

Appendix H

COMMUNITY IMPACT ASSESSMENT

KINGS BEACH WESTERN APPROACH PROJECT

Kings Beach Western Approach Project



Community Impact Assessment

Kings Beach, California
State Route 28/State Route 267
District 3, Placer County
PM 8.7-9.4/9.6-10.0
Project Number 0318000146

July 2020



Summary

This study assesses potential land use, community, social, economic, and environmental justice impacts that could result from the three alternatives considered in this Community Impact Assessment: Roundabout, Signal, and No Build Alternatives. Only the Roundabout Alternative was determined to meet the project purpose and need. This Community Impact Assessment was prepared using the guidance provided in Chapter 24 (Community Impacts) and Volume 4 (Community Impact Assessment) of the California Department of Transportation (Caltrans) Standard Environmental Reference (SER).

Land Use

Minor direct land use impacts would result through the acquisition of right-of-way required to construct the project; none of the alternatives would result in a shift in land use patterns or change land uses beyond the minor land acquisition needed to construct the build alternatives. The Roundabout Alternative would be consistent with State, regional, and local planning documents, while the Signal Alternative would only be partially consistent. The No Build Alternative would not meet any plan goals or policies. There are no farmlands, timberlands, or wild and scenic rivers in the project study area. The project would have no impact on land use in the study area.

Growth

Since the Tahoe Regional Planning Agency (TRPA) implemented a strict growth control system under the Bi-State Compact and Regional Plan, there has been very little private redevelopment in Kings Beach. This regulatory system is designed to complement the region's development standards and improvement programs to achieve and maintain the TRPA Environmental Thresholds. Overall, the TRPA growth control system limits the study area's capacity for development. The proposed project also does not increase roadway capacity; thus, no growth-related impacts are anticipated.

Community Character

The communities in the study area are currently divided by two highways, State Routes 267 and 28, and the addition of structures associated with the roundabout or signal alternative would not further divide existing communities or neighborhoods. The build alternatives do not involve construction of a new roadway; all improvements are along existing roadways. Thus, the study area would not experience a direct disruption in community character or cohesion from the activities proposed under the project. The build alternatives would enhance community cohesion with the addition of improved bicycle and pedestrian access and reduce lanes to make crossing SR 28 easier for active transportation users. However, only the Roundabout Alternative would reduce congestion.

Relocation and Real Property Acquisition

The build alternatives do not require relocation of any households or businesses, nor the acquisition of entire properties. The build alternatives would also not affect any residential properties within the study area. The operations and use of the properties would not be permanently affected by the property acquisitions.

Economic Conditions

The COVID-19 pandemic is significantly changing the ways people live, work, play, and move around communities. Kings Beach has traditionally been oriented around cars; streets lack bike lanes, and sidewalks are often too narrow to keep a six-foot distance, or non-existent. The pandemic has created an increased interest in being in outdoor spaces and connecting with nature, which may draw more people to visit the area. Both build alternatives would increase active transportation facilities and user safety consistent with these trends. However, the Signal Alternative would increase congestion and queuing that could adversely affect business and tourism and has significantly higher maintenance and public/societal costs. The societal costs for the roundabout are approximately \$7.7 million less than the signal alternative. This significant savings to the public comes from less severe and reduced frequency of collisions as well as savings in delay and fuel/emissions costs.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The existing signalized intersection currently exhibits several issues associated with mobility, congestion, poor level of service, and pedestrian and bicycle crossing safety issues. Traffic queuing at the intersection currently exceeds available storage, encouraging drivers to utilize neighborhood streets to bypass the intersection. Both build alternatives would provide enhanced active transportation facilities and would conform to the existing road diet; however, the Signal Alternative would increase congestion and queuing delays, which would not meet the project purpose and need, and could increase traffic in adjacent neighborhoods. The Roundabout Alternative would reduce queuing delays and improve level of service, significantly reduce the number of conflict points, and alleviate traffic utilizing adjacent neighborhood streets to avoid the current intersection congestion.

Public Involvement

The County has held one public workshop meeting on June 18, 2019 to inform and receive feedback from the public about the Kings Beach Western Approach Project; approximately 63 people were in attendance. The County continues to inform the public through a dedicated web page and accept comments through email or by phone. Additional public involvement will occur during the CEQA review process prior to the Board of Supervisors consideration of the project.

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List of Abbreviations and Terms

ADA	Americans with Disabilities Act
ADL	aerially deposited lead
Agreement	Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils
APCD	Air Pollution Control District
Area Plan	Tahoe Basin Area Plan
BMP	Best Management Practices
Caltrans	California Department of Transportation
CE	Categorical Exclusion
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
Compact	Bi-State Tahoe Regional Planning Compact
County	County of Placer
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EIP	Environmental Improvement Program
EIS	Environmental Impact Statements
EO	Executive Order
FHWA	Federal Highway Administration
GHG	greenhouse gas
LOS	Level of Service
mg/kg	milligrams per kilogram
MOU	Memorandum of Understanding
mph	miles per hour
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NTPFD	North Tahoe Fire Protection District
NTPUD	North Tahoe Public Utility District
project	Kings Beach Western Approach Project
ROW	right-of-way
SEZ	stream environment zones
SR	State Route
SR 28	North Lake Boulevard

SR 267	North Shore Boulevard
SWPPP	Stormwater Pollution Prevention Plan
TART	Tahoe Truckee Area Regional Transit
TCP	traffic control plan
Thresholds	Environmental Threshold Carrying Capacities
TMP	Traffic Management Plan
TOAR/ICE	Traffic Operations Analysis and Intersection Control Evaluation
TRPA	Tahoe Regional Planning Agency
Uniform Relocation Act	
	Uniform Relocation Assistance and Real Property Acquisition Policies Act
U.S.C.	United States Code
VMT	vehicle miles traveled

Chapter 1 Introduction

The County of Placer (County), in cooperation with the California Department of Transportation (Caltrans), prepared this Community Impact Assessment (CIA) for the Kings Beach Western Approach Project (project) in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference. The information in this document is a “blended” assessment to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this document.

Per authority under “NEPA Assignment,” the environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (U.S.C.) 327.

The following topic areas are not discussed in this CIA:

- **Coastal Zone:** The project is in Kings Beach, California, approximately 200 miles inland from the Pacific Coast, and thus is not located in coastal zone.
- **Wild and Scenic Rivers:** There are no wild or scenic rivers near the project. The closest wild and scenic river is the North Fork American River, located approximately 20 miles west of the project site (National Wild and Scenic Rivers System 2019).
- **Farmlands and Timberlands:** The project is in an urban area; there are no farmlands or timberlands, or areas zoned for such uses near the project area. The land is also not mapped as farmland or timberland on the California Department of Conservation Farmland Mapping and Monitoring Program (California Department of Conservation 2016).

References for this CIA are provided in **Appendix A**.

1.1 What is a Community Impact Assessment?

The purpose of this report is to provide information regarding social, economic, and land use effects of the proposed project alternatives so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the proposed project.

Both CEQA and NEPA require consideration of social and economic impacts¹ of projects in the preparation of environmental documents.

Any indirect or cumulative impacts will be discussed in the general impact sections of Chapters 2 through 5.

1.2 Regulatory Setting

This document has been prepared to comply with the federal and state laws described below.

1.2.1 California Environmental Quality Act

CEQA is a California statute passed in 1970, shortly after the federal government passed NEPA, to institute a statewide policy of environmental protection. Caltrans has designated the County to serve as the Lead Agency under CEQA.

1.2.2 National Environmental Policy Act

NEPA established a national policy promoting the enhancement of the environment and the President's Council on Environmental Quality. Caltrans is the lead agency under NEPA for most transportation projects within the State Highway System that have federal funding, as explained in Section 1.2.5, NEPA Assignment.

1.2.3 NEPA Assignment

Oversight of the NEPA environmental process for state highway projects has historically been the responsibility of the Federal Highway Administration (FHWA). Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded by FHWA. These responsibilities have been assigned to Caltrans by FHWA pursuant to two Memoranda of Understanding (MOU) signed by FHWA. The 23 U.S.C. 326 MOU allows Caltrans to approve 326 Categorical Exclusions (CEs); the 23 U.S.C. 327 MOU allows Caltrans to approve Environmental Assessments and Environmental Impact Statements (EIS), and CE's that cannot be approved as 326 CE's.

¹ Under CEQA, however, the economic or social effects of a project in and of themselves shall not be treated as significant effects on the environment. Rather, the economic or social effects of a project may be used to determine the significance or physical changes caused by the project. The focus of the analysis shall be on the physical change, although the economic or social effects may be used to determine the significance of the physical change. For example, if the construction of a new freeway divides a community, the construction would be the physical change, but the social effects on the community would be the basis for determining that the effect would be significant (CEQA Guidelines Section 15131).

1.2.4 Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964, as amended, and related statutes require there be no discrimination in federally assisted programs on the basis of race, color, national origin, age, sex, or disability; religion is a protected category under the Fair Housing Act of 1968.

1.2.5 Executive Order 12898 - Environmental Justice

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton in 1994, established a directive addressing environmental justice impacts of federal actions. *Environmental justice* is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This EO directs federal agencies (or their designees) to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

1.2.6 The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended in 1987

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987 (Uniform Relocation Act) is intended (1) to provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects; (2) to ensure relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement; (3) to ensure that no individual or family is displaced unless decent, safe, and sanitary housing is available within the displaced person's financial means; (4) to help improve the housing conditions of displaced persons living in substandard housing; and (5) to encourage and expedite acquisition by agreement and without coercion. The Uniform Relocation Act assures that displaced persons are treated fairly, consistently, and equitably, and so that they will not suffer disproportionate injuries.

1.2.7 The Americans with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

1.2.8 23 Code of Federal Regulations 652, Accommodation for Pedestrians and Bicyclists

Caltrans, as assigned by the FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

1.2.9 Intermodal Surface Transportation Efficiency Act of 1991 incorporates Sections 109(h)

The Intermodal Surface Transportation Efficiency Act of 1991 (known as ISTEA) provided authorizations for highways, highway safety, and mass transit for the next 6 years (1992-1997). Many of the provisions that originated in ISTEA have been continued or expanded in subsequent surface transportation legislation - the Transportation Efficiency Act for the 21st Century (known as TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (known as SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (known as MAP-21).

1.3 Assessment Process and Methodology Used

Various datasets were obtained as part of the information collection efforts development of the sections of this report, including community cohesion, land use, and parks. Among data sources used were various area planning documents prepared by the U.S. Census Bureau, California Department of Conservation, California Department of Finance, Placer County, and Tahoe Regional Planning Agency (TRPA). Additional information was derived from site visits, windshield surveys, desktop analysis, a community open house meeting, and workshop meetings. Public outreach has been conducted by the County via workshops, email, and a project webpage, and public comments were considered during development of the alternatives and identification of the Preferred Alternative. Additional public participation will occur during the CEQA review process and prior to adoption of a project.

1.4 Proposed Project

This CIA is being conducted for the Kings Beach Western Approach Project. The purpose of this multi-benefit project is to construct roadway improvements at and around the intersection of North

Shore Boulevard (State Route [SR] 267) and North Lake Boulevard (State Route [SR] 28) to enhance the safety and mobility for all roadway users, and to expand the streetscape aesthetics in the unincorporated community of Kings Beach, California. The existing signalized intersection limits vehicular flow during higher-traffic-volume periods, and the existing bicycle lanes, sidewalks and crosswalks along SR 28 are narrow, adjacent to traffic, and obstructed by the existing signal infrastructure. The project is needed to address these deficiencies and provide a continuous Complete Streets corridor from the recently constructed Kings Beach Commercial Core improvements through the SR 28/SR 267 intersection, replacing the existing signaled intersection with a modern roundabout intersection with new lane alignments and pedestrian and bicycle improvements. The project is currently funded with Surface Transportation Block Grant funds and local County funds. The project vicinity is shown in Figure 1. The project area is identified in Figure 2.

Alternatives included a single lane roundabout, a three-leg hybrid roundabout, a four-leg hybrid roundabout, and an enhanced signalized intersection. The single lane roundabout and three-leg hybrid roundabout alternatives would cause major right-of-way impacts and thus were eliminated from further consideration. The four-leg hybrid roundabout (known henceforth as the Roundabout Alternative) and enhanced signalized intersection (known henceforth as the Signal Alternative) build alternatives would also both reduce the roadway width west of the intersection from a five-lane section down to three lanes with additional roadway improvements including buffered bike lanes, seasonal on-street parking, enhanced crosswalk treatments at the midblock crosswalk on SR 28 west of the intersection, and a sidewalk along the east side of SR 267 from SR 28 to Dolly Varden Avenue.

1.5 Study Area

The County is seeking to provide better connectivity between the Kings Beach downtown core and the west side of the community that includes all transportation modes. The *project area* was therefore identified as the SR 28 corridor extending from the recently constructed Complete Streets improvements in the town center, starting at Secline Street to the limits of the three-lane section, and north on SR 267 from the intersection with SR 28 to Dolly Varden Avenue. The CIA *study area* includes the unincorporated community of Kings Beach and considers the community areas that are accessed to and from this corridor (Figure 3). This includes the Kings Beach downtown commercial core to the east, the residential, beach and commercial areas to the south along the Lake Tahoe shoreline, the Brockway Golf Course northwest of the intersection, the residential communities that access SR 267 from Dolly Varden Avenue, and the industrial area that accesses off Speckled Way.

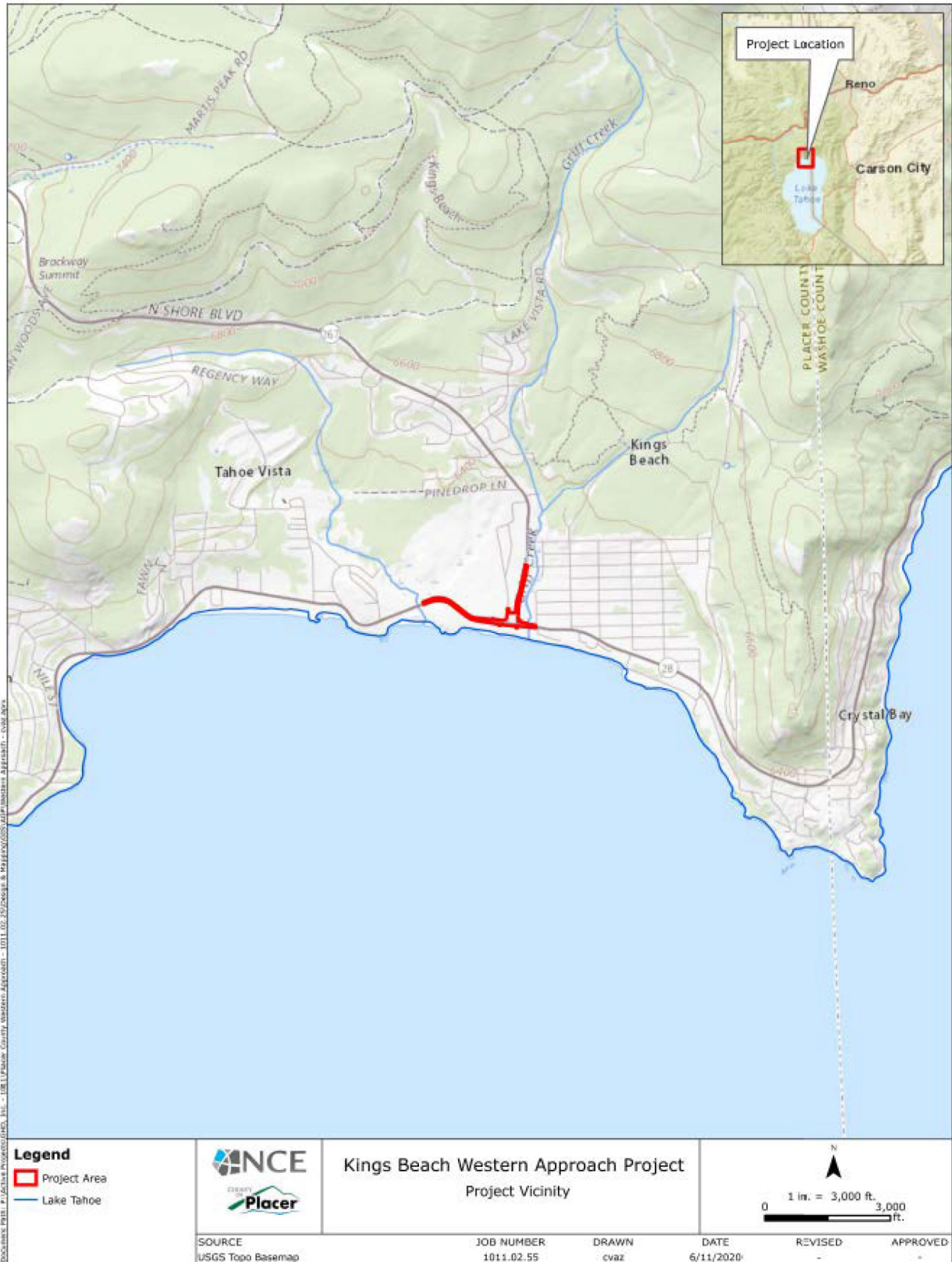


Figure 1. Project Vicinity

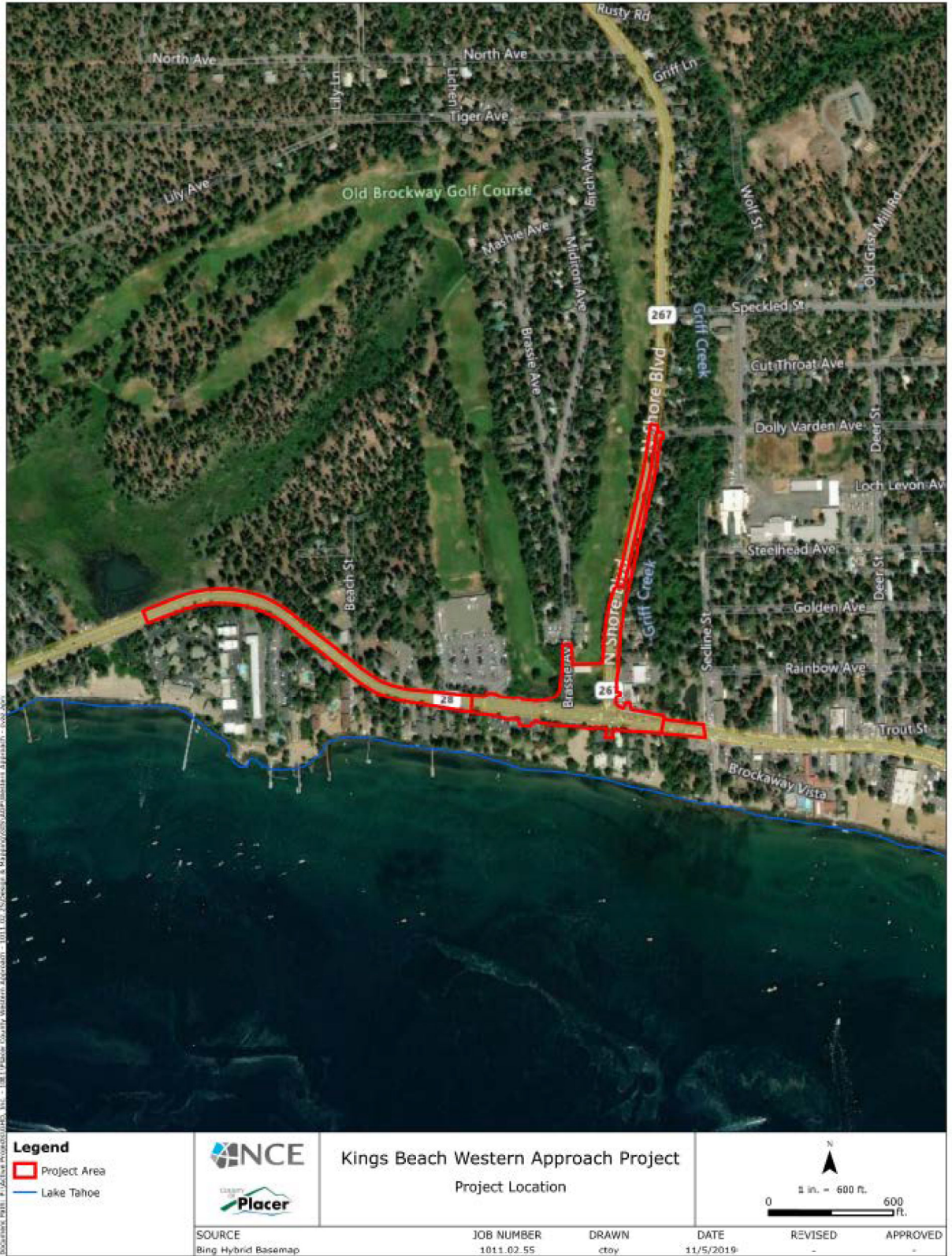


Figure 2. Project Area Location

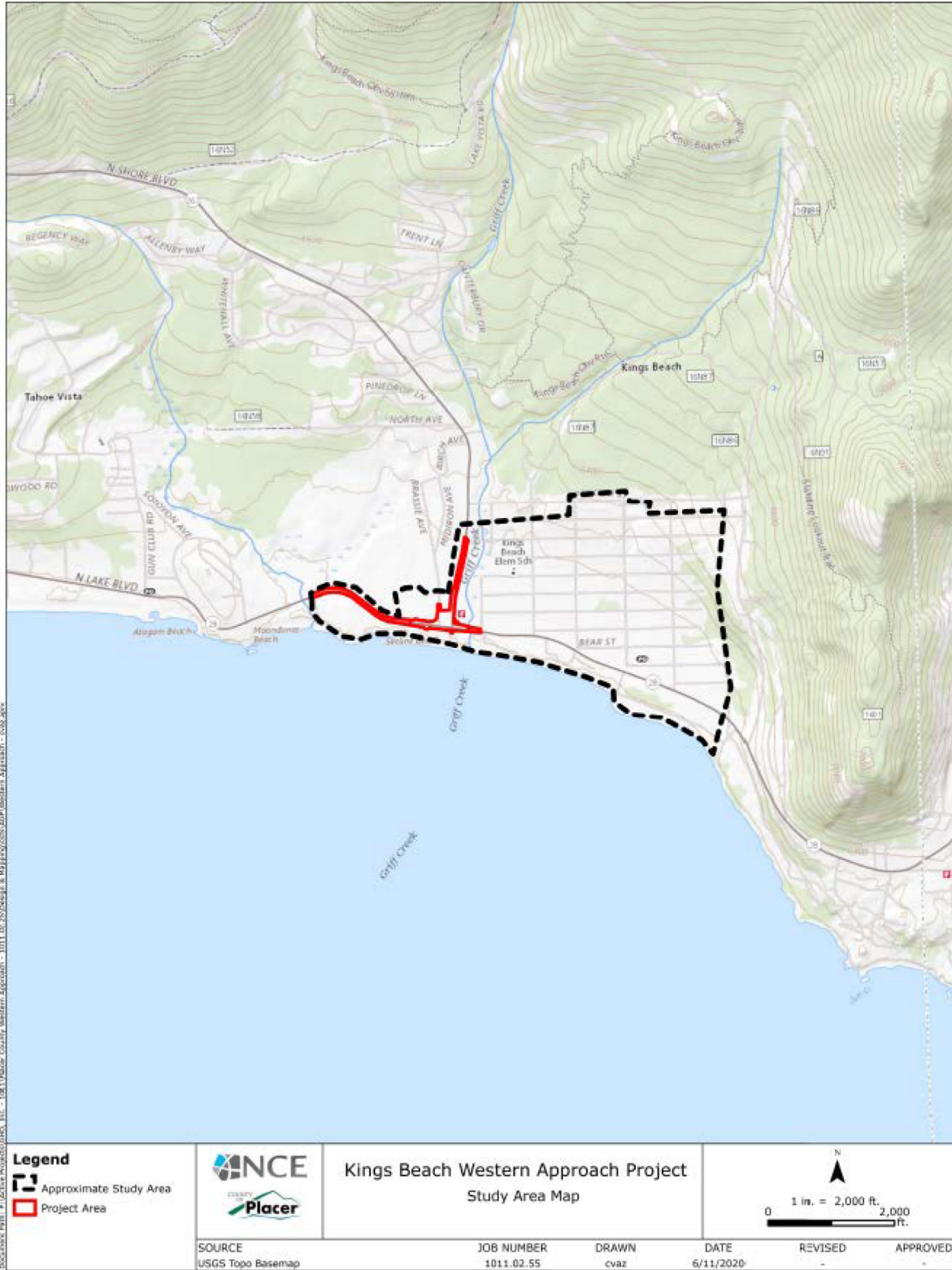


Figure 3. Study Area

Chapter 2 Land Use

This chapter describes the land use in the study area, including existing and future land use, and consistency with state, regional, and local plans.

2.1 Existing and Future Land Use

2.1.1 Affected Environment

The study area—the unincorporated community of Kings Beach—is situated at the northern rim of Lake Tahoe around the intersection of SR 28/SR 267. Developed areas are concentrated near the shoreline of Lake Tahoe, with neighborhoods extending into the lower foothills. The land use pattern includes commercial and tourist accommodation uses along Highway 28, residential uses extending upslope in a grid pattern, and light industrial uses near the top of the grid.

The study area includes residential, commercial, open space, and recreational land uses, divided into zoning districts that correspond with the County General Plan land use designations as specified in the Tahoe Area Basin Plan. Less than an acre of urban land adjacent to the current roadway right-of-way (ROW) would be directly affected by the project.

The study area includes Mixed-use (North Tahoe East), Recreation, and Residential zones (Figure 4). The study area north of the SR 28/SR 267 intersection includes approximately 0.25 miles of SR 267 and is zoned Mixed-use (North Tahoe East) and Residential. The Old Brockway Golf Course, Sierra Tires and Automotive, single-family residential development, and the North Tahoe Fire Protection District-Station 52 lie along this corridor. The study area east of the SR 28/SR 267 intersection includes approximately 0.08 miles of SR 28 and is zoned Mixed-use (North Tahoe East). The Sweet Briar Home Association and the North Tahoe Gas Station are adjacent to the roadway. The study area west of the intersection includes approximately 0.50 miles of SR 28 and is zoned Mixed-use (North Tahoe East), Recreation, and Residential. Multiple residential complexes, commercial uses, and public facilities lie along this route. Commercial facilities in the area include the Safeway Store, Lanza's Restaurant, Tahoe Edgelake Beach Club, Red Wolf Lakeside Lodge, and Heritage Cove. Public areas in the study area include North Tahoe Beach and a meadow located along the eastern edge of the project area.

Kings Beach is a summer and winter tourist destination with a high number of active transportation users, especially during the summer months. This is primarily due to the recreational characteristics of the area (i.e., beach, lake, and scenic views). As a tourist destination, the intersection of SR 28/SR 267 experiences the heaviest traffic on Friday during the PM peak time between 3 p.m. to 6 p.m.

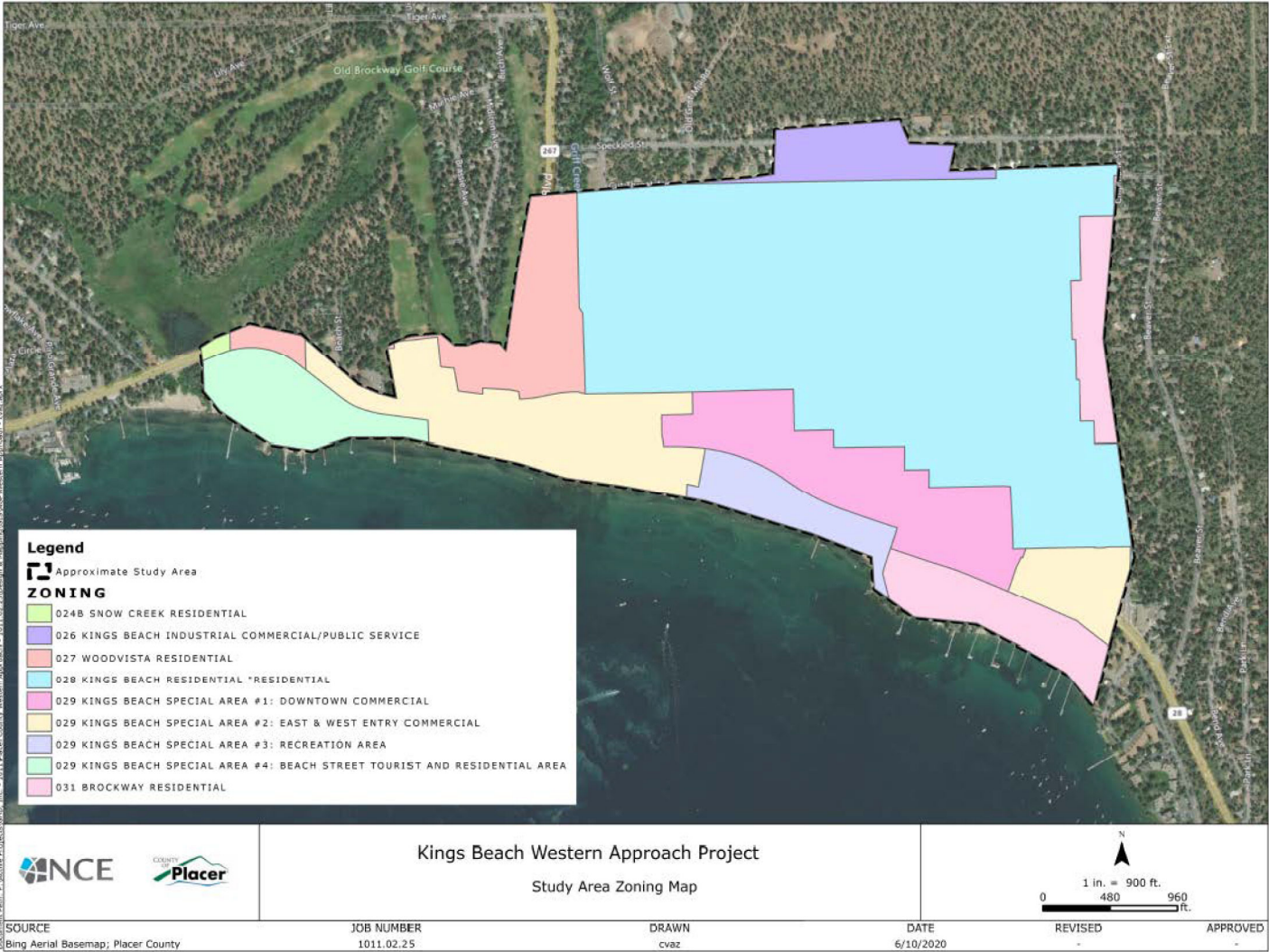


Figure 4. Study Area Zoning

SR 28 is accessed east of the SR 28/SR 267 intersection from numerous streets in the Kings Beach street grid. This area of SR 28 has been recently improved as a Complete Streets corridor. Access west of the intersection is limited to Brassie Avenue and Beach Street. Many commercial and residential driveways connect directly off SR 28.

SR 267 (North Shore Boulevard) is a two-lane roadway and is considered one of the main gateway routes into the North Tahoe area, providing access from the Interstate 80 corridor, Squaw Valley, Northstar, and Truckee. North of the fire station, the east side of the roadway is lined with single family residences with driveway access. Limited street access is provided at Dolly Varden Avenue and Speckled Avenue in the study area. No access to the golf course is provided to the west; single family residential parcels have access north of the golf course along both sides of the roadway.

2.1.1.1 Development Trends

Most of Kings Beach was subdivided in 1926 as part of the “Brockway Vista” subdivision. Between 1930 and 1959, Kings Beach, Tahoe Vista, Tahoe City, Dollar Point, and Carnelian Bay experienced significant growth. The communities of Kings Beach and Tahoe City together account for more than 60 percent of the permanent population and have concentrated non-residential Town Centers. Over the last 24 years since the Kings Beach Community Plan was adopted the primary changes in Kings Beach have included waterfront improvements at the Kings Beach State Recreation Area, streetscape improvements and sidewalks along Highway 28, and water quality improvements. There are currently no major approved and/or active projects in the study area, although there are three Environmental Improvement Program (EIP) projects in the planning/design phase: SR 28 Repair Drainage Infrastructure in Kings Beach (SHOPP Minor A); Kings Beach Pier Reconstruction; and Kings Beach Day Use Area Rehabilitation and Erosion Control Retrofitting. A proposal for a residential-commercial development in the Town Center that would redevelop existing commercial and residential properties was recently denied by the County Planning Commission as not consistent with the Tahoe Basin Area Plan (Area Plan).

Today, Regional Plan regulations have made it difficult to redevelop the Town Centers, as current development exceeds that allowed by TRPA. The Town Centers continue to include substantial non-conforming development and land coverage and are identified as major sources of pollution. The Area Plan Land Use Plan indicates Kings Beach has 20,816 square feet of commercial space available, and 24 tourist accommodation units, and these are tightly regulated. Since TRPA implemented a strict growth control system under the Bi-State Compact and Regional Plan, there has been very little private redevelopment in Kings Beach. This regulatory system is designed to complement the region’s development standards and improvement programs to achieve and maintain the TRPA Thresholds. At a basic level, TRPA administers a cap-and-trade system for different types of development rights and for land coverage. These “commodities” can be bought and sold

separately from the property from which they originate. In some cases, the commodities can be “transferred” to other locations, “banked” for future use or “converted” into other types of commodities. Overall, the TRPA growth control system limits the study area’s capacity for development.

The environmental impact of “legacy development” that was constructed prior to the initial Regional Plan continued to adversely impact the region after adoption of the Regional Plan. In response, federal, state, and local government dramatically increased funding for stormwater management infrastructure, wetland restorations, and other environmentally beneficial projects through the EIP program. Trends towards threshold attainment improved measurably, but thresholds for water quality and other resources were still not being attained.

2.1.2 Environmental Consequences

2.1.2.1 Project Level Impacts

Roundabout Alternative

The Roundabout Alternative would require a partial take of property from one owner, as discussed further in Section 4.4, Relocation and Real Property Acquisition. This alternative would convert approximately 0.57 acres of commercially zoned land to transportation use for the roundabout. This land is owned by the Old Brockway Golf Course and is currently landscaped and includes a man-made stormwater basin and two bocce ball courts. The acquisition would not impact the golf course operations. Overall, this conversion of approximately 0.57 acres from commercial to transportation use would convert less than 1.2 percent of the golf course property. This would have a negligible effect on the amount of commercial land in the study area.

This Alternative is consistent with TRPA EIP goals for meeting The Thresholds for air quality, recreation, scenic resources, soil conservation and water quality. The Roundabout Alternative is not expected to result in a shift in land use patterns or change land uses beyond the minor land acquisition needed to construct the proposed roundabout. The applicable plans and policies for the study area indicate that the present land uses should continue in the future; therefore, the Roundabout Alternative would not have an adverse effect on existing or future land uses.

Construction

The Roundabout Alternative would require temporary construction easements for construction activities, equipment storage, staging, and access. The County has identified several potential staging areas, but the potential acreage of the sites that will be used is currently unknown. Several locations have been identified for potential temporary construction staging. The locations are described below:

- Lot A: Private lot north of SR 28, west of the Placer County offices. This lot is privately owned and is currently undeveloped, but previously disturbed. Although small, the size is sufficient for material/equipment storage and is easily accessible from County roadways and not far from the project site.
- Lot B: County parking lots behind Rite-Aid at the southeast corner of Deer and Rainbow. This paved parking lot is owned by the County and would allow for material/equipment storage. The site is easily accessible from County roadways and not far from the project site.
- Lot C: Private lot at Fox Street and SR 28. This privately-owned lot is currently undeveloped. It was previously disturbed and has been used on multiple projects as a staging area. This lot would allow for material/equipment storage and is easily accessible from County roadways and not far from the project site.
- Lot D: School ballfield. This lot is currently being used for staging for a school project. This lot would be used while school is not in session.
- Lots E thru H: Private lots on Speckled Avenue. These lots are privately owned and currently undeveloped. They are previously disturbed and have been used on multiple projects as staging areas. These lots would allow for material/equipment storage and are easily accessible from County roadways and not far from the project site.

Signal Alternative

The Signal Alternative would require a partial take or easement of three properties, as discussed further in Section 4.4, Relocation and Real Property Acquisition. This alternative would extend the southbound right turn pocket approximately 400 feet, which would require ROW acquisition along SR 267 and the removal of several trees. Additional ROW would be required on all quadrants for new signal poles and mast arms. These acquisitions would convert approximately 0.68 acres of commercial and residential land to transportation use for the roundabout. This land is owned by the golf course, auto shop, and condominium development. Overall, this conversion of approximately 0.68 acres from commercial and multi-family use to transportation use would be negligible compared to the total amount of commercial and residential land in the study area and does not preclude the ongoing use of those properties.

The Signal Alternative is not expected to result in a shift in land use patterns or change land uses beyond the minor land acquisition needed to construct the right turn lanes and streetscape improvements. The applicable plans and policies for the study area indicate that the present land uses should continue in the future; therefore, this alternative would not have an adverse effect on existing or future land uses.

Construction

The Signal Alternative would require temporary construction easements for construction activities, equipment storage, staging, and access. The County has identified several potential staging areas, but the potential acreage of the sites that will be used is currently unknown. Several locations have been identified for potential temporary construction staging as discussed above. After construction, these parcels will be returned to their previous use.

No Build Alternative

The No Build Alternative would not permanently or temporarily acquire any existing property, nor would it affect land uses in the study area. Furthermore, the location, characteristics, and uses of existing transportation facilities generally would not change. No construction would occur.

2.1.3 Avoidance, Minimization, and/or Mitigation Measures

The project alignment has been designed to fit within the existing ROW where feasible. None of these ROW acquisitions or easements would result in displacement of residences, businesses, or structures. All acquisitions would be conducted in accordance with the Uniform Relocation Act, as amended. No further measures are required.

2.2 Consistency with State, Regional, and Local Plans

This section identifies existing regional, local, and area plans and policies that apply to the proposed project. Table 1 summarizes the pertinent regulations and additional detail is provided in the sections below.

Table 1. Plans and Policies that Apply to the Project

Actions/Goals/Policies	Roundabout Alternative	Signal Alternative	No Build Alternative
Placer County General Plan			
Goal 3.A: To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.	Y	N	N
Policy 3.A.1. The County shall plan, design, and regulate roadways in accordance with the functional classification system described in Part I of this Policy Document and reflected in the Circulation Plan Diagram.	Y	Y	N

<p>Policy 3.A.7. The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS), or as otherwise specified in a community or specific plan.</p> <p>a. LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D".</p> <p>b. LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D".</p> <p>c. A LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the state highway system.</p> <p>Temporary slippage in LOS C may be acceptable at specific locations until adequate funding has been collected for the construction of programmed improvements.</p> <p>The County may allow exceptions to the level of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:</p> <ul style="list-style-type: none"> • The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard. • The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations. • The right-of-way needs and the physical impacts on surrounding properties. • The visual aesthetics of the required improvement and its impact on community identity and character. • Environmental impacts including air quality and noise impacts. • Construction and right-of-way acquisition costs. • The impacts on general safety. • The impacts of the required construction phasing and traffic maintenance. • The impacts on quality of life as perceived by residents. • Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards. <p>Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.</p>	Y	N	N
<p>Policy 3.A.10. The County shall plan and implement a complete road network to serve the needs of local traffic. This road network shall include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently.</p>	Y	Y	N

Much of this network will be funded and/or constructed by new development.			
Policy 3.A.14. Placer County shall participate with other jurisdictions and Caltrans in the planning and programming of improvements to the State Highway system, in accordance with state and federal transportation planning and programming procedures, so as to maintain acceptable levels of service for Placer County residents on all State Highways in the County. Placer County shall participate with Caltrans and others to maintain adopted level of service (LOS) standards as follows: A. For State Highways 49, 65, and 267 Placer County's participation shall be in proportion to traffic impacts from its locally generated traffic.	Y	Y	N
TRPA Regional Plan			
GOAL LU-1: Restore, Maintain, and Improve the quality of the Lake Tahoe region for the visitors and residents of the region.	Y	P	N
Tahoe Basin Area Plan			
S-P-1 Pursue coverage removal projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to sites in high pollution loading catchments and SEZ lands.	Y	N	N
AQ-P-1 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for air quality improvement projects.	Y	N	N
AQ-P-4 Prioritize projects and services that reduce vehicle miles travelled (VMT) and support alternative modes of transportation.	Y	Y	N
SR-P-1 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for projects that improve scenic quality.	Y	N	N
SR-P-4 Protect and enhance existing scenic views and vistas.	Y	N	N
SR-P-7 Prioritize scenic improvement efforts at the gateways to Lake Tahoe in Tahoe City and Kings Beach.	Y	N	N
VEG-P-1 Pursue vegetation enhancement projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to disturbed sites with rare or threatened vegetation, in high pollution loading catchments, and in SEZs.	Y	N	N
N-P-1 Work with TRPA, Caltrans, Tahoe Area Regional Transit (TART), USFS, and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, continue to	Y	P	N

limit hours for construction and demolition work to reduce construction-related noises.			
LU-P-11 Address parking, transportation, water quality, public access, SEZ restoration, land coverage, and other issues affecting the Plan area through community-wide approaches that encourage redevelopment and maximize attainment of environmental thresholds.	Y	P	N
CD-P-3 Require landscaping with both private and public development projects. Protect existing trees of importance, size, age, and value to the maximum extent feasible with the goal of ensuring their long-term survival.	Y	N	N
T-P-2 Provide for sufficient capital improvements to meet the target for vehicle miles traveled (VMT) and greenhouse gas reductions.	Y	P	N
T-P-5 Consider traffic calming and noise reduction strategies (e.g., alternate truck routes, speed reductions on SR 28 and SR 89, entry features, highlighted pedestrian crosswalks, etc.) when designing transportation improvements.	Y	Y	N
T-P-10 Collaborate with Caltrans to develop adaptive traffic management strategies for peak traffic periods at Basin entry/exit routes of SR 267 and SR 89 which support the TRPA Regional Transportation Plan.	Y	Y	N
T-P-23 Create bicycle- and pedestrian-oriented facilities and street designs to provide safe travel throughout the Plan area.	Y	Y	N
T-P-32 Incorporate transit stops as well as bicycle and pedestrian facilities in roadway improvement projects.	P	P	N
T-P-34 Implement safety for pedestrian and bicycle routes and maximize visibility at bicycle, pedestrian, and vehicle conflict points through increased safety signage, sight distance and facility design.	Y	P	N
Regional Transportation Plan			
Policy 1.1: Accommodate the needs of all travelers by designing and operating roads to provide for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.	Y	P	N
Policy 1.5: Balance the needs of all roadway users when considering intersection improvements and impacts to level of service. Encourage implementing agencies to evaluate project design alternatives through methods other than and/or in addition to vehicular Level of Service (LOS) such as reduction in vehicle miles traveled (VMT), number of increased active transportation trips, Multi-Modal Level of Service (MMLOS) and Level of Traffic Stress (LTS).	Y	P	N

Tourism Master Plan			
<p>Goal: Get people where they want and need to go while reducing congestion and dependency on the private automobile through development and promotion of a multimodal transportation network.</p> <p>Objectives: Reduced congestion and improved traffic flow through short and long-range transportation infrastructure and circulation improvements including point-to-point shuttles to key destinations such as beaches, town centers, trailheads, parks and ski areas Convenient connections, circulation and pedestrian safety in commercial core areas, town centers and neighborhoods</p>	Y	P	N

Legend:

Y: Yes

N: No

P: Partial

2.2.1 Affected Environment

Future growth and development in the study area are guided by land use policies and programs set forth in numerous planning documents, as described in the following sections.

2.2.1.1 TRPA Regional Plan

The Lake Tahoe Region is under the jurisdiction of the TRPA and the Bi-State Tahoe Regional Planning Compact (Compact). TRPA was created to restore Lake Tahoe’s environment, which had been degraded by logging and development. The Compact requires that TRPA establish environmental threshold carrying capacities (Thresholds) defining the region’s environmental goals and implement a Regional Plan that will achieve and maintain the Thresholds over time. Since 1987, this strict Regional Plan has governed all activities in the basin.

The TRPA Regional Plan (TRPA 2019) is a regulatory framework that includes several initiatives and documents. The TRPA Regional Plan defines the Thresholds, which establish environmental standards for the Lake Tahoe Basin and indirectly defines the capacity of the region to accommodate additional land development. The EIP is intended to accelerate threshold attainment. There are nine threshold areas, five of which apply to the project as follows:

- **Air Quality:** Achieve strictest of federal, state, or regional standards for carbon monoxide, ozone, and particulates; increase visibility; reduce U.S. 50 traffic; and reduce vehicle miles traveled (VMT).

- Recreation: Preserve and enhance high-quality recreational experience. Preserve undeveloped shorezone and other natural areas and maintain a fair share of recreational capacity for the general public.
- Scenic Resources: Maintain or improve 1982 roadway and shoreline scenic travel route ratings, maintain or improve views of individual scenic resources, and maintain or improve quality of views from public outdoor recreation areas.
- Soil Conservation: Preserve natural stream environment zones (SEZ), restore 25 percent of disturbed urban SEZ areas (1,100 acres), and reduce total land coverage.
- Water Quality: Return the lake to 1960s water clarity and algal levels by reducing nutrient and sediment in surface runoff and groundwater.

2.2.1.2 Tahoe Basin Area Plan

The Area Plan is a component of the TRPA Regional Plan and considered part of the Placer County General Plan. The Area Plan and Implementing Regulations were adopted by the Placer County Board of Supervisors on December 6, 2016, and by the TRPA Governing Board on January 25, 2017. The Area Plan and Implementing Regulations replace all previous community plans, general plans, land use regulations, development standards and guidelines, and Plan Area Statements within the Lake Tahoe Basin. The planning area includes the portions of Placer County located within the Lake Tahoe Regional Planning area, including the north and west shores of Lake Tahoe.

The Area Plan's Land Use Plan is intended to restore the environment, enhance community character, and improve socio-economic conditions. Development is managed in accordance with the Regional Plan and the Threshold standards discussed above. The Land Use Plan promotes redevelopment of the built environment, multi-modal transportation options and enhanced economic conditions. Specifically, Kings Beach is designated as one of three "Town Centers" where environmental redevelopment is encouraged, and development transfers are incentivized.

Because TRPA's standards are generally stricter and more detailed than other state and County requirements, the Area Plan utilizes the Regional Plan and Code as its foundation. Goals and Policies in the Regional Plan are supplemented with more specific goals and policies in the Area Plan.

2.2.1.3 Regional Transportation Plan

Mobility 2035 is the Regional Transportation Plan for the Tahoe Metropolitan Planning Organization and serves as the transportation element of the Lake Tahoe Regional Plan. A primary goal of the Plan is to reduce dependency on the automobile by promoting redevelopment within Town Centers and enhancing facilities and services for walking, biking, and transit use.

The 2010 Lake Tahoe Region Bicycle and Pedestrian Plan (BPP) is the Bicycle and Pedestrian element for Mobility 2035. This element identifies planned bicycle and pedestrian improvements and enables the County and other implementing agencies to apply for funding assistance.

2.2.1.4 Linking Tahoe Active Transportation Plan

The Linking Tahoe Active Transportation Plan expands on the more general transportation goals set forth in the TRPA Regional Plan and the Regional Transportation Plan, Mobility 2035. Two policies are applicable to the project:

Policy 1.1: Accommodate the needs of all travelers by designing and operating roads to provide for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.

Policy 1.5: Balance the needs of all roadway users when considering intersection improvements and impacts to level of service. Encourage implementing agencies to evaluate project design alternatives through methods other than and/or in addition to vehicular Level of Service (LOS) such as reduction in VMT, number of increased active transportation trips, Multi-modal Level of Service and Level of Traffic Stress.

2.2.2 Environmental Consequences

Land-use impacts would occur if proposed project effects would either conflict with General Plan and Area Plan land use designations or zoning, or with applicable environmental plans and policies.

2.2.2.1 Project Level Impacts

Roundabout Alternative

Implementation of the Roundabout Alternative would convert the existing signalized intersection to a roundabout and reduce lanes, which would reduce traffic delay to level of service “B”, calm traffic, and improve safety for both vehicles and active transportation users. Bicycle and pedestrian improvements would increase connectivity to the Town Center and area recreation. The project would also construct water quality designed to increase stormwater filtration. The General Plan, TRPA Regional Plan, Tahoe Basin Area Plan, and Regional Transportation Plan goals and policies are aligned in promoting projects that help the Lake Tahoe Basin meet the Thresholds. This alternative is recognized as an EIP project that makes improvements on five of the seven Thresholds. This alternative is also consistent with the goals of the Linking Tahoe Active Transportation Plan by enhancing pedestrian and bicyclist safety and constructing intersection improvements that would increase safety and traffic delay within the study area. The Roundabout Alternative is consistent with planning goals and policies in local and regional plans and studies because the project aims to reduce

congestion, improve safety, encourage alternative transportation modes (pedestrian and bicycle), support recreation, and improve water quality.

Construction

Construction impacts of the Roundabout Alternative related to policy consistencies would be the same as described above under project-level impacts. This alternative would be consistent with the stated objectives of these jurisdictions.

Signal Alternative

The Signal Alternative would enhance the existing signalized intersection and reduce lanes, which would reduce traffic delay to level of service “C” and calm traffic. It would provide some improvement in safety for vehicles and active transportation users, although there would be no dedicated intersection accommodations, and there would be no pedestrian crossing on the east leg of the intersection. Bicycle and pedestrian improvements would increase connectivity to the Town Center and area recreation. The General Plan, TRPA Regional Plan, Tahoe Basin Area Plan, Regional Transportation Plan and Tourism Master Plan goals and policies are aligned in promoting projects that help the Lake Tahoe Basin meet the Thresholds. This alternative could be recognized as an EIP project that makes improvements on four of the nine Thresholds; there would be no water quality benefits because this alternative would increase impervious surfaces and would not construct water quality features. This alternative is also consistent with the goals of the Linking Tahoe Active Transportation Plan by enhancing pedestrian and bicyclist safety and constructing intersection improvements that would increase safety. However, this alternative would increase traffic delay within the study area which would be inconsistent with several policies many goals that aim to reduce congestion. The Signal Alternative is thus only partially consistent with planning goals and policies in local and regional plans and studies to improve safety, encourage alternative transportation modes (pedestrian and bicycle), and support recreation.

Construction

Construction impacts of the Signal Alternative related to policy consistencies would be the same as described above under project-level impacts. This alternative would be consistent with the stated objectives of these jurisdictions regarding construction.

No Build Alternative

The No Build Alternative would not improve safety or traffic operations in the study area, which is a primary route through Kings Beach. The No Build Alternative would not support achievement of the plans described above because congestion and delay would continue to worsen. No construction

would occur, so neither pedestrian and bicycle facilities nor water quality improvements would be provided.

2.2.3 Avoidance, Minimization, and/or Mitigation Measures

The project alignment for both build alternatives has been adjusted to fit within existing ROW where feasible, which helps to ensure consistency with state, regional, and local plans by minimizing land use conversion and avoiding impacts on sensitive resources. No avoidance, minimization, or mitigation measures are required.

2.3 Parks and Recreation

2.3.1 Affected Environment

There are a variety of existing private and public recreational resources in the vicinity of the project area, including beaches, golf courses, and open space recreation areas. The Snow Creek recreation area is adjacent to the western edge of the project boundary. There is an existing bike lane along SR 28 within the project area, but no established pedestrian facilities.

A small segment of the project area extends into the Old Brockway Golf Course property. The golf course extends north along SR 267 adjacent to the project area. The golf course is family owned and has been open since 1978. The course is 3,400 yards long and contains 9 holes. Residents and tourists must pay a green fee and reserve a tee time to use the course.

There are also four beaches accessible from the project area: Secline Beach, North Tahoe Beach, Heritage Cove, and Moondunes Beach. The beaches are open for public use and are main tourist attractions during the summer season. There is public parking available within designated parking lots and open space parking spots along the street.

The Area Plan identifies a multiagency effort to construct the Dollar Creek Shared Use Trail, an approximately 8-mile-long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Currently a paved, 10-foot-wide and 2.2-mile-long shared-use trail segment from near the intersection of Dollar Drive and SR 28 to the end of Fulton Crescent Drive has been approved, and another 2.5 mile segment extending northward is undergoing design and permitting. However, there are currently no off-road trails within the study area.

2.3.2 Regulatory Setting

2.3.2.1 U.S. Department of Transportation Act of 1966 Section 4(f)

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, applies only to the U.S. Department of Transportation and is implemented by the FHWA and the Federal Transit Administration through the 23 CFR 774.

Parks, recreation areas, and refuges are three common types of properties protected by Section 4(f). In order to qualify as a park, recreation area, or refuge under the statute, a property must meet all of the following criteria:

- It must be publicly owned.
- It must be open to the public (except in certain cases for refuges as highlighted in the sections below).
- Its major purpose must be for park, recreation, or refuge activities.
- It must be significant as a park, recreation area, or refuge.

2.3.2.2 California Public Park Preservation Act of 1971

This act provides that a public agency that acquires public parkland for non-park use must either pay compensation that is sufficient to acquire substantially equivalent substitute parkland or provide substitute parkland of comparable characteristics.

2.3.3 Environmental Consequences

2.3.3.1 Roundabout Alternative

The Roundabout Alternative is a transportation improvement project identified by the TRPA as a project, that once implemented, would help attain the recreation threshold by enhancing the existing trail network. It is identified by TRPA's EIP program for its beneficial contribution to recreation threshold attainment (Lake Tahoe Info 2020). The recreation threshold is to preserve and enhance high-quality recreational experience, preserve undeveloped shorezone and other natural areas, and maintain a fair share of recreational capacity for the general public. One of the primary elements of the EIP's Recreation Program is to develop a comprehensive trail network.

This alternative would require ROW acquisition from the golf course private property to construct the roundabout and relocate the stormwater basin. As a private property, the golf course is not a Section 4(f) property, and there are no other recreational properties, wildlife and waterfowl refuges,

or historic sites adjacent to the project site. The Roundabout Alternative would provide improved active transportation connections to existing recreational resources but does not include recreational facilities or require the construction or expansion of such facilities because the project does not influence population growth. Population growth is the main driver for an increase in use of existing neighborhood or regional parks. Because the Roundabout Alternative does not influence population growth, the project would not result in an increase in recreation use such that physical deterioration would occur. It would not use a Section 4(f) park or recreational facility subject to the Park Preservation Act. Additionally, because the TRPA has identified the Roundabout Alternative as a contributor to recreation Threshold attainment, effects are anticipated to be beneficial.

Construction

Most construction would occur outside of the existing intersection, and minimal road closures are anticipated. Access to Brassie Avenue, the golf course, and the park driveway west of the intersection would be maintained throughout construction.

2.3.3.2 Signal Alternative

The Signal Alternative would provide active transportation improvements similar to the Roundabout Alternative, although to a lesser extent. It would similarly be considered a transportation improvement project, that once implemented, would help attain the recreation threshold by enhancing the existing trail network. It would also likely be identified by TRPA's EIP program for its beneficial contribution to recreation threshold attainment by adding to a comprehensive trail network.

The Signal Alternative would require some ROW acquisition from the golf course private property to construct the right turn lane. The Signal Alternative would provide improved active transportation connections to existing recreational resources but does not include recreational facilities or require the construction or expansion of such facilities because the project does not influence population growth. Because the Signal Alternative does not influence population growth, the project would not result in an increase in recreation use such that physical deterioration would occur. It would not use a Section 4(f) park or recreational facility subject to the Park Preservation Act. The Signal Alternative would be a contributor to recreation threshold attainment; thus, effects are anticipated to be beneficial.

Construction

Most construction would occur outside of the existing intersection, and minimal road closures are anticipated. Access to Brassie Avenue, the golf course, and the park driveway west of the intersection would be maintained throughout construction.

2.3.3.3 No Build Alternative

The No Build Alternative would not make any changes in the project area and would have no effect on park and recreational facilities, including beneficial effects. No construction would occur.

2.3.4 Avoidance, Minimization, and/or Mitigation Measures

The project alignment for both build alternatives has been adjusted to fit within existing ROW where feasible, and neither requires acquisition of, or in any way affects, publicly owned park or recreational land. No avoidance, minimization, or mitigation measures are required.

Chapter 3 Growth

The growth impacts assessment examines the relationship of the project alternatives to future economic and population growth. Growth can lead to the need for additional housing and supporting infrastructure and services in a project area. The assessment focuses on the potential for a project to facilitate or accelerate growth beyond those contemplated in local development plans or identify if growth shifts from elsewhere in a region.

3.1 Affected Environment

Placer County has experienced a 6.7 percent population growth over the last 7 years. Between 2010 and 2017, Placer County grew from an estimated population of 350,048 to 374,985. However, most of the population growth has taken place in other incorporated cities within the county. Kings Beach's population decreased from 3,796 in 2010 to 2,824 at the end of 2017, a 25.6 percent decrease (California Department of Finance 2020).

As noted above, there has been very little private redevelopment in Kings Beach since TRPA implemented a strict growth control system under the Compact and Regional Plan. The system is designed to complement the region's development standards and improvement programs to achieve and maintain the TRPA Thresholds. Kings Beach is designated as one of three "Town Centers" where environmental redevelopment is encouraged, and development transfers are incentivized to reduce the environmental issues related to previous development. The community rigorously protects these plans and policies, evidenced by the lawsuits and lack of approval of development applications for projects that seek variances from the adopted plans and policies.

3.2 Environmental Consequences

3.2.1 Roundabout Alternative

The Roundabout Alternative would shift the SR 28/SR 267 intersection to the west and replace it with a four-leg hybrid roundabout. The roundabout would provide direct access to the Old Brockway Golf Course parking lot on Brassie Avenue and continue to provide access to existing uses. Accessibility to the businesses surrounding the roundabout would be slightly altered due to the intersection shift to the west; however, proposed modifications would not prohibit access to businesses or residences near the intersection. The improvements are expected to reduce delays, reduce speeds, and improve safety, none of which would have a measurable effect on vehicle trip patterns or travel behavior. While the improvements are intended to have a beneficial effect on a

scenic highway corridor and enhance the aesthetics of this intersection as a gateway to Kings Beach, the strict growth controls in the study area would manage development interests potentially caused by an increase in the attractiveness of this area. Additional lane capacity would not be created. Constructing a roundabout and intersection improvements would not provide new access to new areas or change accessibility in a way that would affect growth or land use change in the study area.

Because of the limited access options in the Lake Tahoe Basin, it is not anticipated that the improvements would make this intersection a more attractive travel option over other routes. Reducing delays could have a small effect on local traffic potentially using residential side streets to avoid the intersection now during peak times, which would be a beneficial effect for residential neighborhoods. Existing access would be maintained under this alternative, with improved access to Brassie Avenue. Land changes are limited to incorporating ROW to construct the roundabout and relocate the stormwater basin. Based on the Caltrans screening criteria, no additional analysis related to growth is required.

3.2.2 Signal Alternative

The Signal Alternative would enhance the existing signalized intersection and provide traffic calming and active transportation user improvements. Modifications would not prohibit access to businesses or residences near the intersection. The improvements are expected to reduce delays, reduce speeds, and improve safety, none of which would have a measurable effect on vehicle trip patterns or travel behavior. While the improvements are intended to have a beneficial effect on a scenic highway corridor and enhance the aesthetics of this intersection as a gateway to Kings Beach, the strict growth controls in the study area would mitigate any increase in the attractiveness of this area to development. Additional capacity would not be created. Constructing intersection improvements would not provide new access to new areas or change accessibility in a way that would affect growth or land use change in the study area.

Because of the limited access options in the Lake Tahoe Basin, it is not anticipated that the Signal Alternative improvements would make this intersection a more attractive travel option over other routes. Reducing delays could have a small effect on local traffic potentially using residential side streets to avoid the intersection now during peak times, which would be a beneficial effect for residential neighborhoods. Existing access would be maintained under this alternative, although access to Brassie Avenue, the tire shop, and North Tahoe Beach would be reduced. Land changes are limited to incorporating ROW to construct the turn lane. Based on the Caltrans screening criteria, no additional analysis related to growth is required.

3.2.3 No Build Alternative

The No Build Alternative would not cause growth because the proposed project would not be implemented. Access, travel times, and operations would not change within the study area.

3.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

Chapter 4 Community Character

This chapter describes the community character of the study area, including population and housing, economic conditions, community facilities, relocations and real property acquisition, and environmental justice. The chapter discusses the affected environment, environmental consequences, and avoidance, minimization, and/or mitigation measures for each of these components of community character.

4.1 Population and Housing

The American Community Survey 2014-2018 (5-year estimate) conducted by the U.S. Census Bureau was used to analyze population, demographic, economic, and housing within Kings Beach, Tahoe Vista, and Placer County (California Department of Finance 2020).

4.1.1 Affected Environment

4.1.1.1 Regional Population Characteristics

The Lake Tahoe Basin has sustained a decline in its permanent population base for many years (Placer County and TRPA 2017). The Area Plan population was 9,716 as of April 2010 according to the 2010 U.S. Census, a 20 percent decline from the 2000 population of 12,158. The loss of population is in large part due to a declining regional economy and a dramatic increase in residential home prices starting in 2001. Table 2 presents the population and race/ethnicity data for the communities of Kings Beach and nearby Tahoe Vista compared to Placer County as a whole.

Kings Beach experienced a 6 percent drop in population from 4,037 to 3,796 between 2000 and 2010. Tahoe Vista experienced an even larger 14.1 percent drop in population from 1,668 to 1,443 in the same period, while Placer County increased 40.27 percent from 248,399 to 348,432. The Kings Beach population has continued to decline another 24.3 percent since 2010, from 3,796 in 2010 to 2,833. Tahoe City had a lesser decline of 10.1 percent, while the County population increased 9.2 percent over the same period.

As shown in Table 2, non-Hispanic Whites are the largest racial/ethnic group (greater than 50 percent) within Kings Beach, Tahoe Vista, and Placer County. Hispanic/Latinx of any race make up the next largest group within Kings Beach, Tahoe Vista, and the County. Kings Beach contains a higher percent of Hispanic/Latinx residents (30.3 percent) compared to Tahoe Vista (26.5 percent), and the County (13.8 percent), but otherwise shows limited ethnic diversity.

Table 2. Population and Race/Ethnicity 2014-2018

	Kings Beach		Tahoe Vista		Placer County	
	Pop	%	Pop	%	Pop	%
Hispanic or Latinx (of any race)	857	30.3	341	26.5	52,498	13.8
White	1,910	67.4	947	73.5	278,380	73.2
Black or African American	0	0	0	0	5,868	1.5
Native American	0	0	0	0	1,244	0.3
Asian	0	0	0	0	27,196	7.2
Native Hawaiian/Pacific Islander	0	0	0	0	576	0.2
Other Race	0	0	0	0	403	0.1
Two or More Races	66	2.3	0	0	13,912	3.7
Total	2,833		1,288		380,777	
2010 Population	3,746		1,443		348,432	
Percent Change 2010 - 2018	-913	-24.3	-155	-10.1	32,345	+9.2

Source: California Department of Finance 2020

Table 3 identifies the percentage of persons with disabilities in Kings Beach, Tahoe Vista and the County. Transportation improvements that meet ADA requirements provide access particularly for those with hearing, vision, or ambulatory difficulties.

Table 3. Persons with Disabilities

Percentage of Population	Kings Beach	Tahoe Vista	Placer County
With a Disability	7.6 %	12%	10.5 %
With a Hearing Difficulty	3.5 %	4.2 %	3.5 %
With a Vision Difficulty	0	4.5 %	1.0 %
With a Cognitive Difficulty	1.8 %	1.8%	3.8 %
With an Ambulatory Difficulty	2.4 %	2.6 %	5.1 %

Source: California Department of Finance 2020

Age demographics identified in Table 4 reveal a large population of young adults, especially in the 25-34 years category (25.6 percent), followed by the 35-44 years category, with a lower percentage of children under 5 than Tahoe Vista or the County.

Table 4. Population by Age

Cohort	Kings Beach		Tahoe Vista		Placer County	
	<i>Total</i>	<i>%</i>	<i>Total</i>	<i>%</i>	<i>Total</i>	<i>%</i>
Male	1,554	54.9	666	51.7	185,511	48.8
Female	1,279	45.1	622	48.3	194,566	51.2
Under 5 years	51	1.8	85	6.6	20,325	5.3
5-9 years	273	9.6	84	6.5	25,051	6.6
10-14 years	198	7.0	91	7.1	24,540	6.5
15-19 years	45	1.6	22	1.7	24,399	6.4
20-24 years	46	1.6	67	5.2	20,279	5.3
25-34 years	724	25.6	361	28.0	41,834	11
35-44 years	491	17.3	114	8.9	48,667	12.8
45-54 years	299	10.6	70	5.4	52,916	13.9
55-59 years	191	6.7	66	5.1	26,116	6.9
60-64 years	206	7.3	201	15.6	24,851	6.5
65 and over	309	10.9	127	9.9	71,099	18.7

Source: California Department of Finance 2020

4.1.1.2 Neighborhoods/Communities/Community Character

The Area Plan Implementing Regulations identify residential, recreation, and conservation “SubDistricts” as shown on Figure 5. The project vicinity is largely composed of recreational uses, residential housing, and commercial businesses. Sub Districts surrounding the project area are identified as Woodvista Residential, Mixed-use Mountainside Town Center, Mixed-use Waterfront Recreation, and Mixed-use Residential.

Kings Beach is mainly an older rustic community located immediately west of the Nevada-California state line, with a predominately White and Hispanic/Latinx ethnic mix. While the buildings are older, 75 percent of the population is younger than age 54, with a low percentage of children under the age of 5. This also reflects the active, outdoor-activity focus of the area. The community has many small, local-serving businesses along SR 28 and near the SR 28/SR 267 intersection, and includes an elementary school, a fire station on SR 267, and a volunteer sheriff’s department. Kings Beach State Recreation Area, a 700-foot-long public access beach, is available to residents and visitors and is located off SR 28, with public parking and access near the intersection. Residents use both SR 28 and SR 267 to reach retail stores, medical services, and jobs located in the nearby cities of Incline Village, Tahoe City, and Truckee.

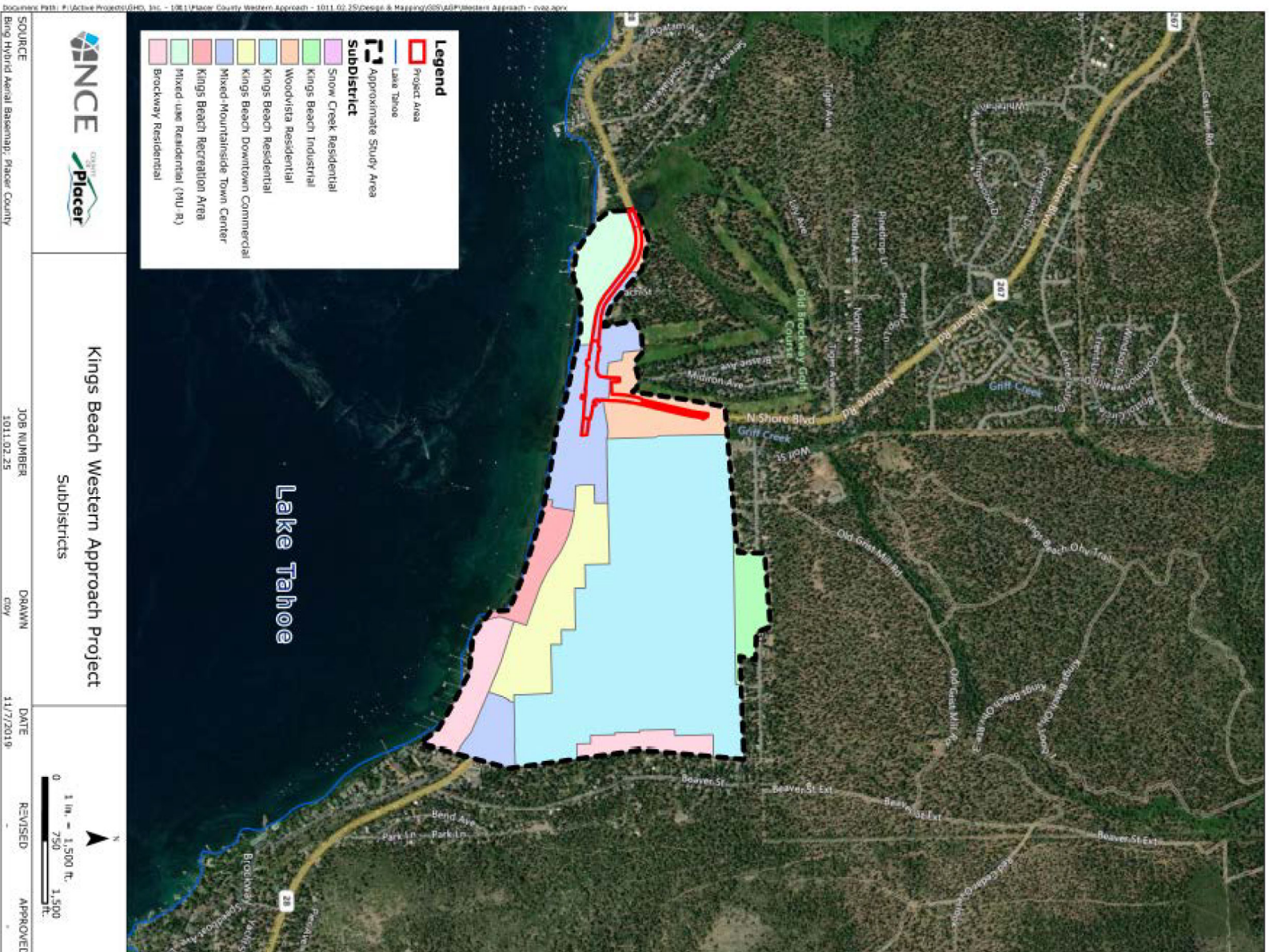


Figure 5. Sub Districts

Caltrans defines community cohesion as the degree to which residents have a sense of belonging to their neighborhood; a level of commitment of the residents of the community; or a strong attachment to neighbors, groups, or institutions, usually because of continued association over time. Physical barriers, such as major roadways or large open space areas, often delineate communities.

Within the study area, SR 28 and SR 267 serve as corridors that connect Kings Beach to surrounding communities and provide commercial access for residents and tourists. Where there are multiple lanes, such as in the area west of the intersection on SR 28, the roadway width can become a barrier that separates. Most homes and neighborhoods along these routes in the study area are located north of SR 28. Because existing bicycle trails and sidewalks are largely absent in the project area, residents of these neighborhoods generally use vehicles to reach commercial centers or homes along SR 28. The recent Complete Streets improvements along SR 28 east of the SR 28/SR 267 intersection has increased active transportation uses such as walking and cycling to reach local services.

Permanent residents tend to be invested in the community, and active in civic activities. Planning commission meetings and workshops are often attended by large numbers of community members, and petitions are gathered with thousands of signatures; this indicates strong community cohesion around local issues in Kings Beach.

4.1.1.3 Housing

The study area lies within the northern edge of the Lake Tahoe Basin with a high seasonal tourist population. The housing in the study area consists of units listed as vacant (49.6 percent) that are used by tourists visiting the area. There are several hotels located to the east and west of SR 28.

Some single-family and multi-family housing is located along the project boundary to the north and west. Table 5 presents housing characteristics in the County and Kings Beach. Kings Beach has a lower percentage of owner-occupied units (53.4 percent) and a higher percentage of renter-occupied units (43.7 percent) than Tahoe Vista and the County. The data reflect that the area is a high tourist destination within the Lake Tahoe Basin.

Current sales prices range from \$500,000 to over \$4 million, with seven homes in the \$699,000 to \$1 million range, three from 1 to 1.5 million, three from \$1.5 to \$2 million, and three over \$2 million (Zillow.com, June 2020).

Table 5. Housing Data

	Kings Beach	Tahoe Vista	Placer County
Total Units	2,358	1,574	161,846
Occupied Units	1,189	493	140,661
Percentage of Occupied Units	50.4	31.3	86.9
Vacant Units	1,169	1,081	21,185
Percentage of Vacant Units	49.6	68.7	13.1
Owner-occupied	670	306	100,700
Percentage of Owner-occupied	56.3	62.1	71.6
Renter-occupied	519	187	39,961
Percentage of Renter-occupied	43.7	37.9	28.4

Source: California Department of Finance 2020

4.1.2 Environmental Consequences

4.1.2.1 Regional Population Characteristics

Roundabout Alternative

The Roundabout Alternative would not increase lane capacity or affect population growth. Whereas no land use changes would occur, this alternative would not result in any changes to population or ethnic diversity in the study area. The area is currently oriented towards outdoor activities, reflected in the resident age distribution, and the proposed active transportation improvements are consistent with meeting the needs of this demographic.

Construction

Construction of this alternative could have a temporary, minor effect on daytime worker populations during the construction period, which would occur over two summer seasons. Some workers from out of the area could choose to use local tourist rentals during the construction period. This would be a minor and temporary change in local population, consistent with the summer tourism season.

Signal Alternative

The Signal Alternative would not increase lane capacity or affect population growth. Whereas no land use changes would occur, this alternative would not result in any changes to population or ethnic diversity in the study area. The area is currently oriented towards outdoor activities, reflected in the resident age distribution, and the proposed active transportation improvements are consistent with meeting the needs of this demographic.

Construction

Construction of this alternative could have a temporary, minor effect on daytime worker populations during the construction period, which would occur over two summer seasons. Some workers from out of the area could choose to use local tourist rentals during the construction period. This would be a minor and temporary change in local population, consistent with the summer tourism season.

No Build Alternative

There would be no changes to regional population characteristics under the No Build Alternative because there would be no improvements implemented to the SR 28/SR 267 intersection.

4.1.2.2 Neighborhoods/Communities/Community Character

Roundabout Alternative

The Roundabout Alternative would not adversely change the character of the study area, which is already an urban area with a congested SR 28/SR 267 intersection. The roundabout would visually alter the intersection from a signal-controlled intersection with five lanes to a roundabout with three lanes, a landscaped/hardscaped central island, a splitter island, and buffers between the sidewalk and roadway; this would be considered a beneficial effect on community character by creating an aesthetically enhanced entrance, or gateway, into Kings Beach, consistent with adopted plans and policies. The SR 28 roadway would be slightly narrowed and include bike lanes, pedestrian cross walks, and sidewalks, which would serve to reduce the existing physical barrier that separates the opposite sides of the commercial strip from the surrounding neighborhoods. The reduction in lanes would reduce current barriers for mobility impaired pedestrians. Circulation and quality of life would improve under the Roundabout Alternative due to the reduction in congestion and active transportation improvements. Indirect impacts to community cohesion are also unlikely to occur. Existing access would not change, nor would access to any community services be curtailed.

Construction

Construction of this alternative would have a temporary visual effect on community character during the construction period, which would occur over two summer seasons. Access would be maintained to all properties throughout the construction period; thus, the effect would be minor and temporary.

Signal Alternative

The Signal Alternative would not change the character of the area because it is already an urban area with a congested SR 28/SR 267 intersection. Minor visual changes would occur with the addition of turn lanes and streetscape improvements. The SR 28 roadway would be slightly narrowed and include bike lanes, pedestrian cross walks, and sidewalks, which would serve to reduce the existing

physical barrier that separates the opposite sides of the commercial strip from the surrounding neighborhoods. The reduction in lanes would reduce current barriers for mobility impaired pedestrians. Indirect impacts to community cohesion are also unlikely to occur. Existing access would not change, nor would access to any community services be curtailed. However, this alternative would also increase congestion over existing conditions.

Construction

Construction of this alternative would have a temporary visual effect on community character during the construction period, which would occur over two summer seasons. Access would be maintained to all properties throughout the construction period; thus, the effect would be minor and temporary.

No Build Alternative

There would be no changes to neighborhoods, communities, or community character under the No Build Alternative because there would be changes or improvements within the study area.

4.1.2.3 Housing

Roundabout Alternative

The Roundabout Alternative would require right of way acquisitions and a partial golf course property acquisition to shift the intersection to the west and construct the roundabout, but these are minor in scope. No right of way acquisitions are required beyond those identified in Section 4.4 below (see Figure 6); only temporary construction easements would be required for sidewalk construction. None of the partial acquisitions would remove or displace housing. No residential displacements or relocation would occur for this alternative. The project does not propose any removal or construction of features which would result in displacement of persons and would therefore not require construction or replacement housing elsewhere.

Construction

Construction of this alternative would maintain access to housing throughout the construction period.

Signal Alternative

The Signal Alternative would require right of way acquisitions and a partial property acquisition to provide the right turn lane and ROW improvements, but these are fairly minor in scope. None of the partial acquisitions would remove or displace housing. No residential displacements or relocation would occur for this alternative. The project does not propose any removal or construction of

features which would result in displacement of persons and would therefore not require construction or replacement housing elsewhere.

Construction

Construction of this alternative would maintain access to housing throughout the construction period.

No Build Alternative

There would be no changes to housing under the No Build Alternative because no construction would take place.

4.1.3 Avoidance, Minimization, and/or Mitigation Measures

Neither of the build alternatives would have an effect on community character. No avoidance, minimization, or mitigation measures are required.

4.2 Economic Conditions

4.2.1 Affected Environment

The Area Plan documents that the study area is experiencing socioeconomic change, including job reductions, home price increases and a diminished full-time population. The strict environmental protections implemented through the 1987 Regional Plan have improved the environment, but increased business operating costs and the cost of housing. The fulltime population has declined, as documented in the previous section, and business activity has been shifting to communities outside the Lake Tahoe Region. The 2012 Regional Plan update and the 2017 Area Plan focus on achieving TRPA’s Environmental Threshold Standards in a way that supports a healthy economy and social fabric. Promoting redevelopment and revitalization is a central strategy for environmental and socioeconomic improvement.

4.2.1.1 Regional Economy

Tourism represents the key financial driver of the Lake Tahoe Basin for the region, providing more than half of employment and income. To support tourism, one of the five goals of the Tourism Master Plan is to “Get people where they want and need to go while reducing congestion and dependency on the private automobile through development and promotion of a multimodal transportation network” (Placer County 2015). Annually, visitors spend over \$500 million in North Lake Tahoe. Over 60 percent of employment and 51 percent of all earnings can be attributed to

tourism. The main job sectors in Kings Beach have been health, retail, food services, and recreation to serve both visitors and residents.

Kings Beach has more employed residents than it does employment opportunities, signifying that Kings Beach residents travel to other areas to work (Placer County and TRPA 2017). Only 24.6 percent of the estimated workforce work where they live, while 75.4 percent travel outside Kings Beach to work. In 2011, only five percent of employed Kings Beach residents actually worked in Kings Beach, which was down from 13 percent in 2002. In 2010, approximately 87 percent of jobs on the north shore were filled by workers from outside the Region and it was estimated that approximately 49 percent of workers throughout the Lake Tahoe Basin commute 50 miles or more to work (Placer County and TRPA 2017). Many of these workers travel from surrounding foothill communities along the I-80 corridor and as far as Reno or Sacramento through Truckee, or from Carson City.

It is unclear, however, whether this older data has relevance in 2020 and moving forward. The COVID-19 pandemic's impact on the regional economy is unknown currently. State "shelter at home" orders in place from March 12 through June 12 severely limited key income sources from sales and transient occupancy taxes, with sales tax receipts the most effected. While the County is reopening, the willingness of people to emerge and pick up economic activities is still a question. Physical distancing and a requirement to wear masks in public, or even outside of enclosed offices, continues to limit interactions for the foreseeable future. Many employers are allowing telecommuting to continue indefinitely, with some even closing offices for a permanent shift. This affects commercial leasing and retail and services income around those office spaces.

The proposed County 2020-2021 budget, while reflecting a 1.6 percent reduction from the previous year, specifically does not address the pandemic. "Neither revenues nor expenditures in the Recommended Budget have been adjusted for impacts related to the COVID-19 pandemic and associated stay-at-home orders. The County is continuing to collect information and will stay abreast of developments related to the pandemic and their potential impacts to the county's fiscal position. The County will monitor traditional revenue sources, and any new sources of funding such as that provided by the CARES Act, as well as expenditures, and recommend budget adjustments as needed throughout the next fiscal year." (Placer County 2020).

4.2.1.2 Employment and Income

The American Community Survey 2014-2018 (5-year estimate) conducted by the U.S. Census Bureau was used to analyze total labor force, unemployment, income, and poverty within Kings Beach, Tahoe Vista, Placer County and California.

According to U.S. Census, the total 2018 civilian labor force in Kings Beach was 1,726, down from 1,870 in 2017. As shown in Table 6, Kings Beach has a higher percent of families that fall below the poverty level, even though the 2018 unemployment rate was significantly lower than Placer County or California. The 2018 median household income for Kings Beach was \$45,208, which was roughly half as much as the average household income in Placer County. This could reflect the number of lower paying tourism service-related jobs in the Lake Tahoe Basin. The 2018 poverty guideline identified by the U.S. Department of Health and Human Services is a \$25,100 annual income for a household of four (U.S. Department of Health and Human Services 2016).

Most recently due to the pandemic, County unemployment jumped from 2.7 percent in December 2019 to 13.3 percent in April 2020, compared to California’s overall rate of 15.5 percent (FRED 2020). No updated employment numbers are available for Kings Beach at this time, but with the shutdown of casinos and service retail, the 2018 data could indicate Kings Beach may be more adversely affected than the county at large.

The COVID-19 pandemic has resulted in a strong shift towards telecommuting and buying local. Some of these changes will be temporary, but the longer the pandemic lasts, the more permanent these shifts may become. Already many employers are allowing workers to telecommute indefinitely, and in some cases permanently. The Lake Tahoe Basin may see shifts in demographics and the economy as businesses, residents and visitors adjust to this new reality.

Table 6. Labor and Income

	Kings Beach	Tahoe Vista	Placer County	California
Total Labor Force	1,726	778	183,544	19,758,291
Labor Force	75.1	76.5	60.2	63.5
Employment Rate	73.7	75.7	56.9	60.0
Unemployment Rate-2018	1.9	1.0	4.9	6.7
<i>Unemployment Rate-April 2020</i>	<i>Unknown</i>	<i>Unknown</i>	13.3	15.5
Poverty Rate-Families	11.5	8.6	5.7	10.4
Poverty Rate-All People	11.8	10.8	8.0	14.3
Total Households	1,189	493	144,691	13,072,122
Average household size (1/1/20)	2.38	2.61	2.68	2.69
Median Household Income	\$45,208	\$71,094	\$84,357	\$75,277

Source: California Department of Finance 2020; FRED 2020.

4.2.1.3 Business Activity

The study area includes a variety of smaller scale commercial and local businesses that serve residents and tourists in the area. Commercial uses immediately adjacent to the project area include

an automotive repair shop, private golf course, gas station/liquor store, various restaurants, hotels, vacation rentals, beach club, and grocery store. Further east outside of the project limit are multiple hotels, retail stores, and restaurants.

4.2.1.4 Fiscal Conditions

Property values in the Kings Beach area were rising quickly at the end of 2019 but appearing to be trending back to mid-2019 values since the onset of the pandemic. Because Kings Beach is an unincorporated community, there is no available fiscal data for the area. The proposed project would not displace housing or businesses, but some land would be acquired for ROW for either build alternative.

4.2.2 Environmental Consequences

4.2.2.1 Regional Economy

Roundabout Alternative

The Roundabout Alternative would extend Complete Streets improvements from the Town Center through the SR 28/SR 267 intersection, improving the visual gateway to Kings Beach while reducing congestion, improving active transportation facilities for walking and biking, and increasing safety for residents and visitors. In this way the project would have a direct beneficial effect on the regional economy.

It is also important to note that the COVID-19 pandemic is significantly changing the ways people live, work, play, and move around communities. Most of the public space in communities has traditionally been oriented around cars. Streets lack bike lanes, and sidewalks are often too narrow to keep a six-foot distance, if even available. This is the case in the project area. While plans and policies have promoted active transportation use, the pandemic has been driving a new desire to be in outdoor spaces and connect to nature. This may draw more people to visit the area for the unique Lake Tahoe environment. The Roundabout Alternative could have a beneficial effect on the regional economy by increasing active transportation facilities and user safety consistent with these trends.

The indirect societal costs for the roundabout are approximately \$7.7 million less than the signal alternative (GHD, 2020). This huge savings to the public comes from less intense and frequency of collisions as well as saving in delay and fuel/emissions costs.

Construction

A large portion of the roundabout is able to be constructed outside of the existing intersection. Minimal roadway closures are anticipated for this alternative, and therefore minimal impact on

business access is anticipated. While this could have a local fiscal effect, the impact on the regional economy would be negligible. Regional construction jobs would be generated.

Signal Alternative

The Signal Alternative would extend the recent Complete Streets improvements from the Town Center through the SR 28/SR 267 intersection. The intersection improvements would be more limited, reducing only some of the existing safety issues, and provide some visual enhancements to this gateway to Kings Beach. The streetscape improvements would be similar to the Roundabout Alternative and would improve active transportation facilities for walking and biking and increase safety for residents and visitors. In this way the Signal Alternative would also have a beneficial effect on the regional economy and be consistent with recent trends. However, this alternative would also increase congestion over existing conditions, which would not meet the purpose and need for the project. Congestion can result in inconvenience that discourages visitors and reduces access to local businesses and the value of the area for tourism, and therefore could offset the potential benefits for the regional economy.

The indirect societal costs for the Signal Alternative are approximately \$7.7 million more than the signal alternative (GHD, 2020). This additional cost to the public comes from more intense and frequent collisions as well as additional delay, fuel/emissions, and maintenance costs.

Construction

Lane closures are expected to be required for construction of the Signal Alternative. This could impact access to local businesses, reducing business and sales tax receipts during certain periods. While this could have a local fiscal effect, the impact on the regional economy would be negligible.

No Build Alternative

There would no changes to the regional economy under the No Build Alternative because the proposed project would not be implemented. Existing businesses and tourism in the study area would not be affected by construction. However, continued traffic congestion and lack of bicycle lanes and safe pedestrian facilities could reduce access to local businesses and encourage residents and tourists to travel around to other locations with easier access. In addition, the cost to the public from collisions as well as additional delay, fuel/emissions and maintenance costs being experienced at this intersection would continue to adversely affect the County. As the pandemic's physical distancing requirements incentivizes more outdoor activities and active transportation use, the continued lack of facilities in the area could contribute to depressed economic activity.

4.2.2.2 Employment and Income

Roundabout Alternative

It is unknown whether local residents would be employed for project construction. Construction may create temporary new jobs within the community. Construction workers may also generate additional sales revenue in the community by spending in the local economy.

Construction

A large portion of the roundabout would be constructed outside of the existing intersection. Minimal roadway closures are anticipated for this alternative, and therefore minimal impact on business access and traffic delay is anticipated. Therefore, the potential for business disruptions and loss of employment and income is expected to be minor.

Signal Alternative

It is unknown whether local residents would be employed for project construction. Construction may create temporary new jobs within the community; construction is less involved for this alternative, thus fewer jobs would be created. Construction workers may also generate additional sales revenue in the community by spending in the local economy. This increase may be offset, however, if construction activities result in inconvenience and disruptions that discourage visitors as closures along portions of these routes cause increased congestion, longer travel times, isolation of certain areas and frustration among travelers.

Construction

Lane closures are expected to be required for construction of the Signal Alternative. Lane closures can result in inconvenience and disruptions that discourage visitors. This could impact access to local businesses, reducing business and sales tax receipts during certain periods, which could result in reduced employment and income.

No Build Alternative

There would be no direct effect on employment or income for the No Build Alternative because the proposed project would not be constructed; thus, no construction jobs would be created, and no construction would disrupt access to businesses. However, continued traffic congestion and lack of bicycle lanes and safe pedestrian facilities could reduce access to local businesses and encourage residents and tourists to travel around to other locations with easier access. Continued lack of adequate active transportation facilities in the area could contribute to depressed economic activity.

4.2.2.3 Business Activity

Roundabout Alternative

The Roundabout Alternative is not expected to negatively affect business activity within the vicinity. This alternative is anticipated to have a beneficial effect upon local businesses upon completion as it enhances aesthetics at a key entry point to Kings Beach, improves access to the Old Brockway Golf Course, reduces congestion, and increases access and safety for both resident and visitor active transportation users.

Construction

A large portion of the roundabout would be constructed outside of the existing intersection. Minimal roadway closures are anticipated for this alternative, and therefore minimal impact on business access and traffic delay is anticipated. Therefore, the potential for business disruptions and reduction in business activity during construction is expected to be minor.

Signal Alternative

The Signal Alternative would not result in the displacement or relocation of any businesses. The signal alternative would keep a similar footprint with extensions to some turn pockets.

However, these extensions would require Brassie Avenue and the North Tahoe Beach property to be restricted to right-in/right-out only. This would require traffic that typically accesses the golf course via Brassie Avenue to use alternate residential streets to get to and from the golf course. The North Tahoe Beach property provides parking for a variety of recreational activities and this alternative would restrict access to only westbound traffic. Eastbound SR 28 traffic would be required continue east until it was possible to make a legal U-turn; there is no accommodation for a U-turn within the project limits. The businesses to the northeast would be restricted to right-in/right-out movements only for both the driveway on SR 28 and the driveway on SR 267. These access limitations could reduce business activity for these uses.

For other businesses in the area, this alternative is anticipated to have a beneficial effect since it would also enhance aesthetics at a key entry point to Kings Beach and increase access and safety for both resident and visitor active transportation users. However, this alternative would also increase congestion over existing conditions, which would not meet the purpose and need for the project. Congestion can result in inconvenience that discourages visitors and reduces access to local businesses and could result in a decrease in business receipts for Kings Beach businesses.

Construction

Lane closures are expected to be required for construction of the Signal Alternative. Lane closures can result in inconvenience and disruptions that discourage visitors. This could impact access to local businesses, reducing business and sales tax receipts during certain periods, which could result in reduced employment and income. Therefore, the potential for business disruptions and reduction in business activity during construction could occur.

No Build Alternative

There would be no direct effect on business activity for the No Build Alternative because the proposed project would not be constructed. However, continued traffic congestion and lack of bicycle lanes and safe pedestrian facilities could reduce access to local businesses and encourage residents and tourists to travel around to other locations with easier access. Continued lack of adequate active transportation facilities in the area could contribute to depressed economic activity.

4.2.2.4 Fiscal Conditions

Roundabout Alternative

The improvements proposed in the Roundabout Alternative would not result in the displacement or relocation of any businesses. The Roundabout Alternative requires ROW acquisition from the Old Brockway Golf Course for a portion of the roundabout and relocation of the stormwater basin. The total amount of ROW acquisition would be approximately 25,000 sf, or 0.57 acres of the 48.87-acre golf course. The area for acquisition represents less than 1.2 percent of the golf course property and has no effect on golf course operations, and therefore would have a minimal effect on County tax receipts.

The Roundabout Alternative would improve direct access to Brassie Avenue, which could improve the property's value and offset any property tax reductions. The southern portion of Brassie Avenue would be incorporated into the roundabout, improving access to the golf course. Residents and tourists would be able to access the golf course by taking the northwest exit that would take them onto Brassie Avenue. One driveway for the Sierra's Tire and Automotive Shop would also be removed and relocated north of the existing driveway; an access driveway located east on SR 28 would not be affected. Thus, there would be no effect on business operations.

The roundabout has been designed with a larger inscribed circle diameter so that snow removal equipment can easily traverse the circulatory roadway in one smooth circular motion. Additionally, during discussion with Caltrans maintenance it was determined the snow removal operations are divided at the intersection and the routes for the snow removal crews terminate at the intersection. The roundabout alternative will allow snow removal equipment to easily make a U-turn and plow

the other direction of travel. The proposed central island, shorter and wider splitter islands, and more striping and landscaping would allow more snow storage. Therefore, no additional snow maintenance costs would be anticipated.

The Roundabout Alternative would have low operation and maintenance costs that are limited to power street lighting, estimated at \$250/year. These values are typical industry averages and could potentially adjusted to local data, if available (GHD 2020).

Construction

As noted above, minimal roadway closures are anticipated for this alternative, and therefore minimal impact on business access and traffic delay is anticipated. Therefore, the potential for business disruptions and therefore a reduction in County tax receipts during construction is expected to be minor.

Signal Alternative

The Signal Alternative would not result in the displacement or relocation of any businesses. The signal alternative would keep a similar footprint with extensions to some turn pockets.

However, these extensions would require Brassie Avenue and the North Tahoe Beach property to be restricted to right-in/right-out only. This would require traffic that typically accesses the golf course via Brassie Avenue to use alternate residential streets to get to and from the golf course. The North Tahoe Beach property provides parking for a variety of recreational activities and this alternative would restrict access to only westbound traffic. Eastbound SR 28 traffic would be required continue east until it was possible to make a legal U-turn; there is no accommodation for a U-turn within the project limits. The businesses to the northeast would be restricted to right-in/right-out movements only for both the driveway on SR 28 and the driveway on SR 267. These access limitations could reduce business for these uses, and therefore reduce County tax receipts.

For other businesses in the area, this alternative is anticipated to have a small beneficial effect since it would also enhance aesthetics at a key entry point to Kings Beach and increase access and safety for both resident and visitor active transportation users. However, this alternative would also increase congestion over existing conditions, which would not meet the purpose and need for the project. Congestion can result in inconvenience that discourages visitors and reduces access to local businesses. This could reduce business activity, and therefore reduce local tax receipts.

The Signal Alternative was designed to accommodate snow removal efforts by making the lane reductions using pavement delineation only. This allows snow removal equipment to operate as they do with the existing signal. However, there could be some reduction from the existing conditions as

the two-way left turn lane is being reduced in the area, thus this alternative could result in a small increase in maintenance costs related to snow removal.

The estimated operation and maintenance costs for a traffic signal include providing power service to the signal and street lighting (\$600/year), signal retiming (\$500/year), and signal maintenance for power outages/new detector loops/etc. (\$10,000/year). This would be a significantly higher annual cost to the County than the Roundabout Alternative.

Construction

Lane closures are expected to be required for construction of the Signal Alternative. Lane closures can result in inconvenience and disruptions that discourage visitors. This could impact access to local businesses, reducing business and sales tax receipts during certain periods, which could result in reduced employment and income. Therefore, business disruptions and reduction in County tax receipts during construction over two summer seasons could occur.

No Build Alternative

There would be no direct effect on business activity for the No Build Alternative because the proposed project would not be constructed. However, continued traffic congestion and lack of bicycle lanes and safe pedestrian facilities could reduce access to local businesses and encourage residents and tourists to travel around to other locations with easier access. Continued lack of adequate active transportation facilities in the area could contribute to depressed economic activity, which could result in a reduction in County tax receipts

4.2.3 Avoidance, Minimization, and/or Mitigation Measures

Any acquisitions and compensation to property owners would occur consistent with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended. No other avoidance, minimization, or mitigation measures are required for ROW acquisitions and easements.

4.2.3.1 Project Design Features

The project will reconstruct driveways, as needed, and replace fencing, landscaping, and signage displaced and disturbed by project construction activities.

4.2.3.2 Construction Controls

Caltrans will develop a Project-level Traffic Management Plan (TMP) before construction of the project. The TMP will include construction restrictions, requirements, and definitions that will apply to the contractor(s) based on the type of work. In general, the project-level TMP would develop

strategies for public and motorist information, incident management, construction, demand management, and alternate routes. It may require, restrict, or define elements of the following:

- Construction requirements and restrictions to minimize traffic delays and maximize safety
- Lane closure timing and charts
- Master construction schedule
- Traffic operation systems
- Emergency vehicle access
- Bicycle and pedestrian access
- Temporary detours through the construction zone for pedestrian and recreational areas, as necessary
- Limiting construction hours with traffic control
- Standard contract specification for access to a property, driveway, or access road
- Notification before construction affecting property access
- Coordination with local and state agencies, staging of various worksites, and size of construction efforts

4.3 Community Services and Utilities

4.3.1 Affected Environment

4.3.1.1 Community Facilities

There are numerous community services located throughout Kings Beach, all east of SR 267 and north of SR 28, including the North Tahoe Family Resource Center, and the Boys and Girls Club of North Tahoe. Kings Beach Elementary School is located approximately 0.4 miles northeast of the project area, and Kings Beach Headstart Preschool is located north of Dolly Varden Avenue. There are two medical clinics, but the closest hospital is 14 miles north in Truckee.

4.3.1.2 Emergency Services

The Placer County Sheriff's Office provides 24/7 patrol coverage and search and rescue operations within the study area. It is comprised of 48 full-time employees commanded by a Sheriff's Captain. They provide boat patrol for the largest portion of Lake Tahoe and rescue and recovery for both swiftwater and underwater operations when needed. The Sheriff's office is located at 2501 North Lake Blvd, approximately 7.2 miles from the SR 28 and SR 267 intersection.

The North Tahoe Fire Protection District (NTFPD) provides fire and life safety, rescue and emergency medical service, and fire prevention to the study area. NTFPD is comprised of 7 stations that are located throughout North Tahoe. Station 52 is adjacent to the proposed project area north of the intersection. Station 52 is located at 288 North Shore Boulevard, adjacent to the project area.

SR 267 is a primary access route to and from the Kings Beach area and has been identified in the Emergency Preparedness and Evacuation Guide by North Tahoe Fire Protection District and Meeks Bay Fire Protection District in coordination with Cal Fire. In the event of an emergency, SR 267 could be turned into a one-way roadway that would take the southbound lane and contraflow travel to the north providing two lanes northbound

4.3.1.3 Utilities

SR 28 and SR 267 serve as the alignment for utilities that service the North Tahoe Kings Beach area. These utilities include fiber optic and telephone, television, electric, gas, water, and sanitary sewer. All utilities within the area are underground. An existing stormwater basin is located on the golf course private property.

Water and sewer services in Kings Beach are provided by North Tahoe Public Utility District (NTPUD). NTPUD serves 5,524 sewer connections and 3,828 metered water connections. The district service areas include the communities in Kings Beach, Tahoe Vista, Brockway Vista, Carnelian Bay, Cedar Flat and Agate Bay.

Solid waste services for Kings Beach are provided by Waste Management-Incline Village, and electric and natural gas services in North Lake Tahoe, including the study area, is provided by Liberty Utilities.

4.3.2 Environmental Consequences

4.3.2.1 Community Services

The project would not displace housing or induce growth that would result in a change in demand for community services, as discussed in Section 3.1 above. Therefore, no impact would occur for either build alternative or the No Build alternative.

4.3.2.2 Emergency Services

Roundabout Alternative

The Roundabout Alternative would construct pedestrian and bicycle features, a new sidewalk along SR 267, and would restripe SR 28 lanes to improve traffic delay, transportation connectivity, and

safety within the area. The Roundabout Alternative provides would significantly reduce the number of conflict points between vehicles as the exposure to risk is significantly reduced at roundabout intersections (GHD 2020). Safety improvements expected to have a beneficial impact on emergency calls to the area by reducing vehicle/vehicle, vehicle/pedestrian, and vehicle/bicycle conflicts. In addition, emergency response times are anticipated to be shorter (faster) than they are in the current condition because this alternative will experience less queuing and delays compared to the existing signal and the signal alternative.

During an emergency situation that requires evacuation of Kings Beach and the surrounding areas, the roundabout could accommodate a contraflow condition to feed SR 267. This would be achieved by channelizing westbound traffic to only make right turns to northbound SR 267. The eastbound traffic could be diverted to the westbound lane before the splitter island on the north side of the roundabout. The eastbound traffic could become contraflow through the roundabout and exit the roundabout into the southbound lane of SR 267 where they would travel northbound in the southbound lane. Brassie Avenue would be closed south of the golf course and vehicles could travel north to Tiger Way to SR 267 north of the project location.

Construction

During construction, the Roundabout Alternative may have a negligible temporary increase in emergency services demand to protect construction equipment or personnel. There are adequate fire and police services to protect the construction sites and construction workers without affecting emergency service ratios, response times, or other performance objectives.

Signal Alternative

With the signal alternative, emergency response times are anticipated to be longer (slower) than they are in the current condition. This is because this alternative will experience more queuing and delays compared to the existing conditions, resulting in slower response times.

With this alternative, the westbound traffic would be restricted to right turns only and vehicles could travel northbound in the existing northbound travel lane. The eastbound traffic could be restricted to only left turns at the intersection of SR 28/SR 267 and could be diverted to the southbound lane of SR 267. Due to the restricted access, Brassie Avenue could be required to use the same detour as the roundabout alternative and use Tiger Way to access SR 267. Additionally, the signal could be placed into flashing red mode. This would inform drivers that the intersection needs to be treated as a four-way stop controlled intersection. The flashing red is likely to slow progress and evacuation times due to the driver confusion.

Construction

During construction, the Signal Alternative may have a negligible temporary increase in emergency services demand to protect construction equipment or personnel. There are adequate fire and police services to protect the construction sites and construction workers without affecting emergency service ratios, response times, or other performance objectives.

4.3.2.3 No Build Alternative

The project area experiences high traffic delay and accidents between pedestrians, bicyclist and motorists. These circumstances are likely to increase and worsen over time under the No Build Alternative.

4.3.2.4 Utilities

Roundabout Alternative

Energy. LED lamps for new lighting would be used so no significant increase in electrical demand is anticipated.

Water. The Roundabout Alternative would have a minor effect on water supplies. The project may require limited permanent water to ensure the establishment of native plants; once established; the plans would need little or no irrigation. The NTPUD is anticipated to have sufficient water to meet the minor irrigation water needs of the project.

Stormwater. On the existing private golf course property on the northwest corner of the intersection there is an existing manmade stormwater facility that will be impacted due to the realignment of the intersection. The PDT has identified a location adjacent to the existing facility where a new stormwater basin can be constructed to replace the impacted facility. This alternative provides opportunities to install additional water quality/low impact development components within the various areas of the roundabout including but not limited to, the landscape butters between the sidewalk and circulatory roadway, in the splitter islands, and in the central island. These stormwater infiltration features, such as a stormwater basin and landscape infiltration areas, may have a beneficial effect on the existing stormwater drainage system by increasing opportunities for infiltration and stormwater retention within the project area.

Construction

Utility relocations. To the maximum extent possible, the project would be designed to avoid utility relocations. The cable TV, sewer, water and gas lines are not anticipated to be relocated. However, the Roundabout Alternative would require several utility relocations within SR 28 and SR 267 during construction. The existing telephone lines would need to be relocated horizontally to avoid

improvements or vertically to maintain appropriate cover. The existing electrical system for the streetlight and traffic signal system would need to be relocated and/or removed to accommodate the new roundabout intersection control and lighting.

Water. The Roundabout Alternative would have a minor effect on water supplies. Water trucks may be utilized during construction to limit dust associated with ground-disturbing activities; however, this would have minimal impact on existing water supplies that serve the area. The NTPUD is anticipated to have sufficient water to meet the minor short-term construction water needs of the project.

Stormwater. The existing stormwater basin is within the footprint of the proposed roundabout alignment; therefore, it is required that the stormwater basin be relocated just north of its existing location. Because the existing and proposed stormwater basins are not located within sensitive natural areas, and the feature is proposed to be replaced, no significant impacts are anticipated to occur from activities associated with the stormwater basin. Site drainage has been designed to direct surface runoff to this location once constructed, and additional runoff would utilize the existing stormwater drainage system.

Solid waste. Construction activities associated with the project would generate solid waste requiring disposal at area landfills. Waste generated during project construction would be limited to vegetation debris, asphalt, and road subgrade. Waste generation would be temporary during construction and would not reduce available capacities at existing landfills. Disposal of construction waste would comply with federal, state, and local statutes and regulations related to solid waste.

Signal Alternative

LED lamps for new lighting would be used so no significant increase in electrical demand is anticipated. The Signal Alternative does not include landscaping.

Construction

Utility relocations. To the maximum extent possible, the project would be designed to avoid utility relocations. The cable TV, sewer, water and gas lines are not anticipated to be relocated.

Water. The Signal Alternative would have a minor effect on water supplies. Water trucks may be utilized during construction to limit dust associated with ground-disturbing activities; however, this would have minimal impact on existing water supplies that serve the area. The NTPUD is anticipated to have sufficient water to meet the minor short-term construction water needs of the project.

Solid waste. Construction activities associated with the project would generate solid waste requiring disposal at area landfills. Waste generated during project construction would be limited to vegetation debris, asphalt, and road subgrade. Waste generation would be temporary during construction and would not reduce available capacities at existing landfills. Disposal of construction waste would comply with federal, state, and local statutes and regulations related to solid waste.

Stormwater. No changes to the stormwater system are anticipated with this alternative.

No Build Alternative

The No Build Alternative would not affect utilities in the study area because the proposed project would not be implemented.

4.3.3 Avoidance, Minimization, and/or Mitigation Measures

4.3.3.1 Emergency Services

If any road closures are required, coordination with emergency services will be implemented, so there will be no hinder of emergency services. A traffic control plan (TCP) will be prepared and implemented for the proposed build alternatives. The TCP will ensure that emergency services and school bus routes are not impeded. Impacts from the proposed project on temporary access and circulation caused by traffic delays from road closures during construction of either build alternative will be reduced by implementation of the TCP.

4.3.3.2 Utilities

Utility relocation will be minimized within the project area. If during construction relocation is required, Caltrans will coordinate with utility companies in order to reduce the disruption of services to customers within the vicinity of the project area. If unknown utilities are encountered, Caltrans will coordinate with the utility provider to address the conflict and protect the utility if needed. Short-term limited service interruptions of known utilities will be scheduled well in advance, and appropriate notification will be provided to users.

4.4 Relocations and Real Property Acquisition

Caltrans' Relocation Assistance Plan (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

4.4.1 Affected Environment

The project area totals approximately 10.47 acres and consists of Caltrans and County roadways and ROW, and privately-owned parcels. The eastern portion of the project area includes approximately 0.08 miles of SR-28 and is zoned mixed use (North Tahoe East). Surrounding this area is the Sweet Briar Home Association and the North Tahoe Gas Station. The northern portion of the project area includes approximately 0.25 miles of SR-267 and is zoned mixed use (North Tahoe East) and residential. Adjacent to the northern project area are the Old Brockway Golf Course and Sierra Country Tire and Automotive commercial facilities, single-family residential, and the North Tahoe Fire Protection District-Station 52.

The western portion of the project area includes approximately 0.50 miles of SR-28 and is also zoned mixed-use (North Tahoe East) and residential. Multiple residential complexes and commercial and public facilities are adjacent to the project area. A small segment of the mapped Snow Creek recreation area encroaches into the SR 28 ROW at the western edge of the project boundary.

4.4.2 Environmental Consequences

4.4.2.1 Roundabout Alternative

The Roundabout Alternative shifts the intersection to the west of the existing intersection and realigns Brassie Avenue to be a fourth leg of the intersection. This also requires realignment of SR 267 and Brassie Avenue to accommodate the shifted intersection alignment. The shifting of the SR 28/SR 267 intersection will require ROW acquisition from one property located on the northwest corner of the intersection. These landscape parcels apart from the golf course will be acquired as permanent ROW. The total amount of ROW acquisition is approximately 25,000 sf. This would not affect the golf course operations and would be less than 1.2 percent of the 48.87-acre property.

Permanent ROW acquisitions that would occur under this Alternative are identified on Figure 6.

Construction

Strips of private parcels to the north of the intersection on SR 267 will be graded to match the new roadway. These strips of private residential parcels will be either temporary construction easements or permits to enter. Temporary construction easements and/or permits to enter and construct will also be needed from two parcels on the northeast corner, the property on the south side of the intersection, and the Safeway property.

Table 7 summarizes by parcel the temporary construction easement and Permanent ROW. As part of project implementation, all acquisitions would be conducted in accordance with the Uniform Relocation Act, as amended.

Table 7. ROW Acquisition/Easements

Assessor's Parcel Number	Roundabout Alternative	
	Right of Way Acquisition	Temporary Construction Easement/Permit to Enter
117-160-002	No	Yes
117-180-010	Yes	Yes
118-180-055	Yes	Yes
117-180-008	Yes	Yes
117-180-059	No	Yes
117-180-062	No	Yes
117-180-003	No	Yes
117-180-001	No	Yes
117-200-048	No	Yes
117-200-049	No	Yes
117-200-033	No	Yes
117-200-032	No	Yes
117-200-031	No	Yes
117-200-030	No	Yes
117-200-029	No	Yes
117-200-028	No	Yes
117-200-027	No	Yes
117-200-026	No	Yes
117-200-025	No	Yes
117-200-024	No	Yes
117-200-022	No	Yes
117-190-051	No	Yes
117-200-050	No	Yes
117-190-049	No	Yes
117-190-048	No	Yes
Total Parcels Affected	Permanent	3
	Temporary	25

4.4.2.2 Signal Alternative

The Signal Alternative would require the extension of the southbound right turn pocket approximately 400 feet. The southbound approach widening would require ROW along SR 267 approximately 400 feet to the north of the study intersection which would require removal of several trees. Additional ROW would be required on all quadrants for new signal poles and mast arms.

None of these ROW acquisitions or easements would result in displacement of residences, businesses, or structures.

PRELIMINARY RIGHT OF WAY EXHIBIT

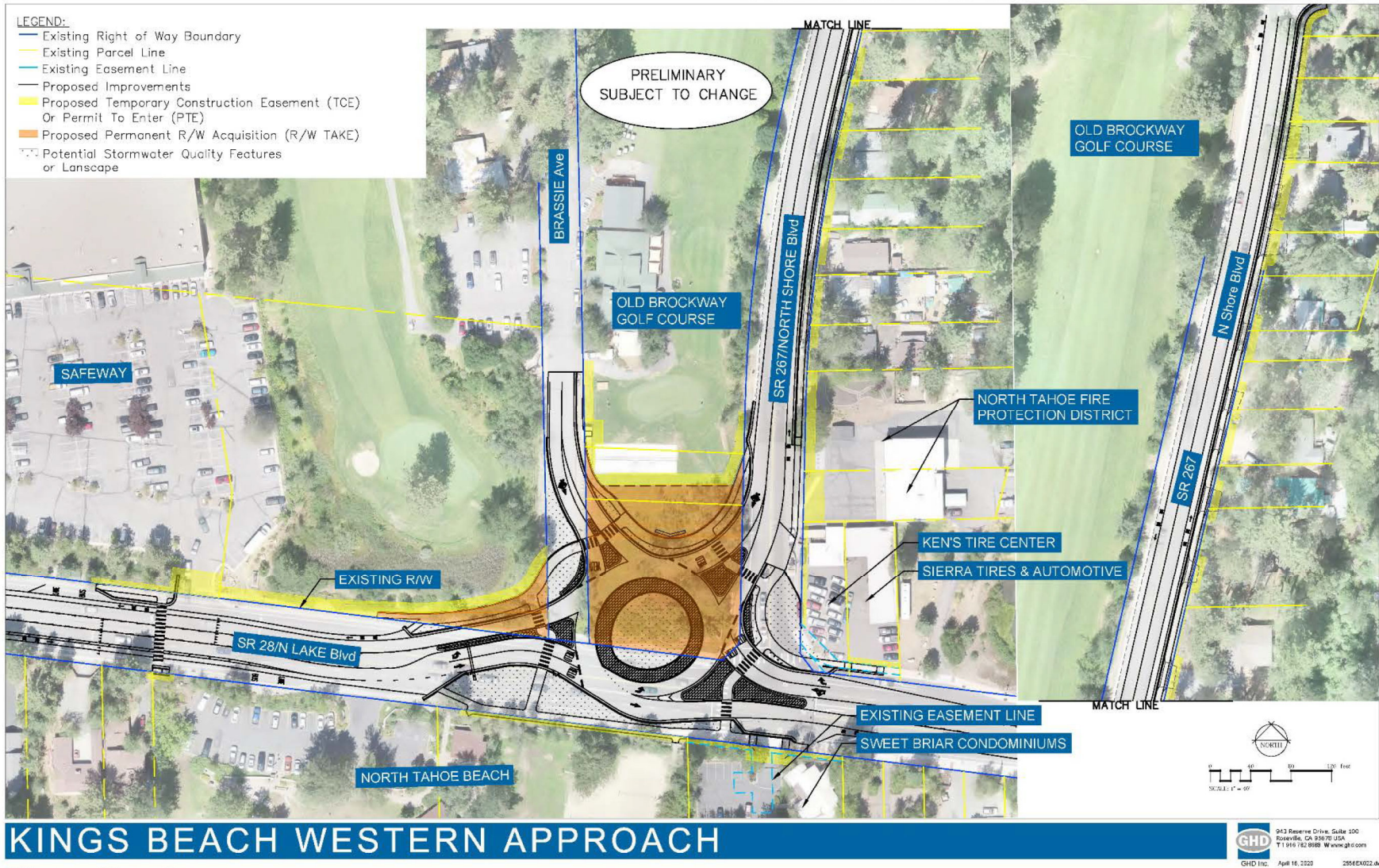


Figure 6. ROW Acquisition

Construction

As part of project implementation, all acquisitions would be conducted in accordance with the Uniform Relocation Act, as amended, prior to construction.

4.4.2.3 No Build Alternative

There would be no property acquisitions under the No Build Alternative because the proposed project would not be implemented

4.4.3 Avoidance, Minimization, and/or Mitigation Measures

None of these ROW acquisitions or easements would result in displacement of residences, businesses, or structures. All acquisitions would be conducted in accordance with the Uniform Relocation Act, as amended. No further measures are required

4.5 Environmental Justice

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address “disproportionately high and adverse” effects of federal or federally funded projects on minority and low-income populations.

4.5.1 Affected Environment

Analysis of environmental justice impacts is a two-step process; the first is determining the presence of protected populations (minority or low-income populations), and the second is determining if the project has a disproportionate adverse impact on those protected populations. According to the guidance provided in *Caltrans Standard Environmental Reference*, Chapter 4, *Community Impact Assessment*, environmental justice and equity is determined based on the comparison of impacts on minority and low-income groups and impacts on non-minority or higher income populations. Impacts are considered disproportionate if they are more severe or greater in magnitude for minority and low-income populations. Impacts can include noise, air quality, water quality, hazardous waste, community cohesion, aesthetics, economic vitality, accessibility, safety, and construction impacts.

For the purpose of this analysis, Kings Beach was considered to contain an environmental justice population if:

- The minority population of the affected area exceeds 50 percent or
- The minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

The study area for the environmental justice analysis consists of census data on race that is available as block data. However, block data does not provide significant data information that can be analyzed. Therefore, the environmental justice analysis will consist of the comparison of racial and income characteristics of the Kings Beach Community as a whole. The analysis will compare Kings Beach to Placer County and the neighboring town of Tahoe Vista, due to the significant size of the County.

Demographic data for the study area indicates that the proportion of the population composed of Hispanic or Latinx in the Kings Beach at 30.3 percent is significantly higher than the County at 13.8 percent, but similar to Tahoe Vista. The study area and Tahoe Vista share a similar percentage of residents who are white. (Table 2).

The median household income is significantly lower than the County and slightly lower than Tahoe Vista but is higher than the U.S. Census-defined poverty level for a family of four. However, the study area contains a higher percentage of families and individuals living below poverty level compared to the County and Tahoe Vista (Table 6).

4.5.2 Environmental Consequences

4.5.2.1 Roundabout Alternative

The Roundabout Alternative would benefit the entire community by improving traffic flow, accessibility, and safety within the SR 28/SR 267 intersection. Traffic calming measures such as the lane reductions and roundabout design could reduce existing noise levels. Pedestrian and bicycle lane improvements would make it easier for residents to access employment in the community's commercial areas and community services without a vehicle. Access to employment and services that target low-income populations would be enhanced through extending the Complete Streets bicycle and pedestrian facilities from the Town Center further north on SR 267 and further west on SR 28, connecting residential areas with employment and services. The project would further connect the community and visually enhance the SR 28/SR 267 gateway into Kings Beach, creating a stronger sense of place.

The Roundabout Alternative is being assessed in an Initial Study/Mitigated Negative Declaration under the California Environmental Quality Act, and Initial Environmental Checklist pursuant to TRPA requirements. This document will be circulated for public review and comment before the Preferred Alternative is considered for approval. Based on the preliminary analysis, the Roundabout Alternative would have no adverse effect regarding air quality, noise, water pollution, aesthetic values, safety, and traffic congestion. Construction controls required by Caltrans, the Placer County Air Pollution Control District, the Lahontan Regional Water Quality Control Board, and TRPA ensure that construction will not result in the release of pollutants that could adversely affect people or the environment.

Aerially deposited lead (ADL) is known to exist within the project limits for this alternative along the south side of SR 28 near the intersection, and along SR 267 near the fire station. Results from the Phase II investigation indicate soils in some areas of the project area exceeded the unrestricted (residential) screening value of 80 milligrams per kilogram (mg/kg) for lead in the soil at 1.5 to 2.5 feet below ground surface. The soils containing ADL would not be reused on site and would be transported to an appropriate facility if disturbance is required. The project or portions of the project may qualify for the soil management criteria laid out in the June 30, 2016 agreement between the California Department of Toxic Substances Control (DTSC) and Caltrans, titled Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (Agreement). The Agreement provides guidance and screening criteria to address ADL on state highway projects (DTSC 2016) and requires all ADL-contaminated soils with a lead concentration above unrestricted (residential) use (currently 80 mg/kg) to be properly managed by Caltrans. The management activities to which this Agreement generally applies are the stockpiling, disposal, tracking, transportation, and final placement of ADL-contaminated soil. Local municipalities can work within the guidelines and criteria that are established in the Agreement where the work is being performed under Caltrans oversight (NCE 2020).

As discussed in the various sections of this CIA, this alternative is anticipated to have beneficial effects on community cohesion, accessibility, and economic vitality for all segments of the community, and no adverse effects on employment, displacements/relocations, and construction impacts. Because of the existing strong growth controls in the Lake Tahoe Basin, the project is designed to serve existing uses and would not facilitate new development at the expense of minority and low-income residents of Kings Beach.

Construction

During construction, this alternative could create new jobs within the community and improve the local economy, although construction related congestion could temporarily reduce business receipts (Section 3.2.2).

4.5.2.2 Signal Alternative

The Signal Alternative would benefit the entire community by improving accessibility through active transportation improvements similar to the Roundabout Alternative. Traffic calming measures such as the lane reductions may reduce existing noise levels. However, the Signal Alternative would increase congestion and would provide fewer safety improvements at the SR 28/SR 267 intersection. This Alternative would also cause more queuing and delays compared to the existing conditions, resulting in slower emergency response times and reduced access to some businesses.

Based on the preliminary analysis, the Signal Alternative would have no adverse effect regarding air quality, noise, water pollution, aesthetic values, and safety. Construction controls required by Caltrans, the Placer County Air Pollution Control District, the Lahontan Regional Water Quality Control Board, and TRPA ensure that construction will not result in the release of pollutants that could adversely affect people or the environment.

ADL that exceeds the unrestricted (residential) screening value is known to exist within the project limits for this alternative along SR 267 near the fire station. As discussed above, the soils containing ADL would not be reused on site and would be transported to an appropriate facility if disturbance is required. The project or portions of the project may qualify for the soil management criteria laid out in the June 30, 2016 agreement between DTSC and Caltrans.

As discussed in the various sections of this CIA, the Signal Alternative is anticipated to have beneficial effects on community cohesion and accessibility for all segments of the community, and no adverse effects on displacements/relocations. Because of the existing strong growth controls in the Lake Tahoe Basin, the project is designed to serve existing uses and would not facilitate new development at the expense of minority and low-income residents of Kings Beach. However, this alternative would result in increased congestion and queuing that could disrupt access to local businesses. If this reduces business receipts for minority-owned businesses, or reduces available jobs for lower-income workers, selection of this alternative could result in a minor adverse effect on environmental justice.

Construction

During construction, this alternative could create new jobs within the community and improve the local economy to a lesser extent, although construction related congestion would be greater, and could temporarily reduce business receipts (Section 3.2.2).

4.5.2.3 No Build Alternative

The No Build Alternative would not directly affect environmental justice populations because the proposed project would not be implemented. However, taking no action would indirectly have an

adverse effect on environmental justice because it would fail to provide the benefits that the increased bicycle and pedestrian access and safety of either build alternative would provide for residents that cannot afford to use vehicles to access employment and services. It would also not contribute to meeting the Thresholds that would be provided with the build alternatives.

4.5.3 Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the Build Alternatives would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898.

Construction traffic management measures have been identified in Chapter 5 to minimize congestion during construction that could affect local minority-owned businesses. In addition, the following construction controls are included in the build alternatives to minimize the potential for air pollutants, water pollutants, exposure to soil contamination, and construction noise.

4.5.3.1 Air Quality

The Placer County Air Pollution Control District (APCD) Rule 228 (Fugitive Dust) establishes the minimum dust mitigation and control requirements along with the standards to be met from the activities that generate fugitive dust. Per APCD Rule 228, the following minimum dust control requirements are to be initiated at the start of the project and maintained throughout the duration of all construction or grading activities:

- Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered.
- Vehicles and equipment moving across unpaved areas must travel no more than 15 miles per hour (mph) unless the road surface and surrounding area are stabilized to prevent vehicles and equipment traveling more than 15 mph from emitting dust exceeding ‘Ringlemann 2’ or visible emissions from crossing the project boundary line.
- Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered.
- Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.
- Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite.

- When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust reduction measures, grading and earthmoving operations shall be suspended.
- No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either covered with tarps or wetted such that material does not touch the cargo compartment less than six inches from the top and that no point of the load extends above the top of the cargo compartment.

In addition, the APCD requires actions against wind-driven fugitive dust control, such as surface stabilization, establishment of vegetative cover, or paving to minimize wind-driven dust from inactive disturbed surface areas (Placer County 2003).

4.5.3.2 Soils and Water Quality

The project would require the County to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the Lahontan Regional Water Quality Control Board to comply with the National Pollutant Discharge Elimination System (NPDES) Construction Storm Water NPDES Permit for the Tahoe Basin (Order No. R6T-2016-0010 NPDES No. CAG616002). The purpose of the SWPPP is to protect soil and water resources from impacts during construction, including groundwater. As part of the SWPPP, the contractor will be required to prepare and adhere to a Temporary Best Management Practices (BMP) Plan, a Spill Contingency Plan, and a Dewatering Plan that will be approved by the County. The plan would designate BMPs to minimize impact from erosion and sedimentation. At a minimum, the following soils and water quality controls must be implemented:

- Temporary erosion control devices shall be placed downgradient of dirt piles, excavated areas, or stockpiles.
- Coverings shall be placed on all dirt piles during non-working hours.
- Vegetation-protection fencing shall be installed to protect existing vegetation where feasible.
- Disturbed areas shall be revegetated to stabilize soils; planted areas will be stabilized with mulch until vegetation is reestablished.
- Tracking controls will be used.
- Parking will be allowed only on paved areas.
- Dewatering Plan will be implemented.

4.5.3.3 Greenhouse Gas Emissions and Green Energy

The Placer County Air Quality Management District has not established guidance for assessing greenhouse gas (GHG) emissions, therefore the project assessment relies on the Sacramento Metropolitan Air Quality Management District (SMAQMD) guidance for construction related GHG emission reductions. The following measures from SMAQMD are recommended options for providing best management practices for reducing GHG emissions from construction projects, which includes measures to improve fuel efficiency, limit emissions, use green energy sources, and recycle materials. These measures have been incorporated into the project:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.
- Train equipment operators in proper use of equipment.
- Use the proper size equipment for the job.
- Use equipment with new technologies (repowered engines, electric drive trains).
- Perform on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than the off-road engines).
- Use alternative fuels for generators at construction sites such as propane or solar or use electrical power.
- Use a California Air Resources Board-approved low carbon fuel for construction equipment (nitrous oxide emissions from the use of low-carbon fuel must be reviewed and increases mitigated).
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight).
- Use SmartWay-certified trucks for deliveries and equipment transport.

- Develop a plan to efficiently use water for adequate dust control.

4.5.3.4 Exposure to Contaminated Soils

A Spill Prevention Plan shall be developed along with the project-specific SWPPP to detail site specific BMPs and TRPA-approved methods to prevent accidental spills from impacting water and land resources. The plan shall outline response protocols and information for contacting the Lahontan Regional Water Quality Control Board and TRPA. Additionally, spill containment and absorbent materials shall be kept onsite at all times, and petroleum products and hazardous waste shall be removed from the project area and disposed of at an appropriate location.

During construction, it is recommended that excavated soils requiring off-haul be stockpiled and profiled prior to disposal at an appropriate waste disposal facility and should not be re-used for any purpose.

4.5.3.5 Noise

TRPA Code Chapter 68 establishes noise limits for areas within TRPA's jurisdiction. Community noise levels shall not exceed levels existing on August 26, 1982, where such levels are known. TRPA prescribes the development standards for the Kings Beach Residential Subdistrict, which set the maximum community noise equivalent level at 55 CNEL. Project construction between 8:00 a.m. and 6:30 p.m. is exempt from noise limitations per TRPA Code.

Chapter 5 Traffic and Transportation/ Pedestrian and Bicycle Facilities

This chapter describes the circulation, parking, and public transportation in the study area. It discusses the affected environment, environmental consequences, and avoidance, minimization, and/or mitigation measures for these transportation components in the study area.

5.1 Affected Environment

The project area sits at the intersection of SR 28 and SR 267; this intersection is one of the main ingress and egress routes for various north shore communities including Kings Beach, Incline Village, Tahoe Vista, and Tahoe City. This intersection also serves as an entrance into Kings Beach.

5.1.1 Access, Circulation, and Parking

SR is a State highway that begins west in Tahoe City and ends to the east at the junction with Highway 50 near Glenbrook. In Kings Beach, SR 28 maintains a five-lane configuration west of its intersection with SR 267 before dropping down to a three-lane facility consisting with one lane and each direction with a center turn lane. The existing limited four-lane segment creates challenges on the corridor as motorists have been observed taking advantage of the opportunity to pass slower-moving vehicles at high speeds. This activity has caused safety concerns particularly at a mid-block pedestrian and bicycle crosswalk. Portions of SR 28 contain curbs, gutter, and sidewalk within the project area. The project area includes SR 28 for 2,000 feet west and 280 feet east of the SR 28/SR 267 intersection.

SR 267 is a two-lane State highway that begins northwest in Truckee and ends southeast at the intersection with SR 28 in Kings Beach. SR 267 is designated as a bicycle route but does not currently have marked bicycle lanes, and shoulders vary in widths. The SR 28/SR 267 intersection is currently signalized and contains crosswalks only on the north and west legs.

Brassie Avenue is a north-south designated county road located west of the SR 28/SR 267 intersection and provides access to the Old Brockway Golf Course. The county road consists of one lane in each direction with no bicycle or pedestrian facilities.

GHD performed a Traffic Operations Analysis and Intersection Control Evaluation (TOAR/ICE) for the intersection of SR 28/SR 267 consistent with Caltrans Traffic Operation Policy Directive #13-02. Multiple analyses were conducted within the TOAR/ICE to analyze various transportation alternatives and arrive at the preferred project design. Cumulative Conditions analyzed a scenario

that would exist following approximately twenty years of growth and development in Kings Beach and surrounding areas.

The existing signalized intersection currently exhibits several issues associated with mobility, congestion, poor level of service, and pedestrian and bicycle crossing safety issues. Traffic queuing at the intersection exceeds available storage for the eastbound left, westbound right, and southbound right movements.

Historic collision data for a five-year interval (from January 2013 to December 2017) indicates the SR 28/SR 267 and Brassie Avenue/SR 28 intersections have higher than average collision rates when compared to a statewide average of similar intersections. While the existing intersection has bicycle lanes, sidewalks, and crosswalks along SR 28, they are narrow, adjacent to traffic, and are obstructed by the existing signal infrastructure and therefore need to be expanded to provide safer, dedicated facilities for local residents and visitors. In addition, the width of the five lane streets makes crossing difficult for the mobility impaired. There are also no bike lanes or sidewalks on SR 267.

These deficits are a particular challenge because Kings Beach sees a high number of active transportation users. This is primarily due to the recreational characteristics of the area (i.e. beach, lake, and scenic views). The Complete Streets improvements completed on SR 28 east of the project area provide sidewalks and bike lanes through the Kings Beach Town Center, which end at the project area boundary. A project objective is to extend these improvements in the project area.

Additional information supporting this determination can be found in the full TOAR/ICE report, included as **Appendix C**.

5.1.2 Public Transportation

Public transportation in the study area is provided by Tahoe Truckee Area Regional Transit (TART). TART provides safe and direct means of transportation for Tahoe residents and visitors. There are two routes with stops in the study area, TART Highway 267 and the Mainline. The Mainline connects the western shore from Incline Village to Tahoma, and to the Highway 89 route. There are two bus stops within the project area on both sides of SR 28 near Safeway. There are two bus stops just north of the project area on SR 267 at Speckled Street.

5.2 Environmental Consequences

Both build alternatives would reduce the roadway width west of the intersection from a five-lane section down to three lanes with additional roadway improvements including buffered bike lanes,

seasonal on-street parking, enhanced crosswalk treatments at the midblock crosswalk on SR 28 west of the intersection, and a sidewalk along the east side of SR 267 from SR 28 to Dolly Varden Avenue.

5.2.1 Access, Circulation, and Parking

5.2.1.1 Roundabout Alternative

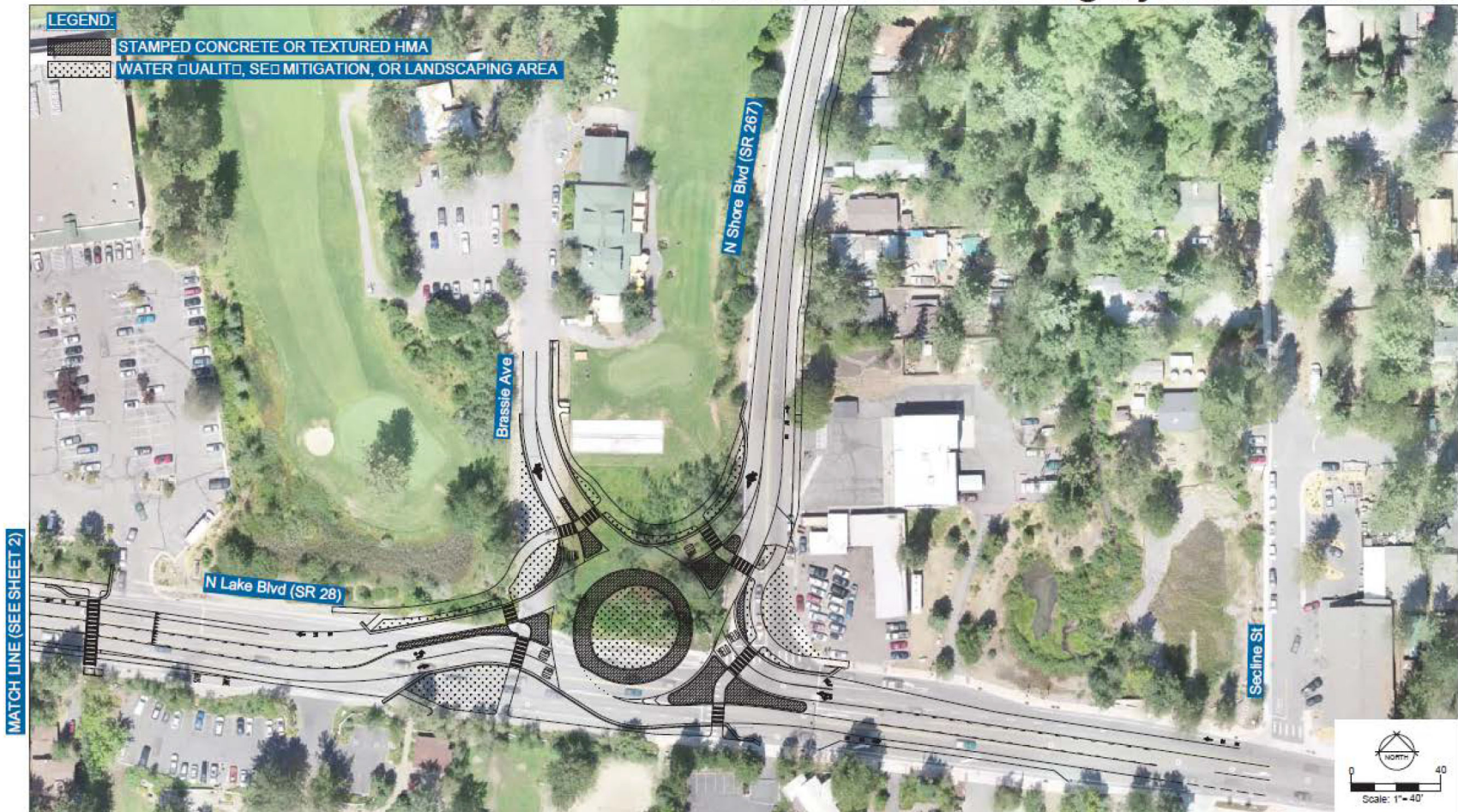
The Roundabout Alternative (Figure 7) features the construction of a hybrid four-legged modern roundabout shifted slightly west of the existing intersection and would incorporate Brassie Avenue as a leg of the intersection, thus improving access to this road. The roundabout would also include the road diet east and west of the intersection, which provides the opportunity to add seasonal on-street parking along both sides of SR 28. The current full access driveway connected as the south leg of SR 28/SR 267 would be converted to a right in/right out only into the roundabout, which will continue to allow access to SR 28 westbound via the roundabout.

The Roundabout Alternative is projected to provide LOS B for overall intersection operations and LOS C for the SR 267 southbound approach. The roundabout would accommodate pedestrians and bicycles with buffered (paint only) Caltrans Class II bike lanes, shared use paths, and intersection crossings. The roundabout would be able to provide full connectivity for pedestrians and bicyclists as every leg has been designed to accommodate a crosswalk. This alternative would provide two options for bicyclists; riders can exit the bicycle lane and traverse the roundabout as a vehicle, or they can exit the bike lane onto the shared use path and bypass the intersection or utilize the crosswalks to cross SR 267 or SR 28. This alternative would improve the midblock crosswalk west of the existing intersection by shortening the crossing distance through the use of curb bulb-outs on the north side of SR 28 and adding either a pedestrian hybrid beach or rectangular rapid flashing beacons.

The roundabout design would significantly reduce the number of conflict points between vehicles and requires drivers to reduce speed in the intersection to 20 miles per hour. Due to reduced travel speeds through the intersection and fewer conflict points, the roundabout alternative is expected to eliminate most severe crash types.

Results of the TOAR/ICE indicate the Roundabout Alternative improves capacity, offers improved pedestrian and bicyclist accommodation, improves safety for crash modification factors, improves overall access, and improves emergency evacuation routes (GHD 2020).

Alternative 3: Four Leg Hybrid Roundabout



Kings Beach Western Approach Project

Placer County

Sheet 1

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Travis, CA 95975 USA
T 916 752 9993 W www.ghd.com
GHDI Inc. May 6, 2019 2:55PM\K1009.dwg

Figure 7. Roundabout Alternative Layout

Construction

As described under construction controls in Section 3.2.3, Caltrans will develop a Project-level Traffic Management Plan (TMP) to minimize congestion during construction. It is anticipated the roundabout would be constructed first, and the extended streetscape improvements could be funded for a later phase. No lane closures are required for this alternative, so no major disruptions of traffic would occur during construction.

5.2.1.2 Signal Alternative

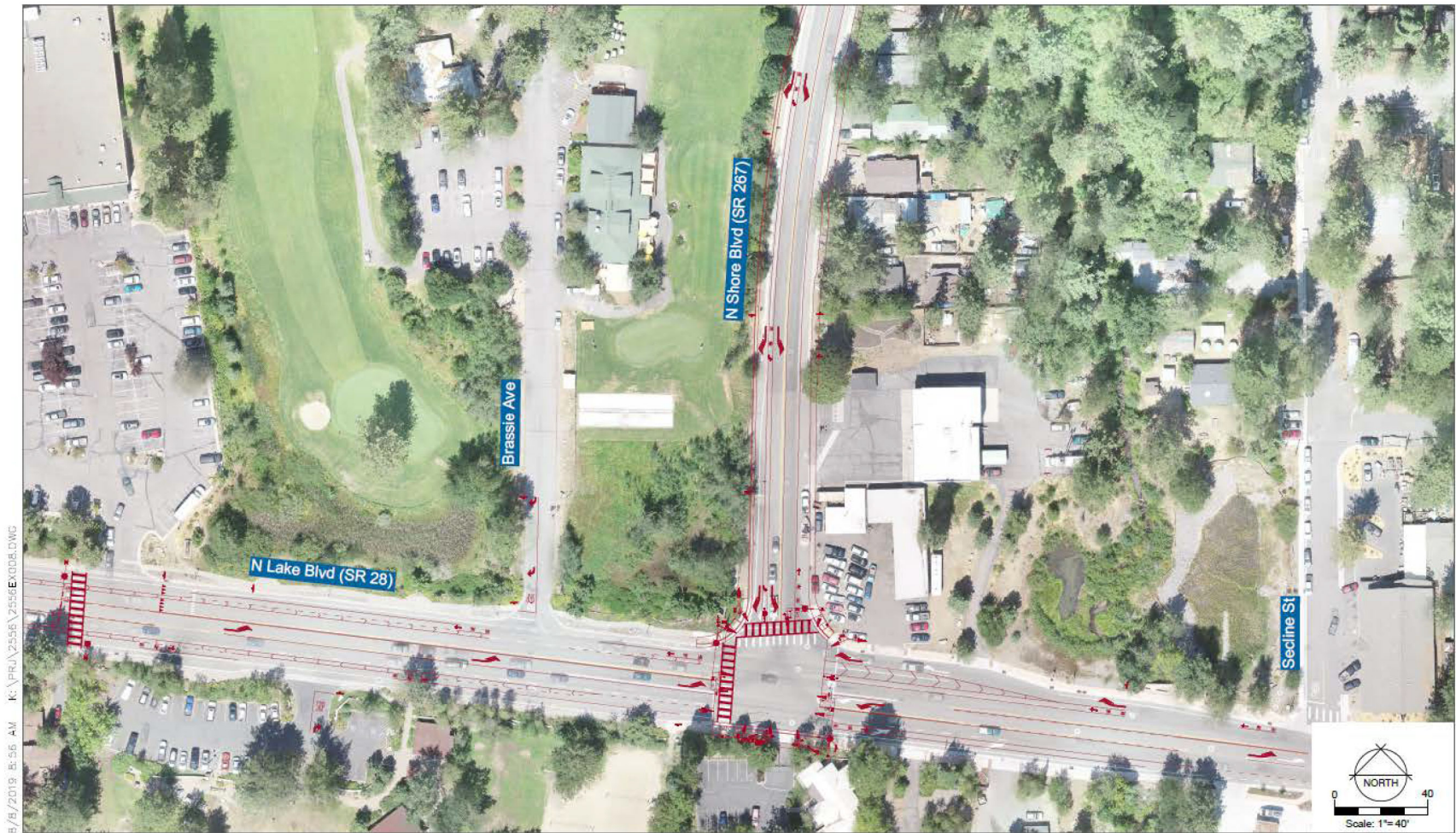
The Signal Alternative features modifications to the existing lane geometrics to accommodate the road diet, add buffered bicycle lanes and modifications to existing signal at SR 28/SR 267 to accommodate the modified lane geometries, and move the signal poles out of the existing sidewalks (Figure 8). This alternative would require the following lane geometry changes:

- Restrict Brassie Avenue to right in/right out only
- Reduce the eastbound and westbound travel lanes from two lanes each to one lane in each direction
- Extension of the southbound right turn pocket
- Extension of the eastbound left turn pocket
- Extension of the westbound right turn pocket

The Signal Alternative is projected to provide LOS D for overall intersection operations and LOS E for the northbound approach, which is a driveway access for the condominiums. Additionally, queues are projected to be significant and potentially spillback into adjacent intersections on the southbound, eastbound, and westbound approaches.

The Signal Alternative would accommodate pedestrians and bicycles with a mix of buffered (paint only) Caltrans Class II bike lanes, sidewalks, shared use paths, and intersection crossings as previously shown in Figure 8. The signal alternative would not provide a crosswalk on the east leg of the intersection, consistent with the current layout. If a pedestrian or bicyclist wants to cross from the south to the north on the east side of the intersection, they would first need to cross to the west side of the intersection, cross SR 28 using the crosswalk on the west leg, and then return to the east side of the intersection.

Alternative 4: Signalized Alternative



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Kings Beach Western Approach Project
Placer County

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August 8, 2019
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Figure 8. Signal Alternative Layout

There are no bicycle accommodations through the intersection and cyclists wishing to make left turns would need to take the lane and traverse as a vehicle. This alternative would improve the midblock crosswalk west of the existing intersection by shortening the crossing distance through striping only and adding in either a hybrid beach or rectangular rapid flashing beacons. At signalized intersections, drivers can often travel faster than posted speed limits due to lack of geometric constraints, so safety would remain an issue.

The North Tahoe Beach property provides parking for a variety of recreational activities and this alternative would restrict access to only westbound traffic. Eastbound SR 28 traffic would be required continue east until it was possible to make a legal U-turn, which would not be available within the project limits. As with the Roundabout Alternative, the road diet provides the opportunity to add seasonal on-street parking along both sides of SR 28.

The roundabout and signal alternatives would provide acceptable level of service through the Year 2045. However, the Signal Alternative would cause substantially more queuing during the Summer Friday PM peak hour, which could adversely affect access and does not meet the project purpose and need.

Construction

As described under construction controls in Section 3.2.3, Caltrans will develop a Project-level Traffic Management Plan (TMP) to minimize congestion during construction. It is anticipated the signal and intersection improvements would be constructed first, and the extended streetscape improvements could be funded for a later phase. Lane closures would be needed for this alternative, so moderate traffic disruptions would occur during construction.

5.2.1.3 No Build Alternative

There would be no direct effect on access, circulation, and parking under the no build alternative because the proposed project would not be implemented. The current intersection operates at LOS B with the worst approach operating at LOS C. However, traffic queues exceed available storage for the eastbound left, westbound right, and southbound right movements, blocking access to driveways and businesses. Long term, the No Build Alternative would not provide the beneficial effects on the human and natural environment identified in the previous sections and would not meet the project purpose and need.

5.2.2 Public Transportation

5.2.2.1 Roundabout Alternative

The Roundabout Alternative would reduce queuing delays, improve level of service, and provide enhanced active transportation access to TART bus stops. This would be a beneficial impact by facilitating increased ridership and reduced use of vehicles in the basin.

Construction

TART bus stops near Safeway could be temporarily blocked during construction of sidewalk improvements and restriping. This would be a temporary effect that could be managed in cooperation with TART.

5.2.2.2 Signal Alternative

The Signal Alternative would increase queuing delays and worsen congestion through the SR 28/SR267 intersection, thus adversely affecting TART operations and ability to meet schedules. Congestion could make the Safeway stop difficult for bus drivers to negotiate. Enhanced active transportation access to TART bus stops and elimination of the extra lanes would be beneficial by facilitating increased ridership and reduced use of vehicles in the basin unless congestion and increased vehicle speeds make accessing the bus stops too uncomfortable.

Construction

TART bus stops near Safeway could be temporarily blocked during construction of sidewalk improvements and restriping. This would be a temporary effect that could be managed in cooperation with TART.

5.2.2.3 No Build Alternative

There would be no effect on public transportation under the no build alternative. There would be no improvements to safety or traffic flow within the study area, and no improved active transportation access to bus stops.

5.3 Avoidance, Minimization, and/or Mitigation Measures

Caltrans will prepare and implement a TCP to minimize and avoid potential impacts of the proposed project on temporary access, circulation and public transportation caused by potential closures during construction. The TCP should include coordination with TART to ensure transit access is accommodated throughout construction.

Chapter 6 Public Involvement

This chapter discusses public involvement in the planning process for the proposed project and the results of outreach efforts.

6.1 Stakeholders

The following public agencies are involved in funding and/or implementing the proposed project:

- California Tahoe Conservancy (CTC) - Funder
- Caltrans – Funder, Implementer
- North Lake Tahoe Resort Association (NLTRA) - Funder
- Placer County, CA – Lead Agency, Implementer
- TRPA – Responsible Agency
- U.S. Federal Highway Administration (FHWA) - Funder
- U.S. Forest Service - Lake Tahoe Basin Management Unit (USFS - LTBMU) – Funder

6.2 Community Meetings

On June 18th, 2019, the County held a Public Workshop Meeting at North Tahoe Event Center. The purpose of this workshop was to inform and receive feedback from the public about the Kings Beach Western Approach Project; approximately 63 people were in attendance. During the meeting, the County informed the public about the proposed project and the following project goals:

1. Improve safety and mobility for bicyclist and pedestrians
2. Provide a complete street corridor that connects to the Kings Beach Commercial Core Improvement Project
3. Consistency with Local, Regional and State Planning

After the workshop, the public was given time to voice their concerns and provide comments on the project to the County. The public was also given the opportunity to provide additional comments after the meeting through email or by phone. Overall, the community was divided on the idea of constructing a roundabout at the intersection of SR 28 and SR 267. A summary of public comments received at the meeting includes the following comments:

- Recommend that pedestrian beacons and timer be installed to facilitate traffic flow

- Crosswalks should be a substantial distance from the roundabout to prevent traffic backup
- Pedestrian signage is not enough to improve pedestrian safety
- Recommended that the roundabout have 2 lanes to prevent congestion near roundabout
- Concern that the roundabout will become backed up during school drop-off and pick-up hour times

6.3 Web Page

Placer County has established a web page at <https://www.placer.ca.gov/6050/Kings-Beach-Western-Approach-Project> for the Kings Beach Western Approach Project. The web page was created to provide information to the public about the project during the planning process. The website includes the project description, the purpose and need, project alternatives, frequently asked questions, and past history on the project. The page also includes simulation videos of opening year peak traffic flow for the build alternative being proposed for the project. Visitors to the web page are invited to submit comments to staff via email.

A key function of the CEQA process is to allow public involvement in the environmental review and project consideration process. An environmental document will be circulated for public review and comment, and at least one public meeting will allow the public to review and comment further on the proposed project.

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Appendix B TOAR/ICE Report

Available under separate cover from Placer County.