

3.8 Land Use and Planning

3.8.1 Affected Environment

3.8.1.1 Existing Land Uses

The action area consists of a mix of commercial, recreation, and residential uses. Small- to medium-sized undeveloped parcels are interspersed with developed uses throughout the action area. Additionally, the action area includes Kings Beach State Recreation Area, operated by the North Tahoe Public Utility District (NTPUD), and Griff Creek. Local businesses, including motels, restaurants, retail shops, and gas stations, are located mainly along SR 28. Although developed, several parcels feature closed businesses, demolished buildings, and vacant buildings for rent.

Land uses north of the action area are primarily residential and include single- and multi-family units. The land in this area gradually rises towards the Sierra Nevada. Much of the land to the west of Chipmunk Street along SR 28 is flat and gently curved along the shoreline of Lake Tahoe. To the east of Chipmunk Street, SR 28 begins to climb as it crosses into Nevada. Beyond Speckled Street, north of SR 28 and east of SR 267, the land is undeveloped and forested. The land east of Park Lane, along the eastern terminus of the action area, becomes more rugged and rises to a steep ridge that remains undeveloped and forested. As SR 28 progresses both east and west, land use remains consistently commercial and residential along the roadway. For the purposes of this project, the COOP states that Placer County will perform ROW activities and Caltrans ROW will provide oversight.

3.8.1.2 Land Suitable for Development and Development Trends

The action area contains few parcels of undeveloped lots, none larger than a few acres. According to the Kings Beach Community Plan, an inventory of the downtown area in 1994 identified an approximate total of 180,000 square feet of commercial floor space, 11,600 square feet of professional office space, and 380 tourist accommodation units.

The area was estimated to be 80% built out with few parcels of undeveloped acreage available. Additionally, 1.6 acres of land for use as residential, commercial, or multiple-use is available between Chipmunk and Beaver Streets. The various commercial uses within the action area along with the number of parcels for each type of commercial use are presented in Table 3.8-1.

Table 3.8-1. Commercial Uses within the Action Area

Description	Number of Parcels within Action Area
Vacant, Commercial	37
Hotels, Motels, and Resorts	27
Commercial Stores	22
Mobile Home Parks	10
Restaurants and Cocktail Lounges	9
Residences on Commercial	7
Service Stations	7
Offices, General	7
Banks, Savings and Loans, and Credit Unions	3
Parking Lots	3
Auto Sales, Repair	1
Mini Markets with Gas	1
Mini Markets without Gas	1
Suburban Stores	1
Shopping Centers	1
Golf Courses	1
Fast Food Restaurants	1
Theaters, Bowling Alleys	1
Lodges and Halls	1
Miscellaneous Commercial	3

The Kings Beach Community Plan identifies three Special Areas with individual development objectives. Special Area 1 is the downtown commercial area located along SR 28, with a land use classification of commercial/public service. Special Area 2

includes the east and west entries into the downtown area with an emphasis on commercial services for local residents. Residential uses, mainly single-family (one unit per parcel maximum) are also allowed. Special Area 3 is the area generally defined geographically in the Kings Beach State Recreation Area located between SR 28 and Lake Tahoe along the middle of the downtown area. Uses in Special Area 3 are oriented toward outdoor recreation with limited commercial activity. The majority of the remaining area is designated as mixed residential, and goals are to upgrade existing structures and develop a more even density distribution.

3.8.2 Regulatory Setting/Tahoe Regional Planning Agency Thresholds

Land use planning in the action area is governed by the *Placer County General Plan*, which comprises 10 elements. The general plan includes goals, standards, policies, implementation systems, and objectives that guide growth and development in areas under Placer County's jurisdiction. The land use element, containing land use designations and policies guiding development in the action area, was updated and revised in 1994. The existing land use plan for the Kings Beach area, found in the Kings Beach Community Plan, was adopted by the TRPA and Placer County in 1996. Lands in the vicinity of the action area are generally designated for residential, commercial, and recreational uses (Placer County, Tahoe Regional Planning Agency, and North Tahoe Community Plan Team 1996) and are illustrated in Figure 3.8-1.

County and community general plan policies relevant to the proposed action are described and evaluated in *Section 3.8.3, Environmental Consequences*.

Regional transportation planning for the area is conducted by the TRPA. TRPA also assists with planning for land use, housing, noise, natural hazards, air quality, water quality, community design, and bicycle networks. TRPA also has authority through the Tahoe Metropolitan Planning Organization.

3.8.3 Environmental Consequences (Including Temporary, Direct, Indirect)

Land use impacts evaluated in the following sections include direct and indirect conflicts with existing and planned uses, growth inducement impacts, and consistency with Placer County and Kings Beach general plans. NEPA criteria for determining significance for land use listed in *Title 40, CFR, Section 1508.27*.

Impact LU-1: Potential Inconsistency with Existing Land Uses

Alternative 1

Alternative 1 is the no-build alternative, and under this alternative it is assumed that the existing conditions of the action area would continue to persist and that the proposed action would not be constructed. No ROW acquisitions would result under Alternative 1.

Alternative 2

Under Alternative 2, the ROW proposed for the SR 28 improvements would not require full acquisitions of any parcels. Partial acquisitions under Alternative 2 would be required from 41 properties. Most of these acquisitions would consist of sliver or corner acquisitions from parcels adjacent to the existing SR 28 ROW and would not result in substantial effects on existing land uses, but several of the acquisitions would displace uses within the existing or proposed new ROW. The size of the acquisitions for the affected parcels would be limited to a few feet. The following is a summary of the potential impacts on the parcels that would be most affected by partial acquisitions under Alternative 2.

Assessor's Parcel Numbers (APN)

- **APN 117-180-007/117-180-006 (Sheet 1):** Vehicular access from SR 28 to the commercial building located at 8001 and 8011 SR 28 may be affected by this alternative. Patrons of Stone's Automotive would have to access the parking lot from SR 267, as entry along SR 28 may be discontinued.
- **APN 090-071-026/090-071-025 (Sheet 1):** The commercial property located at 8079 SR 28 would lose areas south and southwest of the building that is used by customers

as a parking area. Loss of this area would require customers to access parking along Secline Street or along the proposed parking lane further east on SR 28. This would reduce but not eliminate parking for the ACE Hardware store. The economic impact would be small even without replacement parking, however the available parking would be reduced from 11 spaces to 6 spaces which could cause a loss of business if nearby replacement parking is not made available.

- **APN 090-123-023 (Sheet 3):** SR 28 improvements along this property, currently a 7-Eleven, would restructure the area of the intersection such that vehicular access would no longer be available from SR 28. Access would be provided from Coon Street and two parking spaces would be displaced due to the widening of this entry. However, the parking lot would be created such that 6 additional spaces would be made available for customers.
- *APN 090-072-023/ 090-072-024.* SR 28 improvements and right-of-way acquisition would displace the entire amount of parking used by customers of the business located at 8160 SR 28. The five available spaces in front of the Crosswinds café would be removed. This would be a potentially major economic impact on the business if replacement parking is not located within one block of the restaurant.
- *APN 090-080-001/ 090-080-002.* The right-of-way acquisitions would displace parking spaces in front of the commercial building located at 8338 SR 28. These spaces make up the entire amount of parking available for the building. There are three businesses located in this building: Jason's T-shirts & swim, Dana Sports and Ski, and Inside outfitters. Loss of street-side parking would have a negative effect on these businesses, however there is some parking on the side of the building and there is a large parking lot behind the building. If customers were allowed to use the parking behind the building the impact on the businesses would be minor. If customers are not allowed to use the lot behind the building, replacement parking would need to be located within a block of the businesses to avoid a major impact on the businesses.

- **APN 090-075-018.** SR 28 improvements would affect the entire area that currently serves as parking for customers of the business located at 8345 SR 28. Parking spaces would be displaced by the installation of the sidewalk area. The five available spaces in front of Las Panchitas café would be removed. This would be a potentially major economic impact on the business if replacement parking is not located within one block of the restaurant. It appears that access to the restaurant would be maintained from SR 28 and that there is space at the back of the building along Trout Avenue that could be used as replacement parking. This would likely require eliminating access from Trout Avenue.
- **APN 090-142-002 (Sheet 4):** May lose vehicle access along SR 28. No break in the sidewalk is planned for the parcel, and access may be entirely pedestrian. Nearby breaks in front of APNs 090-142-001 and 090-142-024 may serve as alternative points of entry.

In addition to this impact, ROW acquisition and roadway improvements would result in reduced setbacks and landscaping impacts on the remaining parcels along SR 28. Although small portions of some existing structures encroach on the current ROW, this alternative would not displace any residences or buildings. As previously indicated, several of the acquisitions would displace uses within the existing or proposed new ROW. Implementation of Mitigation Measures LU-1 and TRA-2, as described in *Section 3.6, Traffic*, would minimize this effect.

Alternative 3

Under Alternative 3, there would be no requirement for full acquisition of any parcels. In addition to land acquisitions required for Alternative 2, partial acquisitions under Alternative 3 would be required from three additional properties. These acquisitions consist of frontage or corner acquisitions from parcels adjacent to the existing SR 28 ROW and would not result in substantial effects on existing land uses. The estimated size of the acquisitions for affected parcels would be limited to a few feet. With the following exceptions, the direct land use effects resulting from partial acquisitions under

Alternative 3 would be similar to those described for Alternative 2, although effects on setbacks and landscaping for specific parcels could vary slightly because of differences in amounts of property required for the proposed ROW under Alternative 3. Following is a summary of the major differences in land use effects between the two alternatives for the parcels most affected by the proposed action.

Assessor's Parcel Numbers

- **APN 090-123-008:** SR 28 improvements would not create a break in the pavement directly in front of the building that would result in a change of access for customers of this business.
- **APN 090-123-023:** SR 28 improvements would not call for the parking lot restructuring and access change required under Alternative 2. Under this alternative, only a small amount of frontage acquisition would be necessary to create the corner sidewalk in front of the business located at 8593 SR 28.
- **APN 090-135-030:** SR 28 improvements along the area between the Kings Beach State Recreation Area and its parking lot would create a pedestrian entry and require a larger amount of frontage than under Alternative 2.

As described for Alternative 2, ROW acquisition and roadway improvements under Alternative 3 would result in reduced setbacks and landscaping impacts on the remaining parcels along SR 28. As previously indicated above, partial acquisitions would be required under Alternative 3. Implementation of Mitigation Measures LU-1 and TRA-3, as described in *Section 3.6, Traffic*, would minimize this effect.

Alternative 4

Under Alternative 4, there would be no requirement for full acquisition of any parcels. Partial acquisitions under Alternative 4 would be similar to Alternative 2 with two major exceptions. These acquisitions would consist of frontage or corner acquisitions from parcels adjacent to the existing SR 28 ROW, and most would not result in substantial effects on existing land uses, but several of the acquisitions would displace uses within

the existing or proposed new ROW. The estimated size of the acquisitions for affected parcels would differ from Alternative 2 by no more than a few feet.

The direct land use effects resulting from partial acquisitions under Alternative 4 would be similar to those described for Alternative 2, although effects on landscaping for specific parcels could vary slightly because of differences in the proposed ROW under Alternative 4. Following is a summary of the major differences in land use effects between the two alternatives for the parcels most affected by the proposed action.

Assessor's Parcel Number

- **APN 090-071-029:** SR 28 improvements would implement a ROW acquisition that would change access to the business located at 8299 SR 28.
- **APN 090-134-029:** Under this alternative, SR 28 improvements would create a single break in the pavement front of the business located at 8700 SR 28 (as opposed to two breaks under Alternative 2) that would result in a change of access for customers of this business.

As described for Alternative 2, ROW acquisition and roadway improvements under Alternative 4 would not result in reduced setbacks and fencing and landscaping impacts on the remaining parcels along SR 28. As previously indicated above, partial acquisitions would be associated with Alternative 4. Implementation of Mitigation Measures LU-1 and TRA-2, as described in *Section 3.6, Traffic*, would minimize this effect.

Impact LU-2: Potential Inconsistency with Local and Regional Plans and Policies

Alternative 1

Under Alternative 1, no project would be constructed. Alternative 1 would result in an adverse effect resulting from inconsistencies with local plans.

Alternative 2

The following section contains an evaluation of Alternative 2's consistency with plans and policies adopted by the Town of Truckee, Placer County, and TRPA.

Kings Beach Community Plan

Placer County and TRPA adopted the *Kings Beach General Plan* in 1996. The plan's vision statement for land use states, "a key part of the Community Plan is to provide the opportunity and incentive to upgrade and expand the businesses of Kings Beach. The Land Use Element envisions a luster of distinct areas within Kings Beach unified with specific design elements (Placer County, Tahoe Regional Planning Agency, and North Tahoe Community Plan Team 1996)." The following goals, objectives, and policies from the community plan apply specifically to the proposed action.

Planning Considerations

1: The commercial development needs to be upgraded and revitalized.

2: The commercial development is a "strip" and the four-lane highway has adversely affected the character of the community. Programs should be implemented to facilitate pedestrian activity along the State Highway.

5: Scenic Roadway Unit 20 and Scenic Shoreline Unit 21 are within this Plan area and the roadway unit is targeted for scenic restoration as required by the scenic threshold.

This action would make the Kings Beach community more accessible for bicyclists and pedestrians, which in turn would benefit commercial development. The proposed action is also consistent with the units targeted for scenic restoration as landscaping and other visual improvements are included under this alternative. Therefore, the proposed action complies with the above stated planning considerations.

Objectives and Special Policies

2b: All projects shall be subject to the Placer County Standards and Guidelines for Signage, Parking and Design (Appendix B [of the Community Plan]).

2c: For the Placer County project review process for design review and signage, retain the existence and participation of the North Tahoe Design Review

Committee. TRPA should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.

3b: The Redevelopment Agency should concentrate on the downtown area and other areas in need of upgrading. The focus should be on rehabilitation, code enforcement, provision of low-to-moderate housing, façade improvement, property assembly, parks and recreation facilities, parking, beach access, and infrastructure improvements.

6a: Projects with existing coverage in excess of 75% of their project area shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off-site in a related area. This condition may be waived by the Design Review Committee, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.

7a: The Design Review Committee shall consider the recommendations of the Scenic Target section of Chapter IV when reviewing projects and, where appropriate, incorporate conditions of approval to implement the recommendations of the Scenic Target section or the equal or superior recommendations of the applicant.

8a: Projects located between the designated scenic corridors and Lake Tahoe shall not cause a reduction of the views of Lake Tahoe from the corridors. TRPA may consider as an alternative, offsite improvements if it is determined there is a net increase in the lake views within the scenic unit.

Alternative 2 would adhere to the above policies. It would be consistent with the Placer County Standards and Guidelines for Signage, Parking and Design and would implement the recommendations of the North Tahoe Design Review Committee. This alternative would have beneficial impacts on recreation and will provide the necessary increase to landscaping to improve scenic resources. No views of Lake Tahoe would be obstructed as a result of the proposed action. Therefore, the proposed action complies with these objectives and policies.

Recreation Objectives and Policies

5B-2: Increase the total mileage of bicycle trails available for public use in the General Plan area, complete linkages in the system, complete a trail through

Kings Beach, and complete alignments as established in the North Tahoe PUD Master Plan.

5C-2: Recreation Trail System - The Plan requires the implementation of a recreational/ bike trail system mostly located along the Lake and State Route 28. Also, trails connecting the elementary school with the lake should be constructed. The map shows possible alignments. (2 miles/50 DCP)

Alternative 2 increases bicycle mobility and therefore supports the above recreation objectives.

Public Services Objectives and Policies

6B-1: The supporting infrastructure (e.g., roads, parking, drainage, fire, schools, and police) of the Community Plan shall be designed for a planned buildout projected for twenty years.

The proposed action supports the buildout of Kings Beach as planned in the Kings Beach Community Plan. Thus, Alternative 2 is consistent with this policy.

Implementation Elements

Implementation policies regarding highway, parking, sidewalk, recreational, restoration, scenic, and water quality improvements also apply to the proposed action. Specific information regarding these implementation objectives and policies can be found in Chapter 7 of the Community Plan.

Transportation Objectives and Policies

3B-1: Provide a safe and efficient transportation system for the residents of the Kings Beach area and others who use the system.

Implementation of Alternative 2 would improve the safety and efficiency of transportation for Kings Beach residents and visitors.

3B-1a: The level of service on major roadways (i.e., arterial and collector routes as defined by Placer County) shall be LOS D, and signalized intersections shall be at LOS D (Level of Service E may be acceptable during peak periods, not to exceed four hours per day).

Alternative 2 includes two roundabouts located at the intersections of SR 28/Bear Street and SR 28/Coon Street, which are both projected to operate at LOS B in 2028. Roadway LOS, however, would not meet the LOS D standard in both 2008 and 2028 projections. Alternative 2 is therefore considered to be inconsistent with policy 3B-1a.

3B-1b: Provide for the various functions currently accommodated in the public right-of-ways (e.g., through vehicle traffic, parking search, pedestrian activity, bicyclist activity and parking).

Alternative 2 allows for currently accommodated functions of SR 28 while improving pedestrian and bicycle use. Parking elements are still considered and parking lanes are included as part of Alternative 2. Thus, Alternative 2 is considered to be consistent with policy 3B-1b. Therefore, this is not considered an adverse effect and no mitigation is required

3B-1c: Implement a parking management program that provides: adequate parking, limits traffic, considers connections between parking lots, encourages community parking lots, and complements transit.

Alternative 2 would not impede the implementation of policy 3B-1c.

3B-1d: When designing transportation improvements, consider traffic calming strategies such as alternate truck routes, speed reductions on SR 28, entry features, highlighted pedestrian crosswalks, etc.

The design of Alternative 2 calls for a decrease in the number of lanes from four to three as well as the addition of roundabouts at the intersections of SR 28/Bear Street and SR 28/Coon Street. Both of these elements are expected to slow and calm traffic along SR 28. Additionally, the inclusion of highlighted crosswalks, as planned in Alternative 2, would add to this impact. Therefore, Alternative 2 is considered to be consistent with policy 3B-1d.

3B-3a: The Plan should provide for the in-fill of existing developed areas that would utilize existing transportation facilities, while promoting alternatives to the private automobile.

Alternative 2 would increase bicycle and pedestrian mobility in the Kings Beach area, which is consistent with policy 3B-3a.

3B-5: The Plan should develop sidewalks along both sides of SR 28 and local commercial streets. This includes landscaping, lighting, trash receptacles and bicycle racks.

Alternative 2 does include plans to install sidewalks along both sides of SR 28. Included in the design are plans for landscaping, lighting, and other pedestrian oriented features. Alternative 2 is considered to be consistent with policy 3B-5.

3B-5a: Implement a program through review of projects or preferably through improvement districts that provides for the street improvements.

Alternative 2 is one of four alternatives considered for SR 28 improvement. Therefore, Alternative 2 is considered to be consistent with policy 3B-5a.

3B-6a: Provide for a system of bicycle recreation trails in the community plan improvement program.

Alternative 2 facilitates additional bicycle mobility in the Kings Beach area and would not impede policy 3B-6a.

3B-8a: Driveways and access-egress points to commercial businesses along State Route 28 should be coordinated to reduce the number of turn movements and improve traffic flow along State Route 28.

Alternative 2 includes dedicated left turn lanes, which facilitate turning and improve traffic flow. Therefore the proposed action complies with policy 3B-8a.

3B-8b. Policy: Parking within the Kings Beach Commercial Community Plan should encourage the consolidation of off-street public parking within the commercial areas.

This is not considered an adverse effect and no mitigation is required. Please see Section 3.7, Parking, Table 3.7-1, and Table 3.7-2 for a detailed discussion of parking in the Kings Beach commercial area.

Streets and Highways

3C-1: State Route 28 Improvements – State Route 28 shall be improved to include four lanes (two in each direction with no center turn lane), Class II bikeways on each side, parallel parking in the pedestrian district, medians in the entry areas, curb, and sidewalks. The construction of the highway improvements will be in conjunction with the construction of sidewalks, curbs, drainage system, landscaping, utility undergrounding and lighting.

The design of Alternative 2, which calls for a decrease in the number of lanes from four to three, would be inconsistent with Policy 3C-1. An amendment to the Transportation Element of the Kings Beach Community Plan for Alternative 2, if adopted, to call for a reduction to three travel lanes on SR 28 would be required. Implementation of Mitigation Measure LU-2 will minimize this effect.

3C-2: Local Street Improvements – Local commercial streets shall be improved to include two travel lanes, parallel parking, and sidewalks. Some streets such as Brook may become one way with elimination of parallel parking.

3C-3: State Route 28/267 Intersection Improvement – This intersection will be upgraded with turn lanes, scenic improvements, and medians.

3C-4: Coon Street Intersection Improvement – This four way signalized intersection on State Route 28 will be upgraded with turn lanes and scenic improvements.

3C-5: Bear Street Intersection Improvement – This three way intersection on State Route 28 will be redesigned to include turn lanes and a conversion of Brook Street to one way.

Alternative 2 would include improvements to SR 28 including bike lanes, sidewalks, turn lanes, and scenic improvements. Traffic signals at the Coon Street intersection and the Bear Street intersection would also occur under this alternative.

Parking Facilities

1: Kings Beach Parking – To meet parking requirements, compensate for lost parking due to State Route 28 improvements, achieve targets, and to provide for additional development, a series of parking lots are to be constructed. The lots shown in Figure 3 [of the Community Plan] are conceptual in design and location and will require further study. The location and size of the parking shall

be based on an area-wide analysis/program developed by Placer County. The CIP lists the important public parking lots.

This is not considered an adverse effect and no mitigation is required. Please see Section 3.7, Parking, Table 3.7-1, and Table 3.7-2 for a detailed discussion of parking in the Kings Beach commercial area.

Pedestrian Facilities

1: State Route 28 Pedestrian Facilities – The construction of sidewalks on State Route 28 is shown in Figure 4 [of the Community Plan]. The conceptual design of the sidewalk system for the pedestrian area and the entry areas is shown in the Kings Beach Design Standards and Guidelines (Appendix B [of the Community Plan]) and includes landscaping, lighting, trash receptacles, and bike racks.

2: Local Commercial Street Pedestrian Facilities – The construction of sidewalks on local commercial streets is shown in Figure 3 [of the Community Plan]. The conceptual design of the sidewalk system is shown in the Kings Beach Design Standards and Guidelines (Appendix B [of the Community Plan]) and includes landscaping, lighting, trash receptacles, and bike racks.

Improvements to pedestrian facilities would occur under Alternative 2. Sidewalks would be widened, which would increase pedestrian mobility. Crosswalks would be provided to increase pedestrian safety. Landscaping along both sides of SR 28 is also included in this alternative.

In general, implementation of Alternative 2 would improve the safety and efficiency of transportation for Kings Beach residents and others. The proposed alternative is considered to be consistent with each of the above objectives and policies as stated in the Kings Beach Community Plan.

Placer County General Plan

The nine elements of the *Placer County General Plan* were revised in 1994. The following goals, objectives, and policies from the Transportation and Circulation element apply specifically to the proposed action.

Goal 3A: To provide for the long term planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.

Implementation of Alternative 2 would enhance and facilitate bicycle and pedestrian mobility along SR 28 through Kings Beach between the intersections of SR 28/SR 267 and SR 28/Chipmunk Street. The proposed alternative is considered to be consistent with Transportation and Circulation Goal 3A. Therefore, this is not considered an adverse effect and no mitigation is required.

3.A3: The County shall require that roadway rights-of way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes (beyond 2010), as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations.

3.A.10: The County's level of service standards for the State highway system shall be no worse than those adopted in the Placer County Congestion Management Program (CMP).

3.A.15: 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.

The proposed action is included in the adopted Lake Tahoe Basin Regional Transportation Plan (RTP): 2004–2027 (Tahoe Regional Planning Agency and Tahoe Metropolitan Planning Organization 2004). The RTP identifies the proposed action as WQ-24: SR 28/Kings Beach curb, gutter, water collection and treatment, bicycle lanes, and landscaping/lighting.

Additionally, TRPA dictates that community plans will only be adopted after review to ensure compliance with standards set forth by the agency. The Kings Beach Community Plan was reviewed and adopted in 1996; thus, the elements, goals, and policies contained within the community plan correspond to those established by TRPA. Therefore, this is not considered to be an adverse effect and no mitigation is required.

Alternative 3

Alternative 3's consistency with policies of the Kings Beach Community Plan or the *Placer County General Plan* is similar to those identified for Alternative 2, except an amendment to the Transportation Element of the Kings Beach Community Plan to maintain consistency with Policy 3C-1 would not be required.

Alternative 4

Alternative 4's consistency with policies of the Kings Beach Community Plan or the *Placer County General Plan* is similar to those identified for Alternative 2.

Impact LU-3: Impacts on Parking Availability

Alternative 1

Under Alternative 1, there would be no construction and no adverse effects on parking availability. No mitigation is required.

Alternative 2

Under Alternative 2, parking impacts would include both public and private properties located along SR28. Although Alternative 2 provides for on-street parking lanes along both sides of SR28, parking would be prohibited during the summer season. This would eliminate a total of 202 parking spaces located on public property along SR 28 during the summer.

Alternative 2 would also reduce access to existing perpendicular and angled parking spaces on private property currently accessed directly off the state highway. Although individual properties would generally be provided with curb cuts to access full driveways, many existing spaces accessed off of the highway would be effectively eliminated. A net loss of 78 private spaces would result from the implementation of Alternative 2. This impact is considered less than significant because Placer County has committed to compensating for parking spaces that would be lost as a result of either build alternative (see discussion under *Section 3.7*).

Alternative 3

Unlike Alternative 2, the on-street parking lanes would be provided year-round under Alternative 3 such that parking impacts would be similar to Alternative 2 with the following exceptions.

- The anticipated parking impact on APN 090-123-023 under Alternative 2 would not occur under Alternative 3.
- The total anticipated loss of parking on public and private property under Alternative 3 is expected to equal 172 spaces.

This impact is considered less than significant because Placer County has committed to compensating for parking spaces that would be lost as a result of either build alternative (see discussion under *Section 3.7*).

Alternative 4

The parking effects of Alternative 4 are identical to those described in Alternative 2 with one exception.

- No on-street parking spaces would be provided along SR-28, effectively prohibiting on-street parking year-round rather than solely in summer.

This impact is considered less than significant because Placer County has committed to compensating for parking spaces that would be lost as a result of either build alternative (see discussion under *Section 3.7*).

3.8.4 Mitigation, Avoidance, Minimization, and Compensation Measures

This section describes design features included in the proposed action and mitigation measures that Placer County will implement as part of the proposed action to reduce adverse effects related to land use, consistency with general plan policies, circulation and access, parking, public services, and residential displacements.

Mitigation Measure LU-1: Implement a Community Involvement and Public Participation Plan

Placer County will implement a Community Involvement and Public Participation Plan with the following measures to mitigate for the land use impacts of the proposed action:

- Create a CIPP in accordance with Caltrans' Tahoe Basin Public Communication and Outreach Guidelines. Placer County will identify stakeholders within the action area and create a CIPP that will allow for coordination between local agencies and generate public awareness about the proposed action. By providing the following outreach mechanisms, the CIPP would minimize construction related impacts through advanced planning and public participation. Caltrans' Tahoe Basin Public Communication and Outreach Guidelines recommend that the following public outreach actions be included in the CIPP.
- Informational brochures or flyers sent to homeowners, renters, and business operators with information and updates regarding construction related details.
- Implementation of regularly conducted 'stakeholder wide' project development team (PDT) meetings. These meetings can also be used as a mechanism for spreading project related information to the constituencies of the various groups.
- Use of the local media outlets, including radio, newspaper, and television ads, to publicize the project and update information.

Mitigation Measure LU-2: Amend the Kings Beach Community Plan

Placer County and TRPA will amend Policy 3C-1 in the Transportation Element of the Kings Beach Community Plan to maintain consistency with Policy 3C-1, which will allow for a three-lane configuration on SR 28.

Mitigation Measure TRA-3: Implement Construction Traffic Management Plan during Construction

This mitigation measure is described in *Section 3.6, Traffic*.

3.8.5 Compliance with Tahoe Regional Planning Agency Code

TRPA Resolution No. 82-11, adopted August 1982, outlined the environmental threshold carrying capacities for the Lake Tahoe Region. The *environmental threshold carrying capacity* is defined in the following manner:

an environmental standard necessary to maintain significant scenic, recreational, educational, scientific, or natural value of the region or to maintain public health and safety within the region.

The thresholds set forth in Resolution 82-11 address the following nine components of the environment of the Tahoe Region: water quality, soil conservation, air quality, vegetation preservation, wildlife, fisheries, noise, recreation, and scenic resources. As such, TRPA does not specifically include criteria for determining significance of land use. In meeting the needs and goals identified above, the proposed action will contribute to the achievement of planning goals at the community and regional level.