildings are compatible with the natural, scenic and recreation values of the Town Center.

Furthermore, we urge the integration of basin-wise initiatives such as ample bike racks, Lake Tahoe water trail, waterborne transit, kayak and SUP racks (available for residents on a long-term basis as well as visitors on a short-term basis) to encourage the reduction of VMTs (vehicle miles traveled) for improved lake clarity, to fit into the new walkable/bike-able town center, and to tie into the North Lake Tahoe Resort Association’s human powered sports initiative and NTBA’s desire to make Kings Beach into North Lake Tahoe’s recreation epicenter due to its expansive lake and lakeshore access.

Treat the KBSRA as a State Park within an “Urban” Environment

We encourage the Department to recognize and appreciate that the Kings Beach State Recreation Area is a centerpiece of the Kings Beach community. Furthermore, NTBA recommends that all decisions related to the KBSRA General Plan update be run through a filter that defines the KBSRA within the center of an “urban” environment as opposed to applying standard State Parks policies for parks outside urban environments.

NTBA urges for the KBSRA to be integrated as much as possible into and as a part of the Kings Beach town center. This requires not only appropriate planning on the part of the Department, but appropriate on-going management and stewardship as well. We are keenly interested in how the Department will incorporate the community plaza (California Tahoe Conservancy parcel) and the Kings Beach Pier (and reconstruction project) into the KBSRA General Plan update.

Parking-Related Comments:

1) Shared Parking during Off-Peak Months and Nighttime

As in any vibrant town center, ample public parking is critical. It is a known fact that the KBSRA parking are is vastly underutilized during off-peak months and nighttime hours. NTBA urges the Department to consider a public/private partnership that provides for shared parking in the KBSRA parking lots during off-peak months (we suggest October or November through April or May) and during nighttime hours (we suggest from 7pm to 2am). We believe that when the Kings Beach town center is vibrant and successful, the KBSRA will benefit, as well as when people are drawn to KBSRA for its amenities, they will want to stay to experience the shops, restaurants and other amenities offered in the Kings Beach town center. We believe we should make this as seamless as possible for the guest.

2) KBSRA Parking Impacts Businesses

The Department should be aware of the conclusion that was drawn in the 2015 North Lake Tahoe Parking Study commissioned by Placer County that indicates that KBSRA parking has an impact on business parking in Kings Beach. In order to avoid paying for parking at KBSRA, recreation area visitors park their vehicles in business lots and on the highway in front of businesses. We believe that the Department has an obligation to participate in the parking solutions by virtue of the conclusions made in the NLT Parking Study which delineated the pressure and negative impact on NTBA business members' parking that KBSRA creates.

3) Parking Integration with North Tahoe Event Center

NTBA urges the KBSRA General Plan revision to include the ability for the public to use the KBSRA parking area without charge or for a reduced charge if they are attending public or private functions at the North Tahoe Event Center. If this is not possible, consider free or reduced rate parking during off-peak months and nighttime.

4) Paid Parking Meters versus Mobile App

NTBA is concerned about the visual impact of the proposed paid parking meters at the KBSRA. We would like the Department to explore the possibilities of a parking mobile app that could reduce or eliminate the need for paid parking meters.

Pier Reconstruction

While we understand that only two pier locations have been identified as part of the project description in the NOP, we believe that a third location should be analyzed as an alternative in the environmental analysis. This is not a new idea as it was voiced at the April 15, 2015 Pier Reconstruction Project Public Workshop and the alternate location was drawn onto the map exhibit. The central location of the existing pier bifurcates the beachfront and will expand the potential for human-powered vs. power boat conflicts; and, while the pier location near the existing boat ramp has been identified as the community vision-preferred location, it may interfere with fish spawning habitat. Therefore, a third location should be considered that lands at a commercial site. Landing the pier at a parking lot is not a good idea. It would be more advantageous to have a pier that accesses commercial enterprise(s) so that an operator would run it and the pier would act as a draw to the commercial core and improve the economy. Look at all the other successful Lake Tahoe piers such as Gar Woods, Sunnyside, Tahoe City Marina, etc.

Stage Relocation and Improvements

Since 2006, North Tahoe Business Association has planned and produced Music on the Beach, a multi-week free concert series on Friday evenings during the summer months at the KBSRA stage. Music on the Beach is a beloved community event that residents enjoy and enhance visitor experience and create lasting memories. Research has shown that it is these types of memories that cause visitors to make return visits to a destination. NTBA urges that the existing stage where Music on the Beach takes place (just south of the main bathroom building) be considered for relocation and/or expansion into an amphitheater. Furthermore, we urge the Department to explore the possibility of a stage that is tangential to the new pier so that the audience has views of the lake versus the band members' having views of the lake. Additionally, the existing stage is in need of improvements including electrical upgrades which will make this amenity available for many event producers, groups and the Department to utilize and for park guests to enjoy.

Retain and Expand Upon Recreational Amenities

NTBA wants to encourage the Department to retain existing and expand upon KBSRA's recreational amenities such as the playground, basketball court, watersports concessionaire, Splash Park (see Vision Plan), etc. Additionally, we want KBSRA to continue to provide a venue for recreational and cultural special events and activities.

Address Blowing Sand

We are hopeful that the KBSRA General Plan revision will address and develop a plan for blowing sand. We urge that if this plan involve the installation of sand walls, that the Department make all efforts possible to minimally impact the scenic views and beach/lake accessibility.

Technology Capabilities

NTBA believes that free Wi-Fi and live webcams (as well as any new technology that may be on the near or mid-term horizon) and the infrastructure that supports these technologies, should be incorporated into the KBSRA General Plan revision. Society depends on these technologies and they will make the KBSRA a more useful and attractive place for visitors and residents alike.

Public Outreach

The Kings Beach community has a high Latino population and, therefore, NTBA suggests Spanish language outreach to Latino community members. Actively outreaching and seeking feedback from the Latino community will be beneficial, as these community members utilize the KBSRA much like a central plaza or backyard for picnics and family gatherings.

We encourage Department personnel and KBSRA staff to actively engage with community organizations. NTBA staff, Board of Directors and its over 200 members look forward to being part of the KBSRA General Plan revision and Kings Beach Pier Relocation Project planning process. Once again, we encourage the Department and its partners/contractors to utilize NTBA as a resource during the planning processes.

Sincerely,

Joy M. Doyle
Executive Director



February 10, 2016

KBSRA General Plan Revisions and
Kings Beach Pier Reconstruction Project
c/o Marilyn Linkem
CA Department of Parks and Recreation
PO Box 266
Tahoma, CA 96142

RE: North Tahoe Public Utility District Comments for Notice of Preparation of an EIR for the
KBSRA General Plan Revisions and EIR/EIS for the Kings Beach Pier Reconstruction Project

Dear Ms. Linkem:

The District appreciates this opportunity to provide valuable input on the preparation of an EIR for the KBSRA General Plan Revisions and EIR/EIS for the Kings Beach Pier Reconstruction Project. The District offers the following comments to be included in the Draft EIR:

1. The District owns, operates, and maintains a sanitary sewer collection main within the project area. The District has recorded easements for portions of the sewer main and desires to perfect easements for the remaining portions of the sewer main; specifically, the sewer main that is within the old Brockway Vista right-of-way, which was abandoned by Placer County without reserving easement rights for the District.

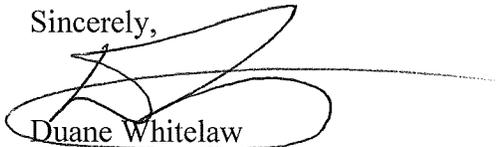
Please note that at some time in the future, the sewer mains within KBSRA may warrant relocation. As part of the long-term planning for KBSRA, the State may wish to consider viable options to accommodate the relocation of the sewer mains, including future sewer pump station locations, etc.

2. The District desires to perfect access easements to the sewer mains within KBSRA. These access easements are necessary to properly maintain the sewer collection system and vital to the protection of Lake Tahoe from sanitary sewer overflows. The District's original access was from Coon Street through the now abandoned Brockway Vista right-of-way. This access has since been cut off due to the various improvements that have been made over the past few years.
3. During demolition and construction of project, please insure protection of the District's sewer facilities within the project area.

4. Post-construction, the District will need to have adequate access to maintain, construct, and replace the public sewer main should the pier be constructed over or adjacent to the sewer main.
5. The North Tahoe Event Center is currently a land-locked parcel. The District desires to enter into discussions with the State to obtain, in fee, additional areas surrounding the Event Center. The areas include, but are not limited to, the northern portion of property from the Event Center to State Highway 28, the emergency access fire lane along the east side of the Event Center, and the emergency staging/terrace area south of the event center.

Should you have any questions or require additional information, please contact me at (530) 546-4212.

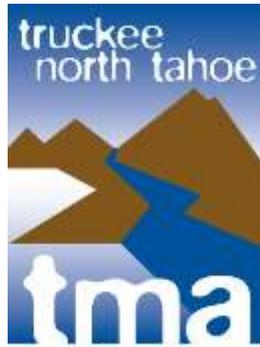
Sincerely,



Duane Whitelaw
General Manager/CEO

DW/sg

Cc: Engineering and Operations Manager



Date: February 10, 2016

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

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

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

Fr: Jaime Wright, Executive Director
Steve Teshara, Planning Consultant

Re: Comments on the Notice of Preparation (NOP)
Kings Beach State Recreation Area General Plan Revision (EIR)
Kings Beach Pier Reconstruction Project (EIR/EIS)

Thank you for the opportunity to provide comments on the NOP for both the planning efforts referenced above. We have provided comments related to each. Consistent with the mission and purpose of the TNT/TMA, our comments focus on transportation and transit access, traffic and circulation. We appreciate that California State Department of Parks and Recreation is a contributing partner in the Kings Beach Benefit Assessment District. However, to ensure the success of its General Plan revision and on-going management of the KBSRA, we believe the State Parks must engage more broadly with the Kings Beach community, the Truckee North Tahoe Transportation Management Association, and other area stakeholders.

Kings Beach State Recreation Area (KBSRA) General Plan Revision

We appreciate that the NOP was issued “early in the planning process as part of public outreach.” One consequence of this approach is that the context for the NOP is rather “thin” presenting only your listing of generic “General Plan Topics” and an equally generic list of potential environmental effects. We look forward to the study referenced in the NOP “Potential Environmental Impacts” section that “will be prepared of the existing resource characteristics, existing recreation areas and facilities, and generally anticipated recreational uses of KBSRA.”

Need for Consistency with TRPA Regional Plan and the Placer County Tahoe Basin Area Plan for the Kings Beach Town Center

We know you are keenly aware that the Kings Beach State Recreation Area does not exist or function as an island of State operation. The General Plan revision must be viewed and planned within the context of the adopted TRPA Regional Plan and Kings Beach as a Town Center as defined in the Regional Plan. It must also be viewed and planned in the context of the emerging Placer County Tahoe Basin Plan and the significant investments made in the Kings Beach Commercial Core Improvement Project (KBCCIP) by Placer County, the community, and other project partners.

Pertinent excerpts from Goals and Policies from the Emerging Tahoe Basin Area Plan are as follows:

- **Town Center goals and policies** encourage the redevelopment and revitalization of Town Centers in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides for greater economic opportunities.
- **Community Design goals and policies** provide direction and guidance for the development of a Town Center’s built environment. These policies seek to create more walkable, livable neighborhoods through improved connections and mixed-use centers, while ensuring that design elements of new, remodeled and redeveloped buildings are compatible with the natural, scenic and recreation values of the Town Center.
- **Transportation and Circulation goals and policies** are intended to ensure an efficient circulation system for all users. The Area Plan Transportation and Circulation Element includes provisions for roadway, transit, pedestrian and bicycle transportation modes, as well as parking and transportation demand management strategies. **Transportation Network goals and policies** seek to establish a safe, efficient, and integrated transportation system while reducing greenhouse gas emissions and impacts to water quality.
- As a recreational/resort area with a limited roadway network, public transit services, sidewalks and bicycle/multi-use trails and paths are important in expanding mobility capacity and improving environmental conditions.
- **Recreation goals and policies** provide a framework to improve existing facilities and develop new facilities and amenities to meet the needs of the community and visitors to the area.

Kings Beach Commercial Core Improvement Project

This is a \$50+ million project that is transforming Kings Beach, creating a vibrant, pedestrian-friendly commercial center intended to enrich and revitalize the community. Phase 1, the “Core of the Core” was essentially completed in 2015. Phase 2, “Gateway to the Core” is scheduled to begin construction this spring. We believe it is essential that revisions to the KBSRA General Plan be developed in a manner that is consistent with the themes and design of the new, revitalized Kings Beach.

KBSRA is a Centerpiece Feature of Kings Beach

We recognize and appreciate that the Kings Beach State Recreation Area is a centerpiece of the community. This role requires not only appropriate planning on the part of the Department of Parks and Recreation, but appropriate on-going management and stewardship as well. We are certainly interested in how the Department goes about incorporating the community plaza (California Tahoe Conservancy parcel) and the Kings Beach Pier (and reconstruction project) into the KBSRA General Plan update.

Engaging with the Community

To support this process, we encourage Department personnel and KBSRA staff to actively engage with community organizations. This engagement should include the North Tahoe Business Association (NTBA) and the Truckee North Tahoe Transportation Management Association (TNT/TMA):

- **North Tahoe Business Association** -- The NTBA is a membership-based non-profit organization headquartered in Kings Beach. It develops and conducts a variety of marketing and promotional services for the communities from Carnelian Bay to Crystal Bay. The NTBA has been an active partner with Placer County in the outreach and marketing associated with the transformation of Kings Beach through the Commercial Core Improvement Project and related initiatives. The NTBA can provide guidance and support for the appropriate marketing of KBSRA in the context of its central community location and the unique assets it provides.
- **The Truckee North Tahoe Management Association and Multi-Modal Access** -- A key for developing the General Plan update and managing and marketing the recreation attractions and amenities offered will be in promoting multi-modal access to KBSRA to the maximum extent possible, not simply providing and promoting access by car. The TNT/TMA is a membership-based non-profit mutual benefit corporation that works with its members and partners to address situations associated with traffic congestion, transportation and transit systems, and community mobility using an approach designed to make the region a more attractive and advantageous place to reside, conduct business, recreate and vacation. TNT/TMA is the lead organization responsible for marketing public transit services in the region and a champion for other shared-use trails and other non-auto mobility modes. Our mission is an ideal fit with the needs of State Parks as the operator of a State Recreation Area located in the heart of a complete streets community.

Kings Beach Pier Reconstruction Project

We have reviewed the Kings Beach Pier Comparative Alternatives Analysis prepared by Cardno for the California Tahoe Conservancy (November 2015). Whichever option is selected for construction (Central or East Pier), we support the Project Objectives listed on page 2. We are particularly interested in assisting State Parks and partners with meeting the objective: "Enhance recreation access to KBSRA (and the community of Kings Beach) from the lake by motorized and non-motorized craft users."

The TNT/TMA helped organize, administer, and market a north shore waterborne transit shuttle during the summer season in 2012, 2013 and 2014. We learned a great deal during this 3-year pilot program. We consistently heard that Kings Beach was a much-desired destination. Unfortunately, given the existing pier, the North Tahoe Water Shuttle was unable to provide service to Kings Beach.

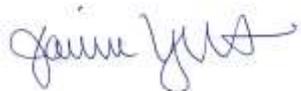
The TNT/TMA looks forward to an opportunity to bring the waterborne transit shuttle back to the north and west shores of the Lake, particularly given the opportunity to serve an expanded set of communities, including Kings Beach. Ideally, we can re-launch and expand the service as the Tahoe Transportation District moves forward with its Lake Tahoe Passenger Ferry Project. We believe water shuttles operating in strategic sub-regions of the Lake will be instrumental in contributing to the accessibility and overall success of the "cross-Lake" passenger ferry.

To assist in your analysis of using the reconstructed Kings Beach Pier as a stop for the North Lake Tahoe Water Shuttle, here are the basic specifications of the vessel we used during the 3-year pilot program. While we may not use the same vessel in the future, the water shuttles used will likely be similar:

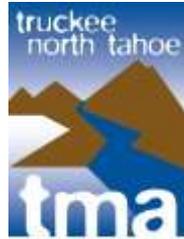
- 30' Centurion
- Carrying Capacity: 12 passengers, 10 bicycles
- Vessel ADA accessible
- Minimum depth of water for vessel to access pier is 32 inches

The TNT/TMA intends to be actively engaged throughout the planning and environmental analysis process for both the KBSRA General Plan Revision and the Kings Beach Pier Reconstruction Project. Please don't hesitate to contact our organization should you need additional information during preparation of the General Plan Revision and EIR and further development of the Pier Reconstruction Project and related EIR/EIS.

Sincerely,



Jaime Wright
Executive Director
Truckee North Tahoe Transportation Management Association



Date: April 15, 2016

To: Ms. Sue Rae Irelan, Associate Environmental Planner
California Tahoe Conservancy

Ms. Tiffany Good, Senior Planner
Tahoe Regional Planning Agency

Ms. Marilyn Linkem, District Superintendent
California Department of Parks and Recreation - Sierra District

Fr: Jaime Wright, Executive Director
Steve Teshara, Planning Consultant

Re: Clarifying TNT/TMA Comments on the Notice of Preparation and Scoping
Kings Beach State Recreation Area General Plan Revision (EIR)
Kings Beach Pier Reconstruction Project (EIR/EIS)

At the April 13 Scoping Public Hearing on the General Plan Revision and pier reconstruction project, it appeared there was confusion on the part of project planners regarding prior TNT/TMA comments, as expressed in our letter to you dated February 10, 2016.

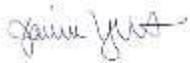
Accordingly, the purpose of this second letter is to clarify that the “waterborne transit” to which we referred in our prior letter is a “water shuttle.” It is not the cross-lake ferry being studied and pursued by the Tahoe Transportation District (TTD). As you are aware, planning documents endorsed by the TTD Board identify Tahoe City as the north shore terminus for the proposed ferry service.

As stated in our February 10th letter, the TNT/TMA helped organize, administer, and market the **North Lake Tahoe Water Shuttle** program during the summer seasons from 2012 through 2014. Based on our experience, we can assure you that the water shuttle service did not drive the need for additional landside facilities at any of our shuttle stops. It did not create the need for additional parking, restrooms, or other infrastructure. The shuttle functioned as a “bus” providing passengers an alternate mode for accessing the communities and recreational opportunities it served. We consistently heard that Kings Beach was much-desired destination. However, given the existing Kings Beach pier, the **North Lake Tahoe Water Shuttle** was unable to serve the Kings Beach State Recreation Area or the broader Kings Beach community. Candidly, the shuttle’s inability to serve Kings Beach was a key reason we were unable to maintain the political and financial support required to continue to the operation.

We respectfully restate our request that the environmental analysis being conducted for the KBSRA General Plan Revision and Kings Beach Pier Reconstruction Project include the ability of a water shuttle to serve these important facilities and the broader Kings Beach community.

Our copy of our prior comment letter is provided for convenient reference. We remain prepared to provide you with any additional information about the water shuttle service that may be helpful in preparing the environmental analysis we have requested.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jaime Wright".

Jaime Wright
Executive Director
Truckee North Tahoe Transportation Management Association

TAHOE-TRUCKEE SANITATION AGENCY



A Public Agency
13720 Butterfield Drive
TRUCKEE, CALIFORNIA 96161
(530) 587-2525 • FAX (530) 587-5840

Directors
O.R. Butterfield
Dale Cox
Erik Henrikson
S. Lane Lewis
Jon Northrop
General Manager
LaRue Griffin

VIA U.S. MAIL AND E-MAIL

9 February 2016

Ms. Marilyn Linkem, Superintendent
California Department of Parks and Recreation, Sierra District
P.O. Box 266
Tahoma, CA 96142
plan.general@parks.ca.gov

RE: T-TSA Comments on Notice of Preparation for Kings Beach State Recreation Area
General Plan Revision/Kings Beach Pier Reconstruction Project

Dear Ms. Linkem:

The Tahoe-Truckee Sanitation Agency (T-TSA) has received and reviewed the Notice of Preparation (NOP) of various environmental documents for the proposed Kings Beach State Recreation Area General Plan Revision/Kings Beach Pier Reconstruction Project (Project).

As background information, T-TSA provides regional wastewater treatment service to several Tahoe & Truckee area communities in portions of El Dorado, Placer, and Nevada counties through the Agency's five member sewage collection districts - the North Tahoe Public Utility District (NTPUD), the Tahoe City Public Utility District (TCPUD), the Alpine Springs County Water District, the Squaw Valley Public Service District, and the Truckee Sanitary District (TSD). The TSD also serves the Northstar Community Services District (NCSA) by way of an agreement. T-TSA owns, operates and maintains the Truckee River Interceptor (TRI), a main trunk line for raw sewage conveyance, and the Tahoe-Truckee Sanitation Agency Water Reclamation Plant (WRP), both of which are described in more detail below.

The 17-mile long TRI pipeline runs along the Truckee River corridor between Tahoe City and the WRP in Truckee. The interceptor flows exclusively by gravity and varies in size from 24- to 42-inches in diameter. The interceptor conveys all of the untreated, raw sewage collected from the northern and western shores of Lake Tahoe, Alpine Meadows, Squaw Valley, and Truckee. Wastewater from the Northstar development is conveyed to T-TSA via an export agreement between NCSA and TSD.

The WRP regional facility is designed to treat and dispose of the sewage delivered by the TRI. Through a series of biological, chemical and physical processes, the wastewater is purified to a degree where surface and ground water quality is protected. Wastewater flow to the facility varies in quantity and quality in proportion to the population present during the year. The WRP is principally sized to treat the maximum sewage flows that occur during peak holiday periods with the large influx of seasonal residents and visitors.

We would like to take this opportunity to offer the following comments on the NOP:

1. More detail will need to be furnished on the proposed project improvements, with tabulated fixture unit counts and other T-TSA billing factor counts, before T-TSA can make a proper assessment as to what impact the Project may have on our facilities. The methodology used to develop these fixtures and factors also must be submitted.
2. Please be advised at this early stage in the planning process that T-TSA does not issue Will Serve letters. All capacity allocations are made on a first-come, first-serve basis for all projects within T-TSA's service area.

Potential impacts to the wastewater collection facilities owned and operated by the NTPUD and TCPUD should also be evaluated. Project planners should contact and coordinate with NTPUD and TCPUD separately from T-TSA in evaluating the impacts of this Project to its systems.

T-TSA would like to thank the California Department of Parks and Recreation for the opportunity to provide these comments. Please evaluate and address the concerns noted above so that we can better define the impacts that this Project might have on T-TSA's facilities and operations.

If you have any questions, please do not hesitate to call me at (530) 587-2525.

Sincerely,



Jason A. Parker
Engineering Department Manager

c: LaRue Griffin, T-TSA
Emily Pindar, T-TSA
Duane Whitelaw, NTPUD
Cindy Gustafson, TCPUD

COMMENT CARD



KINGS BEACH STATE RECREATION AREA

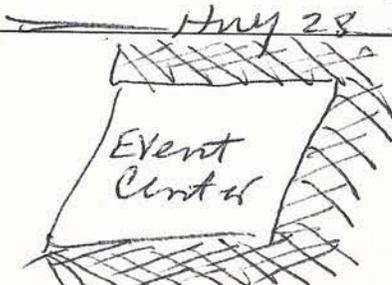
General Plan Revision and Environmental Impact Report/
Kings Beach Pier Reconstruction Project Environmental Impact Report/Environmental Impact Statement

Thank you for your interest in the planning and environmental review processes for the General Plan Revision and Kings Beach Pier Reconstruction Project. Please share your comments regarding the General Plan Revision and/or environmental topics to be discussed in the Draft EIR/EIS. It helps if you are specific. You can submit your comments in several ways: (1) write your comment below and leave this form with meeting representatives; (2) take a comment card home, write your comment, and drop it in the mail (address is already on the comment card); or (3) email your comment to plan.general@parks.ca.gov. All comments must be received by February 12, 2016.

Visit <http://www.parks.ca.gov/PlanKBSRA> for more information.

Kayak Racks - are they an option?
SUP

The strip of land surrounding the event center to be permanently traded or unincumbered easement to the NIPUD for access parking & maintenance to the building.
Hwy 28 to building for parking & deliveries.
Side access to walking & deliveries.
Front patio for access and functions



- over -

COMMENT CARD



KINGS BEACH STATE RECREATION AREA

General Plan Revision and Environmental Impact Report/
Kings Beach Pier Reconstruction Project Environmental Impact Report/Environmental Impact Statement

Thank you for your interest in the planning and environmental review processes for the General Plan Revision and Kings Beach Pier Reconstruction Project. Please share your comments regarding the General Plan Revision and/or environmental topics to be discussed in the Draft EIR/EIS. It helps if you are specific. You can submit your comments in several ways: (1) write your comment below and leave this form with meeting representatives; (2) take a comment card home, write your comment, and drop it in the mail (address is already on the comment card); or (3) email your comment to plan.general@parks.ca.gov. All comments must be received by February 12, 2016.

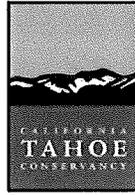
Visit <http://www.parks.ca.gov/PlanKBSRA> for more information.

Concerned about net sand loss

(no backshore storage to keep it)

Allow- implement re-introductions
of the sand dunes - 6-10 feet high
to keep sand from blowing across
highway during winter storm
events.

COMMENT CARD



KINGS BEACH STATE RECREATION AREA

General Plan Revision and Environmental Impact Report/
Kings Beach Pier Reconstruction Project Environmental Impact Report/Environmental Impact Statement

Thank you for your interest in the planning and environmental review processes for the General Plan Revision and Kings Beach Pier Reconstruction Project. Please share your comments regarding the General Plan Revision and/or environmental topics to be discussed in the Draft EIR/EIS. It helps if you are specific. You can submit your comments in several ways: (1) write your comment below and leave this form with meeting representatives; (2) take a comment card home; or (3) email your comment to plan.general@parks.ca.gov. All comments must be received by February 12, 2016.

Visit <http://www.parks.ca.gov/PlanKBSRA> for more information.

It is important to keep all possibilities
for water-borne transit in mind when
designing and planning the KB rec area
pier

Chaco Mohler

chacsmohler@gmail.com

Kings Beach State Recreation Area

Comments made by Michael D Blakely on the plan presentation at Kings Beach on 1/12/15.



I think the project has 3 separate components.

1. Improvements to the existing boat ramp:

The ramp should allow 2 launches at a time and the dock should accommodate at least 2 tied up boats beyond the ramp active launch zone. To do this lengthen the existing pier or add another on the beach side. Add lane striping and signage to control traffic. Rework the traffic pattern on shore so that boat launching can occur and exclude passenger cars beyond the Coon and Brockway vista intersection. Add a turn around so passenger cars can return to the Highway intersection. Note that there is neighborhood talk about making Brockway Vista one way west bound.

After launching their boats newcomers and tourists tend to head out south into the boulder field damaging propellers and disturbing fish habitat. Add directional buoys, "caution rocks" to guide motor boaters west around the submerged rocks and fish zone and into the deeper sand bottom located to the west. Consider removing some of the rock and dirt fill that was added by the PUD and restoring the grassy minnow habitat in the area now designated as Dog Beach.

2. New deep water pier facility:

Hire an expert on the under water geologic conditions. I don't mean under water surface but explore the under ground. Either bore test holes or drive in some test piles in the proposed pier areas. Consider the experience of our local pier builder and get comparative costs for building at different locations. The unknown in the underground has ruined plans and budgets of many projects. If there are 12' boulders lying on the bottom surface how many more are buried below?

I don't like the proposed East option for the deep water pier because it delivers boaters to the hazards of the boulder field as well as the fish zone. It also delivers pedestrians to the launch area traffic which is already congested.

Consider adding on to the end of the existing pier to make the new deep water pier. It has good steel pipe piles already and the deck can be made new as desired. The extension could go to deep water. My observations of the lake bottom straight out looks like a large flat bottom of solid granite. This occurs where the sand stops about 60' south. Thus it may be hard pile driving. An expert investigation can determine the actual conditions. Consider bending the floating pier extension to the south west and miss the rock bottom.

The historic deep water pier that was demolished in the 1950's was located at the west end of the public beach. It was supported on wood piles driven into sand.

Note that piers located to the east of the rocky point were built with rock crib supports not piles. Talk to the pier builder.

3. Beach and shore improvements:

More parking is needed and not along neighborhood streets.

Traffic around an operating boat ramp is not the place to drop off or pick up bus loads or even car loads of tourists. Novice boat launchers have enough trouble launching boats without backing over pedestrians. Pedestrians let off at the new highway bus turn out can easily walk to the existing pier or could walk to a new pier at the west end of the beach.

I support other activities for beach goers. I am pleased with the state park management these past 2 years. It has been a real improvement.

Mike Blakely, CE, SE

8619 Brockway Vista
Kings Beach, CA

Residence: 200 Moore Lane
Reno, NV

H: 775 825-8648
C: 775 771-4521

To whom it may concern,

I am writing this letter to express significant concern regarding any modification to the Kings Beach pier. While the pier does fall short of its useful purpose during low water years, so do many other piers on Lake Tahoe. As a private land owner in the Lake Tahoe basin I would not have the right to modify, remove or replace my pier due to TRPA's ongoing and completely unjustified moratorium on pier construction. So why should the state be allowed to? Any exception TRPA may permit for this project would simply be a slap to the face of every private land owner in the Tahoe basin.

Josh Shelton

A handwritten signature in black ink that reads "Josh Shelton". The signature is written in a cursive style with a large, sweeping flourish at the beginning.

April 10, 2016

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

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

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

From: Pam Emmerich, Tahoe Vista Resident

Re: Comments on the Notice of Preparation (NOP)
Kings Beach State Recreation Area General Plan Revisions (EIR)
Kings Beach Pier Reconstruction Project (EIR/EIS)

As a resident of the Kings Beach and Tahoe Vista community, all of my comments will contain the same theme, Kings Beach State Recreation Area is an integral and integrated part of the community. The General Plan needs to be inclusive and respectful of what this area has been and could be for our community and the region. Yes, it is a "state recreation area" but for 30 years State Parks was nearly absent and in that time it became an integral part of our community. But, we also know that it serves many more people than those of us that live here. We deal with the trash and the traffic and we financially supported it through the tax dollars paid to the North Tahoe Public Utility District when it didn't make money.

Kings Beach State Recreation Area is the first California State Park and Kings Beach the first town that visitors encounter when they enter California from the east. It is the California State Park and community that many residents of Nevada also interact with on a regular basis. It is also an integral part in the daily lives of those that live in Kings Beach and Tahoe Vista and others on the North Shore. The General Plan should reflect this by encouraging the State to engage and become a more involved partner in the community. Although KBSRA is busy with visitors for a few months a year, the rest of the time it is Kings Beach. That needs to be acknowledged and unique partnerships should be explored with neighboring agencies and partners to have the two work more seamlessly to support each other.

Topics that are being considered as part of the General Plan revision process include the following. Some of these topics could be considered in different areas and should be considered for consideration regardless of the specific "area" I have listed them below.

Physical, biological, scenic, and cultural resources protection and management

- 1) Sand blowing off the beach needs to be addressed.

- 2) Landscaping and irrigation needs to be repaired and improved
- 3) The plaza area should be looked at and modernized to meet current and future community and Park uses.
- 4) Restoration of and interpretive signage explaining the history of the old stone areas near the bathrooms.
- 5) Consistent enforcement from dogs to no wake zones.

Land uses, nearshore lake uses, and facilities

- 1) Although KBSRA is a state park, it is also a community park. Installation of kayak, SUP, small sailboat racks somewhere on the property should be explored. This will reduce VMT for local residents and provide lake access for those that don't have lakefront property. Maybe a rack reserved for short term rentals for visitors and as part of the Lake Tahoe Water Trail.
- 2) A way to enforce the no wake area in front of the beach needs to be explored. Too many boats go too fast close to swimmers.
- 3) I support waterborne transit accessing the pier.
- 4) A boardwalk and other land uses and facilities have been suggested by the community as part of the Visioning process in Summer 2013. Suggestions from that process should be included in this plan update process.
- 5) Restroom should be updated to allow for easier maintenance. Do they need to be expanded due to expected additional use from anticipated development?
- 6) The events that take place in and around this park are an integral part of our community. Music on the Beach, TahoeNalu, "Kings Beach Day" as part of SnowFest with the parade and Pancake Breakfast, and the Kings Beach Fireworks are all important events that need to be considered going forward.
- 7) Improvements to the "stage" area would be very helpful to support Music on the Beach and encourage educational and other types of events in the future.
- 8) While it is understood that the parking lot is a money maker for the Park, it is also in the center of one of the most populated communities and business districts on the North Shore. It serves the Event Center and the fundraisers, community and governmental meetings and other important needs. Coordination and collaboration with the North Tahoe Public Utility District and Placer County for utilization of the lot when not high park use times needs to be looked at. Government agencies on all levels should be working together to save citizens money. Residents shouldn't get tickets for going to a community meeting or some other function when the parking lot would otherwise be sitting empty.
- 9) Bike racks need to be installed all throughout the park.
- 10) The playground and basketball court need to remain and possibly be enhanced. They are important to the community and those that visit. Sometimes people and kids need a break from the sand and those serve as great places for parents and kids to congregate.
- 11) Picnic areas in the shade are important and should remain, if not be expanded.

Visitor use and outdoor recreation experiences

- 1) Kayak, SUP, small sailboat rack rentals. (see above)
- 2) Find a place for a drop off area.
- 3) Lots of bike racks throughout the park.
- 4) I support the continuation of concessions and rentals at Kings Beach.
- 5) Basketball court and playground need to remain and possibly be enhanced.

- 6) An area where information for visitors can be provided should be considered. The NLTRA information booth is definitely a huge asset but maybe a more permanent solution on the property could be found so that it could operate more of the year.
- 7) The proposed Boardwalk and other ideas in the Community Visioning process should be considered as part of this General Plan process.

Operation and maintenance functions

- 1) Parking coordination and collaboration with North Tahoe PUD and Placer County
- 2) Cooperative and collaborative maintenance opportunities should be explored with the North Tahoe Public Utility District.
- 3) Kings Beach is one of the largest public access beaches on the North Shore. Although it does and should focus on its mission as a State Park, it also needs to acknowledge itself as a huge asset to the Region and potential contributor to the economy. Large events such as IronMan, Tour of California, and other events such as this that can contribute to the Region should not be discouraged from the use of this Park if it would prevent them from coming to the area at all.
- 4) It should be explored to have dogs allowed off leash in the off season and possibly even early mornings or other designated times in other parts of the year. There are “dog” beaches in the State Park system already so it can be done. Considering the close proximity of so many full-time residents State Parks should work with them. It works in neighboring Incline Village, so it can work here.
- 5) Special use permits for alcohol in this Park should be allowed to continue. It is the center of many community activities where alcohol has been enjoyed by those of age for many years.
- 6) Signage needs to be reviewed and redone. Basic rules and policies need to be stated clearly.

Planning influences, such as regional population projections, public input, the Lake Tahoe Regional Plan, and the Placer County Tahoe Basin Area Plan

- 1) The suggestions and outcomes from the Kings Beach Community Visioning Process for Summer 2013 need to be included in this process. The community spent many cumulative hours working together on that plan and the information would be a great starting point for many discussions.
- 2) Consideration of all elements and visions for the Lake Tahoe Regional Plan and the Placer County Basin Area Plan and associated Transportation Plans in this plan update. Visions such as support of human powered transportation, reduction of Vehicles Miles Traveled and other elements that can be supported in this Regional Plan should be included.

Recreational trends, opportunities, and constraints

- 1) Kayak, SUP, small sailboat racks need to be considered. There will always be a need for lakeside storage of small human powered vessels for those that do not have lakefront property. This is a money making opportunity and supports recreation that will always be desired by a portion of the population.
- 2) The plan should provide for the park to accommodate future recreation trends and sports that aren't currently known.

Access and circulation

- 1) A review of the circulation with current traffic patterns should be reviewed.
- 2) A designated drop off area should be developed.
- 3) Creation of Kayak, SUP and small sailboat racks will reduce VMT as people will be able to use alternative transportation if they don't have to transport their vessel.

Education and interpretation opportunities

- 1) Interpretive signage explaining the history and with pictures of the “old” property.
- 2) The “stage” area could be used for educational opportunities. Bring in scientists and speakers from State Parks, UC Davis, DRI and others. Storytellers on Washoe and Tahoe history.

Public Outreach

You need to improve outreach related to this process. Gather a community of partners in the region and use them to help get the word out about meetings. For a community as active as ours, it shows the lack of outreach with the light turnout at the first meeting. You must reach out and engage. Direct outreach to the Latino community must also be included in your outreach plan.

Kings Beach Pier Reconstruction

I fully support the Reconstruction of the Kings Beach Pier. I also support the suggestion of adding a third pier location closer to the North Tahoe Event Center to the analysis and study. This would allow a more open beach front and view and keep the pier integrated in town as envisioned by the community.

Thank you for the opportunity to comment. I look forward to continuing to be involved in this process. It is an exciting time for Kings Beach!

Sincerely,

Pam Emmerich
PO Box 292
Tahoe Vista, CA 96148
tahoebuckeye@gmail.com

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

Sue Rae Ireland, California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, California 96150

Could you provide General background info for the public.

How much has been spent to date on feasibility analysis and staff time? From April 30, 2015 CTC Board meeting packet. In July 2014, the Board approved Planning Authority for recreation-related feasibility analyses. To address renewed pier interest, staff encumbered \$65,000 of that authority to initiate work on an updated feasibility study.

\$500K in Proposition 40 funds and \$25,000 in Transient Occupancy Tax funds from a 2014 North Lake Tahoe Resort Association Capital Investment Program grant award were discussed at the April 30, 2015 CTC Board meeting. Have all the funds been exhausted?

1). Are two alternatives enough to satisfy CEQA requirements?

15021. DUTY TO MINIMIZE ENVIRONMENTAL DAMAGE AND BALANCE COMPETING PUBLIC OBJECTIVES

(a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.

(1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.

(2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

15126.6. CONSIDERATION AND DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT.

(a) Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

2). The environmental documentation MUST, as required by CEQA, examine all direct/primary effects, indirect/secondary effects, and cumulative effects.

Indirect or secondary effects that are reasonably foreseeable and caused by a project, but occur at a different time or place. The [CEQA Guidelines](#) state the following:

An indirect physical change in the environment is a physical change...which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in

turn causes another change in the environment, then the other change is an indirect change in the environment as noted in 15064 (d) (2) Example: lengthening the pier could affect fish habitat.

...Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems as noted in 15358 (a) (2) Example: more cars, boats and people as a result of additional parking/mooring requirements for greater visitation to the pier.

3). The environmental documentation must include TRPA certified up to date land capability and coverage maps. Info below from 1980 KBSRA General Plan

RESPONSE TO CALIFORNIA DEPARTMENT OF TRANSPORTATION (continued):

3. Locked bicycle parking (10 bicycles) will be provided. Construction details will be available for your review during the preparation of construction drawings.

RESPONSE TO COMMENTS RECEIVED FROM WATER RESOURCES CONTROL BOARD,
LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD:

1. There are two land capability classifications found at the site. The first is Be, beaches land capability level 1 B (approximately 3 acres) allowable land coverage 1%, existing land coverage 0%. The other is JhC, Jabu stoney loam moderately fine subsoil variant, 2-9% slopes, land capability level 5 (approximately 4 acres) allowable land coverage 25%, existing land coverage 34%. There are no stream environment zones in the project.
2. The plan land coverage in land capability class Be, beaches is 0% and in JhC Jabu stoney sand loam moderately fine subsoil varian is 35%. During detailed designed stage, consideration will be given to replacement of existing asphalt concrete walkways with decomposed granite walkways.
3. Drainage control methods will employ infiltration ditches and/or other methods as required by the State Board Water Quality Plan to prevent particulate matter from entering Lake Tahoe.
4. There are no existing erosion or runoff problems on the site.

4). Contact Army Corp and provide concurrence/analysis in the environmental documentation. Below from KBSRA 1980 General Plan



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT, CORPS OF ENGINEERS
650 CAPITOL MALL
SACRAMENTO, CALIFORNIA 95814

SPKED-W

30 July 1980

Mr. James M. Doyle
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

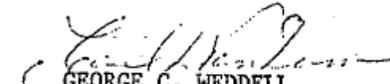
Dear Mr. Doyle:

This is in response to your 9 July 1980 letter requesting comments on the report entitled "Kings Beach State Recreation Area, Preliminary General Development Plan and Resource Management Plan".

A Department of the Army permit will not be required for the proposed work as identified in the development plan. However, if the plan is modified to include work below the ordinary high water elevation of Lake Tahoe, you should contact Mr. Robert Junell of our Regulatory Section at (916) 440-2580 to determine whether a permit is needed.

Thank you for the opportunity to review the report.

Sincerely,


GEORGE C. WEDDELL
Chief, Engineering Division

5). Contact Caltrans and provide concurrence/analysis in the environmental documentation. Especially, as the roundabouts have now re-aligned entrance. Below from KBSRA 1980 General Plan.

State of California

Business and Transportation A

Memorandum

DF

To : Kent Smith
Deputy Division Chief, DOTP
Department A-95 Coordinator

Date: August 7, 1980

File : 03-Pla-28
Kings Beach State
Recreation Area
SCH 80070703

From : DEPARTMENT OF TRANSPORTATION
District 3

Subject:

District 3 has reviewed the preliminary development plan for the Kings Beach State Recreation Area.

We suggest that the east driveway be located just east of the existing crosswalk opposite the intersection of Bear Street and Brook Avenue. This would provide a more standard approach to the highway and facilitate signalization if it becomes necessary in the future.

An encroachment permit must be obtained from Caltrans for any work to be performed within State right of way in conjunction with this facility. An environmental assessment should be prepared which addresses any such work. This will expedite the permit application process.

Bicycle parking is shown on the map, but there is no mention of type and quantity of bicycle facilities in the text of the plan.

R. D. Skidmore
R. D. Skidmore
Chief, Environmental Branch

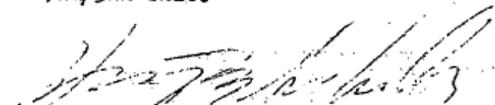
6). Contact Lahontan and provide concurrence/analysis in the environmental documentation. Provide analysis that includes 208 Water Plan compliance. Below from KBSRA 1980 General Plan.

From : STATE WATER RESOURCES CONTROL BOARD

Subject: DRAFT EIR: KINGS BEACH STATE RECREATION AREA GENERAL DEVELOPMENT PLAN
SCH 80070703

The attached comments from the California Regional Water Quality Control Board, Lahontan Region, and the State Board's Lake Tahoe Special Project Unit constitute those of the State Water Resources Control Board. Although these comments are late, we hope you will consider and address them in your final EIR.

We would appreciate receiving a copy of the final EIR or that portion relating to our comments. If you have any questions, call John Huddleson at 916/322-0218.



Harry M. Schueller, Chief
Legal and Technical Services Division

Attachments (2)

cc: Ms. Judy Unsicker
California Regional Water Quality
Control Board, Lahontan Region
P.O. Box 14367
South Lake Tahoe, California 95702

Mr. Andy Sawyer
Lake Tahoe Special Project Unit
State Water Resources Control Board
P.O. Box 100
Sacramento, California 95801

The Resources Agency
1416 Ninth Street
Sacramento, California 95814

Mr. Gary Midkiff
State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

REGIONAL WATER QUALITY CONTROL BOARD

INTERNAL MEMO

TO: Mr. Fred Lercari FROM: Roy C. Hanson, Executive Officer
Environmental Analysis Section
DATE: July 22, 1980 SIGNATURE: *Roy C. Hanson*
SUBJECT: REVIEW OF KING'S BEACH STATE RECREATION AREA GENERAL DEVELOPMENT PLAN, SCH #
80070703

We have reviewed this plan and wish to make the following comments:

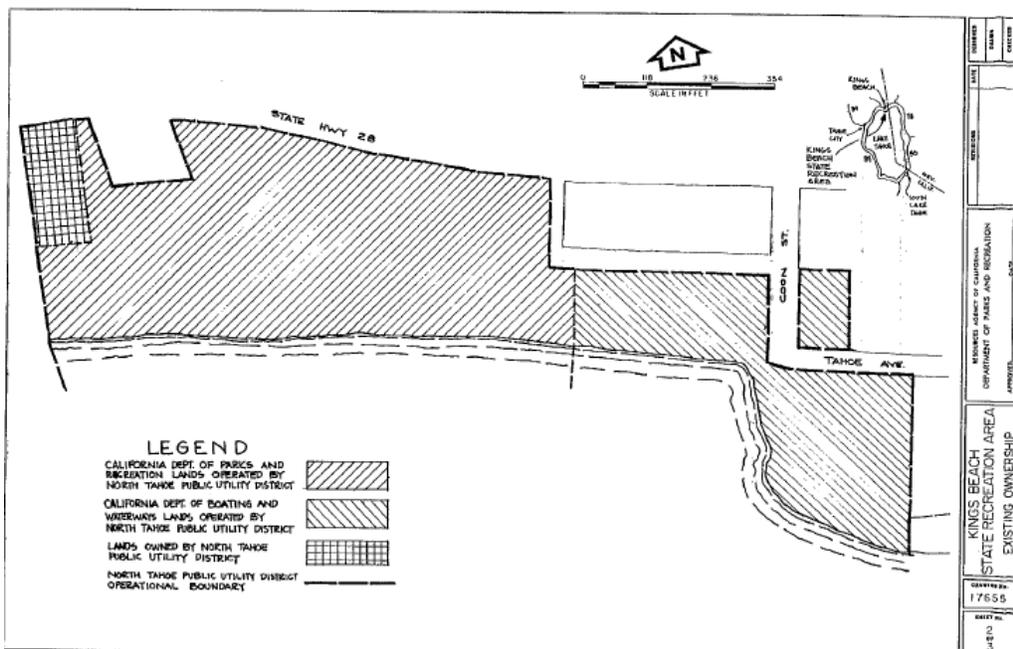
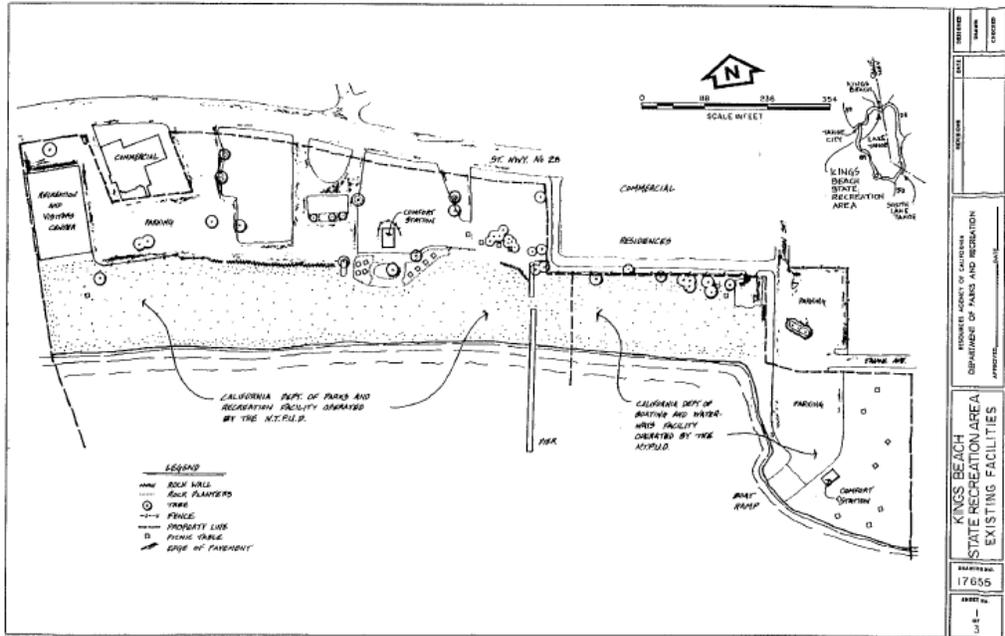
The plan should be revised to analyze conformance of the project with existing California Tahoe Regional Planning Agency regulations and with the recommendations of the State Board's 208 Plan concerning land capability classes and allowable coverage. What percentage of impervious surface will exist when the proposed parking area is complete? What are the drainage control measures proposed to prevent runoff from the paved area from reaching the lake? Will the parking facilities be used in winter, and if so, will deicing chemicals be applied? Are there any existing or potential sedimentation problems in the lake connected with the pier or with turbidity created by power boats? What mitigation measures are proposed for any such problems?

The report (page 11) states that "Growth in this area is restricted by the character of the land, accessibility, and Placer County Zoning Practices, and that therefore it is unlikely that the project will increase development. If possible, a more detailed analysis should be made of the number of new visitors who will be attracted to the improved recreation area, and of their needs on new or existing housing and restaurant facilities, and thus on sewage treatment capacity.

Please contact Judith Unsicker at this office if you wish to discuss these comments.

Jeu

7). The environmental documentation must include the three maps below and must be updated to reflect what is on the ground today as well as what is being proposed as part of this project



SZ-1.9

THE AGENCY SHALL REGULATE THE PLACEMENT OF NEW PIERS, BUOYS, AND OTHER STRUCTURES IN THE FORESHORE AND NEARSHORE TO AVOID DEGRADATION OF FISH HABITATS, CREATION OF NAVIGATION HAZARDS, INTERFERENCE WITH LITTORAL DRIFT, INTERFERENCE WITH THE ATTAINMENT OF SCENIC THRESHOLDS, AND OTHER RELEVANT CONCERNS.

The Agency shall conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of those studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore.

63.3.1. Lake Habitat

Lake habitat shall be protected as provided below.

- A. Projects and activities in the shorezone of lakes may be prohibited, limited, or otherwise regulated in prime habitat areas, or in areas or at times found by TRPA to be vulnerable or critical to the needs of fish.
- B. Special conditions of project approval, such as restoration of physically altered substrate, construction limited to designated periods, or shoreline protective measures, may be required for development in the shorezone to mitigate or avoid significant adverse impacts to habitat or normal fish activities.
- C. Habitat restoration projects may be permitted in the nearshore or foreshore.
- D. Certain activities, such as construction, swimming, or boating, may be restricted temporarily in areas where spawning activity is occurring.
- E. The physical alteration of the substrate in areas of prime fish habitat is prohibited unless approved by TRPA.
- F. Projects and activities affecting lake fish habitat shall be referred to state and federal fisheries agencies for review and comment.

63.4.2. Watercraft Inspections and Decontamination

- A. All motorized watercraft shall be inspected by TRPA or its designee prior to launching into the waters of the Lake Tahoe region to detect the presence, and prevent the introduction of, aquatic invasive species. Non-motorized watercraft and seaplanes may be subject to an inspection prior to entering the waters of the Lake Tahoe region if determined necessary by the TRPA or its designee.
- B. All watercraft and seaplanes inspected pursuant to subparagraph 63.4.2.A shall be subject to decontamination if determined necessary by the TRPA or its designee.
- C. All Watercraft and seaplanes subject to decontamination pursuant to subparagraph B25.1.1.B shall be permitted to enter the waters of the Lake Tahoe region only if: (a) the decontamination is performed and completed by an individual trained and certified pursuant to TRPA standards and requirements for aquatic invasive species decontamination, and (b) following decontamination, the launch or landing, as appropriate, is authorized by an inspector trained and certified pursuant to TRPA's standards and requirements for aquatic invasive species inspections.

80.2. APPLICABILITY

All projects and activities in lagoons or the shorezone or lakezone of any lake in the Region shall comply with the provisions of this chapter.

80.4. REQUIRED FINDINGS

A project in the shorezone or lakezone shall not be approved unless TRPA finds that:

80.4.1. Significant Harm

The project will not adversely impact:

- A. Littoral processes;

- B. Fish spawning;
- C. Backshore stability; or
- D. On-shore wildlife habitat, including wildfowl nesting areas;

80.4.6. Construction

Construction and access techniques will be used to minimize disturbance to the ground and vegetation;

80.4.7. Navigation and Safety

The project will not adversely impact navigation or create a threat to public safety as determined by those agencies with jurisdiction over a lake's navigable waters; and

80.4.8. Other Agency Comments

TRPA has solicited comments from those public agencies having jurisdiction over the nearshore and foreshore and all such comments received were considered by TRPA prior to action being taken on the project.

81.6.2. Changes, Expansions, or Intensifications of Existing Uses

Expansions and intensifications of existing uses, or changes in use to the extent permitted by this chapter, are subject to the requirements for a permit set forth in Chapter 2: Applicability of the Code of Ordinances. Modifications, expansions and other changes to structures are governed by other provisions of the Code and also are subject to the requirements of Chapter 2.

A. Allowed Uses

Uses identified as allowed uses may be changed, expanded, or intensified in conformance with this Code. Any change, expansion, or intensification, resulting in a special use, shall be subject to the special use requirements.

82.2. APPLICABILITY

Structures legally existing in the shorezone or lagoons in the Region prior to the effective date of the Regional Plan, July 1, 1987, or structures legally constructed after the effective date of the Regional Plan, July 1, 1987, are recognized as existing structures, provided the structure has not been unserviceable beyond the time limits set forth in subsection 82.4.4. The maintenance, repair, or expansion of existing structures in the shorezone or lagoons shall comply with the provisions of this chapter.

82.3. DEFINITIONS

The definitions of the terms listed are as follows.

82.3.1. Expansion

An increase in size or extent, including an increase in the dimensions of a structure, change in configuration of a structure, and the addition of any structure or edifice to an existing structure.

82.3.2. Major Structural Repair

Replacement or reconstruction of, or modification to, the members of a structure that affect the weight bearing or strength capacity of the structure, and the total cost of materials exceeds \$8,500.00 per year. . Structural members of a pier are members such as piling, crib timbers and rocks, stringer and decking. Rocks placed to create jetties or breakwaters are structural members.

This amount shall be calculated on an objective market valuation of the materials involved.

82.4.4. Major Structural Repair and Expansion

Major structural repair to, and expansion of, existing structures in the nearshore or foreshore shall comply with the following standards:

A. Structures that Comply with all Development Standards

Major structural repair and expansions to existing structures that comply with all development standards may be allowed provided the TRPA finds that:

1. The structure, including any expansion, remains in compliance with applicable development standards;
2. The repair and any expansion conforms to the design standards in Section 83.11;
3. The project complies with the requirements to install BMPs as set forth in subsection 60.4.3.

B. Structures that Comply with Certain Development Standards

Major structural repair and expansions to existing structures that comply with The length standard for piers set forth in subparagraph 85.5.1.D; the setback standard for piers set forth in subparagraph 85.5.1.E ; the 90 percent open foundation standard for piers set forth in subparagraph 85.5.2.C ; the location standards for jetties, breakwaters and fences set forth in subsection 84.12.1; and the standards for openings in jetties, breakwaters and fences set forth in subparagraphs 84.12.2.A through D; but do not comply with other applicable development standards, may be allowed if TRPA finds that:

1. The repair does not increase the extent to which the structure does not comply with the development standards;
2. The expansion decreases the extent to which the structure does not comply with the development standards and/or improves the ability to attain or maintain the environmental thresholds;
3. The project complies with the requirements to install BMPs as set forth in Section 60.4;
4. The project complies with the design standards in Section 83.11 ; and
5. The structure has not been unserviceable for more than five years.

83.10.2. Development Standards

In addition to the standards set forth in Chapters 84 and 85, the standards set forth in subsection 83.9.2 for Tolerance Districts 4 and 5 shall be applicable to Tolerance Districts 6, 7 , and 8

. The following standards also shall apply:

- A. Vehicular access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm.
- B. Boat launching facilities and marinas shall be located where the nearshore shelf is of sufficient width to enable construction and use without potential for significant shelf erosion.

84.1. PURPOSE

The Shorezone Subelement, Conservation Element of the Goals and Policies requires TRPA to regulate the placement of new piers, buoys , and other structures in the nearshore and foreshore to avoid degradation of fish habitats, creation of navigation hazards, interference with littoral drift, interference with the attainment of scenic thresholds and other relevant concerns. The Goals and Policies also requires TRPA to conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of such studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore . The Shorezone Subelement indicates that provisions should be made to allow multiple -use piers when such uses are intended to reduce the number of single use piers on adjoining properties . This chapter sets forth standards and provisions in accordance with these policies.

84.5. PIERS

Where otherwise allowed pursuant to Chapters 8 1 and 82, the placement and design of piers shall conform to the following standards

84.5.1. Location Standards

Piers shall not extend beyond lake bottom elevation 6,219.0 feet, Lake Tahoe Datum, or beyond the pierhead line, whichever is more limiting . The pierhead line is established as depicted on the TRPA Shorezone Tolerance/Pierhead Line Maps.

E. The setback for existing piers shall be five feet and for new piers it shall be 20 feet. Piers shall be placed within the setback lines established by TRPA. TRPA shall establish the setback lines by measuring the applicable distance inward from each property line along the high water line. From this point, a setback line shall be projected lakeward and perpendicular to the tangent of the shoreline. TRPA may adjust angle of projection to compensate for unique circumstances such as a small cove.

84.5.2. Design and Construction Standards

Design and construction standards are:

A. The width of piers shall be a maximum of ten feet, which shall include all appurtenant structures except for a single low level boat lift and a single catwalk . A catwalk below the level of the main deck, and not exceeding three feet in width by 45 feet in length, may be permitted. Additional width for a single catwalk may be permitted where TRPA finds it is necessary to facilitate barrier free access but at no time shall the entire width of the pier and catwalk exceed 13 feet . A low level boat lift with forks not exceeding ten feet in width may be permitted.

B. Pier decks shall not extend above elevation 6,232.0 feet, Lake Tahoe Datum. Boat lifts, pilings, and handrails and other similar safety devices, shall not extend more than four feet above the pier deck . Pier decks may extend up to elevation 6,234.0 feet in limited situations where TRPA finds that the additional height is necessary for safety reasons or that local wave characteristics represent a real threat to the integrity of the structure.

10). The environmental documentation Must address/analyze all TRPA thresholds, code, goals and policies for compliance.

11). The environmental documentation must address/analyze adaptation to climate change.

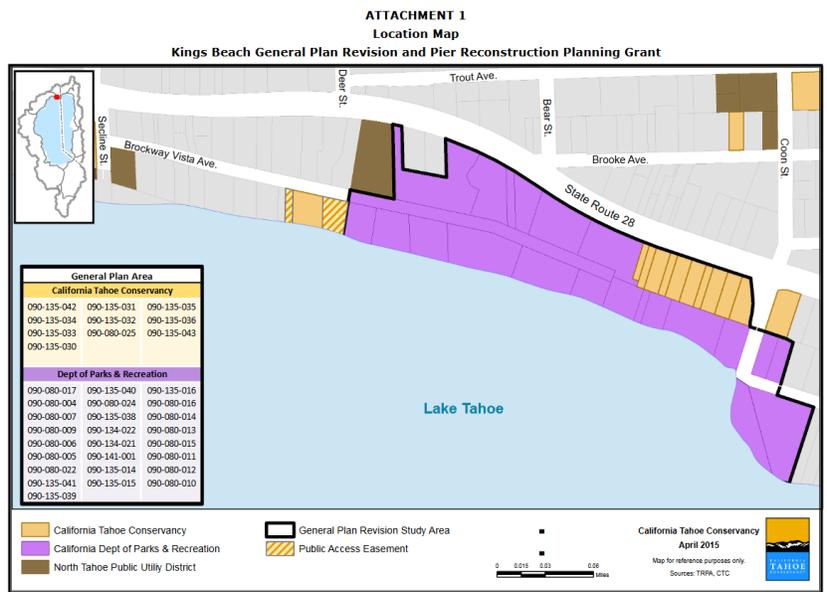
12). The environmental documentation must address/analyze natural hazards i.e. earthquakes, tsunamis, and seiches in the Tahoe-Sierra frontal fault zone and Lake Tahoe Basin.

From NOP: The proposed project is a General Plan revision for KBSRA and the Conservancy plaza parcel by DPR and approval for reconstruction of the Kings Beach Pier that complies with all applicable TRPA and state laws, planning guidelines, policies, and regulations. **The existing General Plan was approved in 1980 and only addresses 6.82 acres of the park/beach lands.** At the time, the plaza area was occupied by dilapidated commercial buildings and the boat ramp/parking was owned and operated by the California Department of Boating and Waterways (DBW; now the Division of Boating and Waterways, a branch of DPR). The boat ramp and associated parking will be added to the KBSRA with the General Plan revision. The plaza will also be covered by the General Plan. A General Plan revision is necessary to incorporate the additional areas formerly owned by DBW and those areas within the KBSRA General Plan planning boundary owned by the Conservancy. **The revised General Plan will also provide a long-term and comprehensive framework for the management of the 13.91 acres that it covers.**

13). What does the 13.91 acres encompass and are proposed changes going to be addressed as part of this Project? And how does the KB Charette Vision align with the alternatives?
http://www.parks.ca.gov/pages/21299/files/kbsra%20and%20pier%20nop_final_12.17.15.pdf

14). The environmental documentation/project description must disclose the entirety of the proposed project not just the proposed pier expansion. This project should state this is an expansion not just a rebuild of the old pier.

15). The environmental documentation must include maps showing APN designations and ownership so the public better understands which agencies own the parcels affected.



16). The environmental documentation must include the map below showing the proposed project boundaries.



17). The environmental documentation should include the North Tahoe Events Center future planning as cumulative impacts as an RFP for an improved Center is due to be released in April or May 2016.

18). The environmental documentation must address Kings Beach Pier Feasibility Study Public Workshop April 1, 2015 issues identified: 5 pages link below:

http://tahoe.ca.gov/wp-content/uploads/2015/03/Public-Workshop-Notes_20150401.pdf

California Tahoe Conservancy Agenda Item 9 April 30, 2015
http://tahoe.ca.gov/wp-content/uploads/2014/09/ITEM9_KBGPandPIER.pdf

Pier feasibility analysis examined the potential of reconstructing the existing public pier. The analysis examined extending the pier to reach navigable waters during normal low water conditions, creating an improved “over the water” experience for recreational users, and meeting Americans with Disabilities Act requirements. That process resulted in development of a conceptual pier design with fixed and floating pier elements, between 500 500-600 feet long, and located approximately 40 feet east of the existing pier.

19). The environmental documentation must include cumulative impacts and the estimated increase in Persons at one time based on increased visitation to the pier and obtain additional PAOTS from TRPA if analysis proves necessary.

GENERAL DEVELOPMENT PLAN

Please see attached map showing areas of proposed development with the \$250,000.00 we received through the Bagley Conservation Fund.

In addition to the Kings Beach complex, the Department also operates and maintains the Department of Navigation and Ocean facility. This facility includes a 100' x 150' vehicle and trailer parking lot, a 100' x 100' vehicle parking lot, 25 picnic sites, complete restroom facility, boat ramp, floating loading dock, and 350' of beach.

Paving

General development projects include resurfacing existing parking (which has not been repaired for 20 years) and paving of additional parking to take care of our day-use needs. Estimated maximum day-use capacity of the beach during summer months is 2,500 total people daily (about 1,000 people at one time). Therefore, using the State Parks and Recreation formula, paved parking for up to 250 cars could be provided without overcrowding the beach area (see attached map).

<u>Paving</u> - See attached map	<u>Amount</u>
Existing	62,250 sq. ft.
Amount Proposed	65,000 sq. ft.
Net Additional Paving	2,750 sq. ft.

Note: Existing paving not utilized in proposed plan shall be removed.

20). The environmental documentation must provide design simulations assuring complete ADA requirements are incorporated as in 1980 it was in the plan and has yet to be entirely completed.

Bike Access and Bus Service

Provision for bike access to the site will be available. A turnout for bus service (T.A.R.T.) will be located adjacent to parking area on Highway 28 (see map).

Parking Fees

A parking system consisting of meters, drop box, or another method may be instituted at a later date.

Pier

Northbilt, Inc., was awarded a contract to repair existing pilings at a cost of \$10,500.00 and completed on 4/29/80. A connection to the pier will be constructed to make it accessible to the handicapped.

Utilities

The existing overhead electric service to the comfort station will be replaced with underground service.

- 21). The environmental documentation should include a waterborne transit alternative for analysis which includes analysis of additional parking needs and the potential mitigations associated with such an alternative. The environmental documentation must include maps for proposed parking needs and the additional air quality disturbances due to additional parking requirements. A TRPA APC member suggested (April 13, 2016 TRPA APC) it be studied. If Placer wants this alternative then they should pay for it as it is not part of the intended project.
- 22). The environmental documentation must analyze and provide background information disclosing how low water conditions were identified as low and what depth that is determined to be.
- 23). The environmental analysis must analyze existing pier length versus a 500 foot pier versus a 600 foot pier (or whatever length is proposed) for scenic, fish habitat, etc.
- 24). All environmental analysis must identify and analyze the existing pier length and location to any proposed length or location as the baseline per CEQA baseline requirements.
- 25). The environmental documentation MUST include a Financial Obligation Table (based on mitigation measures and infrastructure costs) to disclose financial feasibility of the project can be achieved when all required fees are paid. The Table must include mitigation category (traffic, scenic, air quality, etc.) and required fees. An explanation of how the fees were calculated as well as identification of which agency will be obligated to pay. Identify if any fees will be required of Placer County and its residents. Identify approximate/estimated infrastructure costs for dredging, grading, road building, utilities, BMPs, etc. as part of the financial obligation Table for determination if project is financially feasible.
- 26). The environmental documentation must disclose maintenance budgets are available.
- 27). The environmental documentation must include a table showing proposed phasing of the project.
- 28). The environmental documentation must include an additional Table for the multi-step, multi-agency, multi-pronged, approval of the Pier. The Table must include: required approval chronologically identified for transparency for the public and agencies to assure that the process is correctly being adhered to and all approval meetings are noticed allowing for public comment. The Table should be in chronological order, provide agency name and required approval.
- 29). The environmental documentation must include a description of TRPA's and Placer County's role in the project/process.
- 30). The environmental documentation must disclose how the pier/plaza proposal aligns with the Tahoe Basin Area Plan and specifically the North Tahoe East Area Plan as currently proposed.
- 31). The environmental documentation must include detailed scenic simulations of all pier alternatives: depicting height, width, length, types of materials, lighting, etc. to enable the public and agencies to accurately assess visual magnitude of the pier. Provide various simulations at varying heights and widths and materials.
- 32). The following criteria must be used to select initial viewpoints: sensitive or protected views including public open space and recreation areas, residential areas, and designated scenic roadways or vista points.

33). The environmental documentation must include simulations depicting how the pier is seen from the waters of Lake Tahoe from 300 feet off shore, 600 feet offshore and beyond. Elevated drone view looking at the KBSRA and beyond. Other simulations from ground level from various locations: i.e. Brockway Vista, Tahoe Vista, Agate Bay, etc.

34). Scenic analysis must include additional night time analysis if pier and boardwalk are to be lit.

Fencing

One of the more difficult tasks will be determining what type of fencing will be used to encompass the project that will meet the design standards for the Lake Tahoe Basin. Of special interest, the existing stone walls will be extended and incorporated into a berm and wall facility to control the present blowing sand problem (see attached map). It is recommended that a "log post" type fence be constructed to act as barrier between the parking area and Highway 28. Also, it is recommended boulders be set at certain locations for aesthetic and traffic control (see attached map).

35). The environmental document must include analysis and solution for capturing blowing sand.

36). The environmental documentation must include requests made by the North Tahoe Public Utility District to address the potential relocation of sewer lines and provide maps and diagrams for suitable relocation and insure the pier relocation will not conflict with future pump stations and District needs.

37). Impacts of the parking area being closed during evening hours needs to be assessed. Especially for the local business located adjacent to parking lot: Jasons Restaurant.

Tiffany Lunday

From: Nanette Hansel
Sent: Monday, April 25, 2016 12:51 PM
To: Tiffany Lunday
Subject: FW: KB pier

From: Fonseca, Sarah@Parks [mailto:Sarah.Fonseca@parks.ca.gov]
Sent: Tuesday, April 12, 2016 11:50 AM
To: Nanette Hansel; Adam Lewandowski; Musillami, Steve@Parks; Linkem, Marilyn@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: KB pier

Another comment that just came in...

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: angelemarie [mailto:angelemarie@snet.net]
Sent: Tuesday, April 12, 2016 11:33 AM
To: General, Plan@Parks
Subject: KB pier

To Whom it May Concern:

Please do not build this giant pier, nobody wants it. It would ruin Kings Beach. Why can't our home just be left alone. We love it the way it is and then all of these developers come in with their big money and their big plans and take away what makes our home special. We like it small, we like it familiar, we don't like being over run with tourists. I am grateful for tourists and appreciate the income, but this Pier is a bad idea. Please do not build it. Show that you care about the lake being preserved in its natural state. Show that you care about local opinion, that the people who are the heartbeat of this area matter and do not build it. I am not opposed to change, just this change. When will enough be enough. Thank you for your time.

Sincerely,
Angele :)

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Monday, January 25, 2016 3:51 PM
To: Nanette Hansel; Adam Lewandowski; Linkem, Marilyn@Parks; Musillami, Steve@Parks; Ireland, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: KBSRA General Plan comment

All,

A comment that came into our GP email account re KBSRA...

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)

California Roundtable on Recreation, Parks and Tourism (CRRPT)

Sarah.Fonseca@parks.ca.gov

(916) 445-8885

From: David C. Antonucci [mailto:dcantonucci@msn.com]

Sent: Saturday, January 23, 2016 1:10 PM

To: General, Plan@Parks

Subject: KBSRA General Plan comment

Please accept this comment on the KBSRA planning process and incorporate into the general plan. We can provide additional information upon request to support this comment and suggested addition to the plan.

In the fall of 1861, Samuel L. Clemens, who would later become Mark Twain, passed several times across the site of KBSRA. Clemens was on foot, and in a boat as he made several trips between his campsite and a timber claim. A composite account of the timber claim adventure appeared in two chapters of Mark Twain's 1871 book *Roughing It* and found mention in his letters, lectures and an interview.

The story is significant on many levels. The tale introduced Lake Tahoe to his worldwide audience. Twain's vivid and moving descriptions of the pristine Lake Tahoe environment still find relevance today. Twain is a well-known historical figure that continues to capture the American imagination. Scholars view him as a giant of American literature. The settings for his novels and nonfiction books and the places he visited are an important element of American literature and Western history.

The KBSRA General Plan should include an interpretive element that allows for the presentation of Mark Twain's relationship to the site as part of the region-wide heritage tourism initiative at Lake Tahoe. The best way to accomplish this is through installation of interpretive panels that inform visitors of the historical significance of Mark Twain's presence and the inspiration for his writings about Lake Tahoe. These panels would be part of a larger project to monument and interpret the locations of Mark Twain's timber claim story between Lake Tahoe Nevada State Park on the East Shore and Placer County public lakefront in Carnelian Bay.

David C. Antonucci
Civil & Environmental Engineer

Author & Professional Speaker
PO Box 1050, Homewood, CA 96141 (USPS)
7205 Antelope Way, Tahoma, CA 96142 (UPS, Fed Ex)
Office: 530-525-5410
Mobile: 775-722-3502
dcantonucci@msn.com
www.TahoeFacts.com
www.TahoeMuseum.org

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Kings Beach State Recreation Area

Comments made by Michael D Blakely on the plan presentation at Kings Beach on 1/12/15.

I think the project has 3 separate components.

1. Improvements to the existing boat ramp:

The ramp should allow 2 launches at a time and the dock should accommodate at least 2 tied up boats beyond the ramp active launch zone. To do this lengthen the existing pier or add another on the beach side. Add lane striping and signage to control traffic. Rework the traffic pattern on shore so that boat launching can occur and exclude passenger cars beyond the Coon and Brockway vista intersection. Add a turn around so passenger cars can return to the Highway intersection. Note that there is neighborhood talk about making Brockway Vista one way west bound.

After launching their boats newcomers and tourists tend to head out south into the boulder field damaging propellers and disturbing fish habitat. Add directional buoys, "caution rocks" to guide motor boaters west around the submerged rocks and fish zone and into the deeper sand bottom located to the west. Consider removing some of the rock and dirt fill that was added by the PUD and restoring the grassy minnow habitat in the area now designated as Dog Beach.

2. New deep water pier facility:

Hire an expert on the under water geologic conditions. I don't mean under water surface but explore the under ground. Either bore test holes or drive in some test piles in the proposed pier areas. Consider the experience of our local pier builder and get comparative costs for building at different locations. The unknown in the underground has ruined plans and budgets of many projects. If there are 12' boulders lying on the bottom surface how many more are buried below?

I don't like the proposed East option for the deep water pier because it delivers boaters to the hazards of the boulder field as well as the fish zone. It also delivers pedestrians to the launch area traffic which is already congested.

Consider adding on to the end of the existing pier to make the new deep water pier. It has good steel pipe piles already and the deck can be made new as desired. The extension could go to deep water. My observations of the lake bottom straight out looks like a large flat bottom of solid granite. This occurs where the sand stops about 60' south. Thus it may be hard pile driving. An expert investigation can determine the actual conditions. Consider bending the floating pier extension to the south west and miss the rock bottom.

The historic deep water pier that was demolished in the 1950's was located at the west end of the public beach. It was supported on wood piles driven into sand.

Note that piers located to the east of the rocky point were built with rock crib supports not piles. Talk to the pier builder.

3. Beach and shore improvements:

More parking is needed and not along neighborhood streets.

Traffic around an operating boat ramp is not the place to drop off or pick up bus loads or even car loads of tourists. Novice boat launchers have enough trouble launching boats without backing over pedestrians. Pedestrians let off at the new highway bus turn out can easily walk to the existing pier or could walk to a new pier at the west end of the beach.

I support other activities for beach goers. I am pleased with the state park management these past 2 years. It has been a real improvement.

Mike Blakely, CE, SE
8619 Brockway Vista
Kings Beach, CA

Residence: 200 Moore Lane
Reno, NV

H: 775 825-8648
C: 775 771-4521

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Monday, January 11, 2016 8:35 AM
To: Nanette Hansel; Adam Lewandowski; Linkem, Marilyn@Parks; Musillami, Steve@Parks
Subject: FW: Meetings for Kings Beach Park

Good Morning Guys,

This is an email the GP acct received this morning (and was cc'd to Sue Rae).

Thanks,
sarah

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: Patti Boxeth [mailto:PDboxeth@charter.net]
Sent: Monday, January 11, 2016 8:30 AM
To: General, Plan@Parks; 'suerae.ireland@tahoe.ca.gov.'
Subject: Meetings for Kings Beach Park

1. You've scheduled the meeting on the night of college's national championship; that's like scheduling a meeting same day as the super bowl
2. The second meeting is at Stateline; why in the world when the subject is about Kings Beach.

We love our Beach at Kings Beach, and we certainly want to be able to hear the discussion.
Your web page is awesome. Thanks for all you do?

Gary and Patti Boxeth
Kings Beach residents

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Wednesday, March 2, 2016 11:09 AM
To: Nanette Hansel; Adam Lewandowski; Linkem, Marilyn@Parks; Musillami, Steve@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: KBSRA Pier Project

Heres another one...

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)

California Roundtable on Recreation, Parks and Tourism (CRRPT)

Sarah.Fonseca@parks.ca.gov

(916) 445-8885

From: glboxeth@aol.com [mailto:glboxeth@aol.com]
Sent: Wednesday, March 02, 2016 10:19 AM
To: General, Plan@Parks
Subject: KBSRA Pier Project

Comment re: Kings Beach State Recreation Area Pier.

We think the current plan to extend the pier further into the lake is a good one. However, we also believe the new pier should be relocated closer to the west end of the beach so that there will be parking available. This will also free up most of the beach and keep the boats away from swimmers. The west end of the beach also has a rockier shore line than the east end which is less desirable for swimmers.

We are in favor of keeping a boat ramp on the east end of the beach (Coon Street). Having a pier close to that boat ramp would not accommodate all the traffic that it would create.

Please add me to your mailing list.

Gary and Patti Boxeth
glboxeth@aol.com
P O Box 935
Kings Beach, CA 96143
530.546.0339

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Thursday, January 7, 2016 3:01 PM
To: Linkem, Marilyn@Parks
Cc: Musillami, Steve@Parks; Nanette Hansel
Subject: FW: Kings Beach State Recreation Area General Plan Revision/Kings Beach Pier Reconstruction Project

Hello Marilyn,

The General Plan email account received this today asking you some questions about the KBSRA GP.

Thanks,
sarah

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: Donetta Brooks [mailto:donetta.brooks@construction.com]
Sent: Thursday, January 07, 2016 10:39 AM
To: General, Plan@Parks
Subject: Kings Beach State Recreation Area General Plan Revision/Kings Beach Pier Reconstruction Project

Hi Marilyn,

Could you please tell me who the architect or engineer is for the Kings Beach State Recreation Area General Plan Revision/Kings Beach Pier Reconstruction Project? Is there an estimated cost for construction and when is construction expected to begin?

Thank you very much for your help.

Sincerely,

Donetta Brooks
New email address: donetta.brooks@construction.com

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<http://construction.com>

FOR A BRIEF OVERVIEW OF MCGRAW-HILL CONSTRUCTION/DODGE AND HOW WE SERVE THE CONSTRUCTION INDUSTRY, PLEASE CLICK: [THE DODGE ADVANTAGE](#)

Tiffany Lunday

From: Nanette Hansel
Sent: Monday, April 25, 2016 12:47 PM
To: Tiffany Lunday
Subject: FW: Kings Beach Pier

From: Fonseca, Sarah@Parks [mailto:Sarah.Fonseca@parks.ca.gov]
Sent: Monday, April 18, 2016 8:19 AM
To: Nanette Hansel; Adam Lewandowski; Musillami, Steve@Parks; Linkem, Marilyn@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: Kings Beach Pier

Another one...

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: Heidi Bushway Verkler [mailto:hbushway@gmail.com]
Sent: Thursday, April 14, 2016 7:39 PM
To: General, Plan@Parks
Subject: Kings Beach Pier

I am writing in support of updating the Kings Beach Pier. The current pier is old, the wood seems to be rotting, and it's unsafe with regards to the number of splinters that one can receive when spending time on the pier. I haven't attended many of the last few meetings. I was part of the first few and am unsure of the changes that are being proposed. As I mentioned before, I support an update to the pier, however, to am concerned about the possibility of having two piers. I'm concerned about humans and motor boat traffic being in close proximity to one another. That is truly my biggest concern.

I've lived year-round in Kings Beach since the fall of 1999 and I support updating the Kings Beach Pier.

Thank you.

~Heidi Bushway Verkler

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Wednesday, March 2, 2016 7:33 AM
To: Nanette Hansel; Adam Lewandowski; Linkem, Marilyn@Parks; Musillami, Steve@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: Kings Beach State Recreation Area Comment

Good Morning All,

Below is a comment that was received for KBSRA.

sarah

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: Nathan Chorey [mailto:nchorey@auerbachengineering.com]
Sent: Tuesday, March 01, 2016 4:14 PM
To: General, Plan@Parks
Subject: Kings Beach State Recreation Area Comment

Below are a couple comments on the Kings Beach State Recreation Area General Plan Revision and EIR.

1. Please consider reconstructing the pier in front of the North Tahoe Event Center.
2. Please maintain a boat ramp in the General Plan.

Nathan Chorey, P.E.
Project Manager
Auerbach Engineering Corporation
530-214-3098 Direct

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Tuesday, January 19, 2016 8:23 AM
To: Nanette Hansel; Adam Lewandowski
Subject: FW: Comments on Outreach Jan 12 in KB

Good Morning!

I wasn't sure if you'd want me to forward emails like these to the team or just the two of you and move forward.

Let me know what you'd prefer for future emails, and I can easily do either.

Thanks,
sarah

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: Theresa May Duggan [mailto:teemayduggan@gmail.com]
Sent: Wednesday, January 13, 2016 4:30 PM
To: General, Plan@Parks
Subject: Comments on Outreach Jan 12 in KB

Hi Again,

I was at the KBSRA/KB Pier outreach meeting last night at NTEC. Overall the presentation was a C effort. It could have been better.

Here are some comments:

Process

- There were at least 3 elected officials in the room, none were introduced (NTPUD Directors)
- There were at least 5 senior staff members from Placer County, NTPUD and NLTRA, NTBA none were introduced.
- Your chart was missing a key benchmark. When do you expect implementation to begin? I guess I'm asking if you have a defined end to the planning process? Eighteen years for the KBCCIP, 18 months to implement. Let's not repeat that nightmare, okay?
- Is there a budget for the planning process?
- If so, what is the budget for planning?
- What is the budget for the improvements (within reason, I understand there is not a project yet)
- Where do you expect to find funding?

- You need to distill your "word salad" goal/objects to salient bullet points. The statements on the poster read like the author got paid by the word, not the ideas.
- Do you plan to have a Community Advisory Committee or other local stakeholder group as part of the planning? If so, when, if not, why not?
- I heard a rumor that metered parking is part of the plan. There was no mention of such an idea. If it's not true you need to make that clear. If it is true, it was a significant oversight not to mention it early. If you do consider parking meters, please make sure you consider the visual impact of meters year round. They won't a good thing to look through when having lunch across the street, the cars are bad enough. Meters are an eyesore, so please consider other technology to manage parking. I support paid parking, just not meters on the Lake.
- Partnerships: Please understand that Kings Beach is a proud community. Familiarize your team with other plans currently under consideration for our community. Credibility of KBSRA plans will be based on how well you communicate with our existing partners, some of which include: NTPUD, Placer County, NLTRA, NTBA, SOC, CalTrans, FHWA
 - Please review and include language for our community vision, both in the Community Plan Team visions, 2013 which build on the Place Based Planning Vision of 2007-2009.
 - We have a well defined vision and we have a vocabulary we use for our community. We understand we have the best window on the Lake we're a funky beach town, with myriad artists, we have a tattoo parlor (the best around!) and a "head" shop among our unique shops and restaurants. And La Mexicana is one of the best hispanic markets anywhere!
 - We're very diverse. We try to have bi-lingual outreach materials. Our beach signage should reflect the diversity and be bi-lingual.
 - We understand your team is under the management of SOC, that said, your are now our neighbors. You need us. The best ideas come from the community, please work with us.

Location:

- Both locations are fine, that said, it seems to make more sense to me to put the new pier closer to NTEC than to the old boat ramp. I also prefer the longer straight pier, its just more dramatic and getting to the pier will be easier (IMHO) if its not immediate to the parking area on Coon Street
- Location selection committee should work with NTPUD and Placer County to understand existing traffic patterns
- Please consider a "turn out" near the boat ramp. A turn out (maybe 2-4 car lengths) could facilitate drive up, drop off, and park off site. Unloading of beach toys, kayaks, grandma and grandpa would be a whole lot easier if there was organized drop off.
- Consider off site parking, if necessary, partner in the construction of an off site parking structure on Salmon, next to the PO, the benefits of removing some of the parking at the beach and providing more recreation and enhancing views would work for implementation plans. If off site parking is free, there's an incentive to park there instead of at the paid parking at the beach. Might even be an opportunity for valet, drop off, come back sunburned and tired and your valet and vehicle arrive! What a deal!
- Paid parking is fine, but we must require Brockway Vista become one way, going east. Currently residents on BV are "paying" the price of the paid parking with people and vehicles parked helter-skelter down the street. Not a good scene there.
- Please make sure the community planned boardwalk be included in any implementation plan. We're very clear we want enhanced bike and pedestrian safety and alternatives to the sidewalks to move through town. Again, you need to work closely with other partners to make that happen.
- Use the pier for bi-lingual interpretive signage, not only about the Lake, but also about KB history, it's colorful and of interest to visitors

Recreation/Amenities:

In addition to the ones mentioned about, please consider more active recreation options for families:

- Mini Skate board park, just a taste of one, not all young people want to play on the beach
- Splash park for young people, one of these places where water spouts come up from the ground. There are plenty of times when the existing playground is mobbed, let's give children more to do
- Please support a "blue bike" program for pick up and drop off at the beach, work with NTBA to make sure trail maps show KB area and places to visit as well as connection to regional park trails
- Mini Disc Golf area, again, we have a world class one at the regional park, so a couple of wire baskets would simply offer more to do
- Keep the existing basketball hoop. It's one of the most used amenities in KB! Ask Ray Lacey, he'll tell you!
- Include the bike/ped boardwalk to meet up with the planned one on "paper" Brockway Vista to Secline Beach and beyond
- Have at least a couple of Secchi disks at the end of the pier with informative signage. We all hear about them, let's show everyone exactly what they look like. I think kids would love to pull one up and put it back and begin to understand the importance of Lake clarity and how we monitor it
- Partner with TERC, with information how to get to their amazing facility to learn more about Lake clarity
- Please improve the current "stage" area for summer concerts. The concerts are important to our community. Improve the electrical work to accommodate amplified sound
- Consider a stage tangential to the pier so bands have their back to the Lake instead of the crowd. Can you just imagine how spectacular that would be?
- Consider paid parking at the Pier, it will help prevent longer stays and more encourage turnover.
- Lighting should be down lit and be spots, not floods. Better drama!
- Please remember KBSRA is an "urban" park. It's in the middle of our increasingly vibrant downtown and should have conveniences that are place-based, that fit into our community. Think outside the box, we're worth it
- Technology: there was no mention of possible amenities that could be implemented in the new plan and improvements.
 - Free wi-fi for beach goers, especially if new meters are to be managed by an app.
 - Live cams so visitors (and locals) can see real time usage and plan their trip to KBSRA

You want input, you get input. Oh, one last thing, we are all to aware of what can't be done, don't bother sharing your challenges; tell us what can be done and how we can help make it happen sooner. Between CEQA litigation and delays in planning, the future of California communities is in constantly threatened. Resort living is tenuous, we need to make sure our public amenities serve both the visitor and the year round residents. If it's a GREAT place to live it will be a GREAT place to visit.

Thanks for asking,

Theresa May Duggan

To be credible, a process must be open, transparent, informed, interactive and inclusive

Theresa May Duggan
Community Organizer

*PO Box 290
Tahoe Vista, CA 96148
530-546-7903 land line
530-386-0479 mobile
teemayduggan@gmail.com*

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Tuesday, January 19, 2016 1:57 PM
To: Linkem, Marilyn@Parks
Cc: Nanette Hansel; Adam Lewandowski; Musillami, Steve@Parks; Irelan, Sue Rae@Tahoe
Subject: FW: KBSRA Planning

Marilyn,

An email came through for you regarding KBSRA.

I've included the core team as well.

Thanks,
sarah

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: John Hassenplug [mailto:pe4tahoe@gmail.com]
Sent: Tuesday, January 19, 2016 1:48 PM
To: General, Plan@Parks
Cc: Irelan, Sue Rae@Tahoe; Duane Whitelaw; Kraatz, Peter@PLACER@DOT
Subject: KBSRA Planning

Marilyn,

Here are some thoughts from the January Meeting.

1. The central location of the pier (next to the present pier) will make access from the parking lot most convenient to users. This location appears to have a minimal effect on the fish habitat area.
2. Future considerations should include waterborne transportation which has always been a plan for the KBSRA facility. In fact, the present restroom was designed with a ticket widow in the southeast corner and for the addition of a fully windowed waiting room on the Lake side to accommodate waterborne transportation.

The KBSRA has been an iconic urban facility and certainly will only grow in popularity due improvements in Kings Beach (Kings Beach Commercial Core Improvement Project) and improvements to the KBSRA.

Sincerely,

John Hassenplug

Tiffany Lunday

From: Nanette Hansel
Sent: Monday, April 25, 2016 12:51 PM
To: Tiffany Lunday
Subject: FW: Kings Beach Pier

Last one I think.

-----Original Message-----

From: Fonseca, Sarah@Parks [mailto:Sarah.Fonseca@parks.ca.gov]
Sent: Monday, April 18, 2016 8:24 AM
To: Nanette Hansel; Adam Lewandowski; Musillami, Steve@Parks; Linkem, Marilyn@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: Kings Beach Pier

Last email from last week til now.

Sarah Fonseca
Planning, Policy and Programming Committee (PPPC) California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

-----Original Message-----

From: Trix Kout [mailto:trixkout@gmail.com]
Sent: Friday, April 15, 2016 2:06 PM
To: General, Plan@Parks
Subject: Kings Beach Pier

Dear Marilyn,

Regarding opinions on extending pier.

I rather not have a pier at Kings Beach because of the serenity of the town. I have a cabin there and like to swim and kayak. When the boats are there it makes all the kayaks bounce and you cannot enjoy looking at the bottom of the lake. The jet skis are dangerous near the pier. Kings Beach is very shallow and is wonderful for families to visit and swim and bbq.

If there is a boat ramp, PLEASE not near the main beach. Tahoe Vista or Tahoe City is a better boat launching places. Also the if there is a pier, the boater will take up all the beach front area for parking.

No boats please. I have been going to Tahoe for fifty years. Can we have a nice quiet place to retire.

I love Kings Beach, and like it kept rustic. PLEASE.

Consideration of my comments is greatly appreciated.

Thank you.

Trix Kout

P.S. Why the basketball court ? People can do that at home. Please keep Lake Tahoe natural and special. Enjoy the "solitude of nature".

Nanette Hansel

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Tuesday, April 12, 2016 8:05 AM
To: Nanette Hansel; Adam Lewandowski; Musillami, Steve@Parks; Linkem, Marilyn@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: kings beach pier

A comment received yesterday evening...

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)

California Roundtable on Recreation, Parks and Tourism (CRRPT)

Sarah.Fonseca@parks.ca.gov

(916) 445-8885

From: Alycia McMahon [mailto:mcmahonalycia@yahoo.com]
Sent: Monday, April 11, 2016 5:31 PM
To: General, Plan@Parks
Subject: kings beach pier

i am totally opposed to the crazy idea of a new much longer pier. there is no parking for all these cars and boat trailers. too bad that the lake is low, walk out to the edge if you want to get close. if you start with a 600 foot pier then soon everyone will want one. the tourists will be stuck in constant tahoe gridlock on the roads anyway, as seems to be the permanent norm for the lake now. when is enough enough? do you have to want to wreck everything? there is plenty of beach to sit on and the boats can go to the still open launch sites. NO NO NO to the pier.

Tiffany Lunday

From: Nanette Hansel
Sent: Monday, April 25, 2016 12:41 PM
To: Tiffany Lunday
Subject: FW: Kings Beach Pier

From: Fonseca, Sarah@Parks [mailto:Sarah.Fonseca@parks.ca.gov]
Sent: Monday, April 18, 2016 8:15 AM
To: Nanette Hansel; Adam Lewandowski; Musillami, Steve@Parks; Linkem, Marilyn@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: Kings Beach Pier

Here's another email...

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: jim sajdak [mailto:jim@cs3.us]
Sent: Thursday, April 14, 2016 12:08 PM
To: General, Plan@Parks
Subject: Kings Beach Pier

I have concerns on the proposed idea of extending the existing pier from both an environmental and financial position.

Extending the pier would require the pier to be lite at night as a safety aspect for boaters. Lights extending 600' off shore would have a negative impact on the night time scenic environment with additional lights along the shoreline. Extending the pier would also impact paddle boarders and other forms of recreational water users; requiring them to go out beyond the end of the pier to cross from one side to the other.

Please confirm that there are enough users of the pier to justify the expense of the expansion and the environmental impacts of adding the additional piers and future maintenance. Since living in North Tahoe for almost 20 years, I haven't seen what I would consider enough use by boaters or tourists to justify the cost.

It is also my understanding that the TRPA was limiting the number of piers on Tahoe. This proposed project would more than likely be considered an expansion instead of a new pier. With the proposed addition of 400 feet of new pier this project could open up more expansion requests from homeowners whose current piers do not reach the water line. The drought is more than likely a short term situation. If not then the "agencies" should also look into dredging allowing water to flow through the Tahoe City Dam to support the wildlife and habitat of the Truckee River.

Please confirm that the proposed extension has no hidden agenda. My perception is that this proposal of using the current drought and water level condition to support extension of the Kings Beach Pier is for the potential of providing a docking area for a water transit system. Please confirm this is not the case. If it is, information should be clearly stated.

Sincerely,
Jim Sajdak

Tiffany Lunday

From: Nanette Hansel
Sent: Monday, April 25, 2016 12:50 PM
To: Tiffany Lunday
Subject: FW: Kings Beach State Recreation Area -- Proposed Pier Replacement and Extention

From: Fonseca, Sarah@Parks [mailto:Sarah.Fonseca@parks.ca.gov]
Sent: Monday, April 18, 2016 8:23 AM
To: Nanette Hansel; Adam Lewandowski; Musillami, Steve@Parks; Linkem, Marilyn@Parks; Irelan, Sue Rae@Tahoe; Tiffany Good (tgood@trpa.org)
Subject: FW: Kings Beach State Recreation Area -- Proposed Pier Replacement and Extention

Another one...

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: Brian Wertheim [mailto:brian_wertheim@yahoo.com]
Sent: Friday, April 15, 2016 9:06 AM
To: General, Plan@Parks
Subject: Kings Beach State Recreation Area -- Proposed Pier Replacement and Extention

To whom it may concern:

There is no mention of a government agency working to relocate or lengthen any Parks Department pier or boat ramp in the Placer County General Plan. Promoting traffic, disturbing or re-purposing land and the sub-aqueous environment are issues which affect the local and regional communities. It is important to follow the established procedures of studying affects of proposals on people and the environment before moving forward with any public works project. The Parks Department proposal to extend or relocate the pier and/or boat ramp comes as a complete surprise.

The psychological effect on people of a state agency proposing to encourage and otherwise increase visitation and disturbance a natural resource with which it is charged to protect, is ultimately negative. Your organization, California Department of Parks and Recreation, states on it's website the goal of: "protecting California's most valuable and cherished resources...[top priority]...1. Protect and Enhance Natural and Cultural Resources".

Creating a longer boat ramp and pier so visiting boaters can access Lake Tahoe from State controlled land would ordinarily seem a noble goal.

However in the case of proposing to do this at the park in Kings Beach creates additional traffic mayhem for everyone who uses the roads and park. Typically Kings Beach experiences traffic gridlock on weekends and holidays due to the failure of the current two year old traffic management plan. Common knowledge tells us slow moving or stopped vehicle traffic leads people to experience road rage and other negative psychological issues.

Paving over material under the high water mark of Lake Tahoe to extend a boat ramp does not protect Lake Tahoe. Instead, it wrecks it until the work wears out or become obsolete. Same thing with extending a pier on Tahoe. An organization cannot claim to "protect" the land then shift gears permanently condemning parts of the land for use as new ramps or new piers.

While construction technology has come a long way in being able to produce works with lesser disturbance to the environment, construction still results in disturbed land. In the case of Tahoe, proposing to build or maintain a trail or road is nothing compared with negative impact, psychological or physical of proposing to disturb the Lake itself.

Maybe when Lake Tahoe's water level is low it is a good idea to REDUCE the amount of water traffic instead of encouraging more of it?

Please do not propose any changes to the Kings Beach State Recreation Area unless the changes result in: one, less vehicle traffic mayhem; two, NO disturbance to the land the Parks agency is charged with protecting; and three, a change to the region's overall government master plan.

Your truly,

Brian Wertheim
Tahoe City, California

Tiffany Lunday

From: Fonseca, Sarah@Parks <Sarah.Fonseca@parks.ca.gov>
Sent: Tuesday, January 12, 2016 7:56 AM
To: Nanette Hansel; Adam Lewandowski; Linkem, Marilyn@Parks; Musillami, Steve@Parks; Irelan, Sue Rae@Tahoe
Subject: FW: Kings Beach State RecArea

Good Morning Everyone,

I wasn't sure if I needed to forward this to everyone however, in preparation for your public meeting tomorrow, I thought this could help with seeing some input that's coming in already.

Have a great meeting tomorrow!
sarah

Sarah Fonseca

Planning, Policy and Programming Committee (PPPC)
California Roundtable on Recreation, Parks and Tourism (CRRPT)
Sarah.Fonseca@parks.ca.gov
(916) 445-8885

From: cepsc [mailto:cepssc@juno.com]
Sent: Tuesday, January 12, 2016 5:53 AM
To: General, Plan@Parks
Subject: Kings Beach State RecArea

The pier needs to be PUBLIC accessible & inviting to ALL! Not a private dock.....public transit boat(s) to ferries around the lake!

Keep dogs & cats out of the park....needs to be enforced 24/7!

Local seasonal affordable (farmers) markets.....with monitored short term FREE parking.

Do not build new structures that hide the view of the lake.....

Sent on a Sprint Samsung Galaxy S® III