store, with the Old Brockway Golf Course primarily visible along both highways within the project vicinity. The golf course surrounds several dozen single-family residences directly north of the golf course clubhouse. The visual quality west of the project site varies from moderate to moderately high.

Project Vicinity Visual Quality

Overall, the project vicinity includes some moderately high vivid scenic views as well as vivid commercial and residential elements, while the intactness and unity of the overall quality throughout the vicinity is moderate. Therefore, the overall visual quality is moderate to moderately high.

3.15.1.3 Study Area Units and Key Viewpoints

The area surrounding and including the action area has been analyzed using the TRPA unit system to provide a framework for analysis. The units are shown in Figure 3.15-15. Key viewpoints, shown in Figure 3.15-2, have been chosen for their representation of the unit within which they are located and those viewers affected.

Roadway Unit 20B—Kings Beach

Roadway Unit 20B extends along SR 28 from Beach Street on the west, to the portion of Chipmunk Street south of SR 28 on the east. Six key viewpoints in Unit 20B, spatially located in Figure 3.15-2, are shown in Figures 3.15-9 through 3.15-14. Viewers in this unit are business owners, residents, travelers on SR 28, and recreationists.

The four-lane SR 28 gently curves through Kings Beach and is bounded on either side by tall, relatively dense mature coniferous and deciduous trees with a few smaller ornamental trees and herbaceous vegetation. Lining the highway are primarily tourist-based commercial businesses such as motels and lodges, restaurants, gift shops, gas stations, and recreation craft rentals with a few condominiums and private single-family residences also facing the highway.

Power lines are not visible throughout this roadway unit. Fencing along the roadway includes split wood, chain link, and some wood board, and also includes a few stone,

concrete, and brick elements. Business signs are of various types including wooden, neon, and light-behind plastic. Various building materials in use include wood panel and wood siding of various types and colors, concrete block, painted brick, stone façade, glass and steel, and stucco. At least one prominent building north of the highway, located on the east end of the roadway unit, appears to be under construction or renovation.

Curbs, gutters, sidewalks, landscaping, and directed lighting are largely absent with the exception of the ROW of the Safeway grocery store northwest of the intersection of SR 28 and 267 and the Kings Beach State Recreation Area south of SR 28 roughly in the middle of Unit 20B. The existing roadway shoulder treatment is inconsistent, which creates uncertainty and distractions for motorists. Some light fixtures in these two areas are of matching design and integrate well with the existing architectural site features (see Figure 3.15-5, Viewpoint 6 and Figure 3.15-12, Viewpoint 15W). Standard galvanized steel streetlights currently light the highway and intersections (see Figure 3.15-11, Viewpoint 14E or 15E).

Views of Lake Tahoe are especially apparent, though somewhat blocked by street parking, across Kings Beach State Recreation Area near the middle of Unit 20B. Middleground and background views of the distant ridgelines are apparent at the east and west ends of the highway viewshed. With the exception of these middleground and background views, viewing distance is limited to the foreground by vegetation and the winding nature of the roadway.

The existing travel route rating and scenic quality rating of this unit is summarized in Tables 3.15-1 and 3.15-2, respectively.

Roadway Unit 40—Brockway Cutoff

Roadway Unit 40 extends along SR 267 from the intersection with SR 28 at the south end to the intersection with Cambridge Drive to the north. Viewers in this unit include residents, travelers on SR 267, and recreationists.

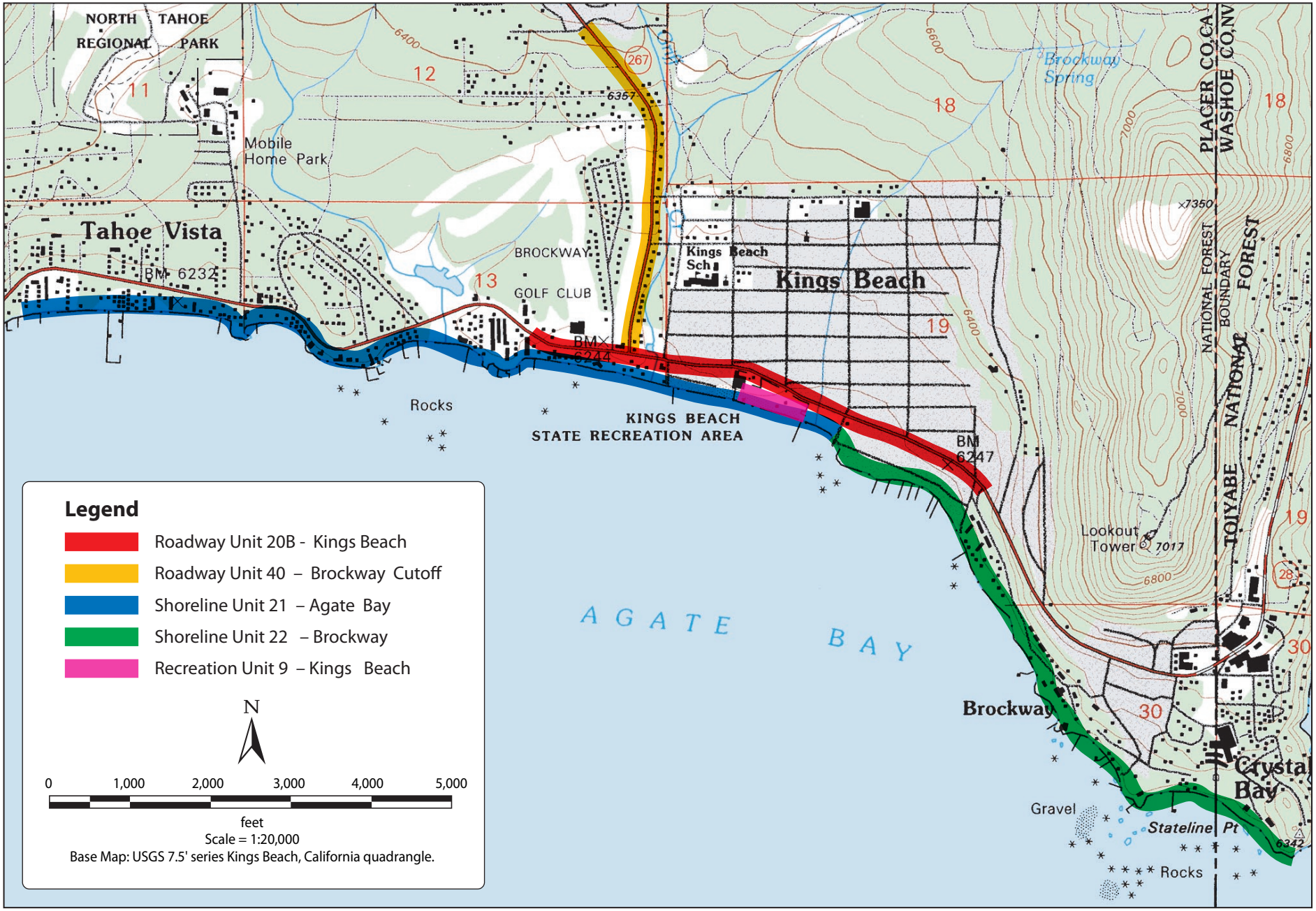

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Figure 3.15-15
Study Area Units

Dense, mature coniferous trees are especially prominent in this unit surrounding residences on either side of the roadway. Power lines are prominent at the north end of this unit (see Figure 3.15-6, Viewpoint 7) but are no longer visible at the point where the highway meets the Old Brockway Golf Course (see Figure 3.15-6, Viewpoint 8. The Old Brockway Golf Course borders the west side of the southern two-thirds of this roadway unit (see Figure 3.15-7, Viewpoint 9). Shorter mature deciduous trees primarily line this area along a split wood fence. On a clear day, Mount Tallac can be seen briefly in the background between these trees (see Figure 3.15-7, Viewpoint 10 and Figure 3.15-8, Viewpoint 11).

The two-lane highway has a shoulder that is a few feet wide but has no curbs, gutters, or sidewalks. The residences along the highway were built using wood and concrete with wood, metal, and asphalt shingle roofing. Lake Tahoe can be seen between the condominiums and the trees from SR 267 at the intersection with SR 28, but middleground and background views are limited by vegetation and the winding nature of the roadway (see Figure 3.15-7, Viewpoint 10).

The existing travel route rating and scenic quality rating of this unit is summarized in Tables 3.15-1 and 3.15-2, respectively.

Shoreline Unit 21—Agate Bay

Shoreline Unit 21 extends from the western end of Tahoe Vista approximately to Coon Street in Kings Beach. Viewers in this unit are residents, businesses, and recreationists.

This sandy shoreline includes several single-family residences and condominiums, several piers, a small marina, and public beach access. Views from the lake are of shoreline buildings with various materials and colors, mixed with mature coniferous vegetation leading to mountain peaks in the background. Recreationists are common on the shore or in boats. Nighttime views of the shore from the lake are primarily spotted with low-intensity residence lighting.

The existing travel route rating and scenic quality rating of this unit is summarized in Tables 3.15-1 and 3.15-2, respectively.

Shoreline Unit 22—Brockway

Shoreline Unit 22 extends from Coon Street through Brockway on the east side of the Nevada-California state line. Viewers in this unit are residents, businesses, and recreationists.

This shoreline unit is primarily characterized by residences with private beach access and several piers. The shoreline wraps around Lake Tahoe's northernmost peninsula. Views from the lake include mature coniferous vegetation with the peninsula's ridgeline in the middleground and the often snow-capped mountain peaks in the background. Especially from the tip of the peninsula to the east end of Unit 22, the shore is generally more steep and rocky than some of the more gradual sandy beaches west of this unit. Nighttime views of the shore from the lake are primarily spotted with low-intensity residence lighting.

The existing travel route rating and scenic quality rating of this unit is summarized in Tables 3.15-1 and 3.15-2, respectively.

Recreation Unit 9—Kings Beach

Recreation Unit 9 represents the Kings Beach State Recreation Area, which includes 1,400 linear feet of beach with a pier, picnic area, boat launch, restrooms, parking facilities, and the North Tahoe Conference Center. Viewers in this unit are primarily recreationists (see Figure 3.15-12, Viewpoint 15W).

Recreationists in the water can see Mount Baldy and other surrounding ridgelines in the background. Recreationists on the beach can also see through the mature coniferous and deciduous vegetation interspersed throughout the area to the businesses on the north side of SR 28. The parking area between the beach and SR 28 has well-defined brick-paved walkways, split wood fencing, low stone walls, large landscape rocks, telephone pole-sized wood landscape barriers, and low herbaceous landscape vegetation. The restroom design blends well with the regional character.

The tall parking lot lighting is directed downward while the walkways are lit with shorter light fixtures that integrate well with the existing architectural site features.

The existing travel route rating and scenic quality rating of this unit is summarized in Tables 3.15-1 and 3.15-2, respectively.

Table 3.15-1. 2001 Travel Route Ratings and Comments

	2001 Travel Route Rating	2001 Rating Comments
Roadway Units		
20B—Kings Beach	12.5	This unit extends approximately 1.2 miles from Beach Street to lakeside part of Chipmunk Dr. Improvements noted since 1996 include remodeling a Safeway, landscaping and structure upgrade at the golf course, and the California Tahoe Conservancy removal of fence and spa building at North Tahoe Beach Center site. Some sign and facade improvements have also occurred in Kings Beach. The new fish mural is an improvement to a large blank wall without creating distraction from natural setting. This unit is not in threshold attainment.
40—Brockway Cutoff	15	The focused lake view down the golf course has been degraded through addition and maturation of landscaping on the fairway and placement of new cafe/pro shop structure, even though the terminus of the view at the lake has improved with removal of structure and fence at Tahoe Beach Center site. The golf course cafe/pro shop displays improved architectural features compared to the previous structure yet is more visible from this unit. Over time, required landscaping mitigation will likely allow an improvement in the man-made features score. This unit is not in threshold attainment.
Shoreline Units		
21—Agate Bay	8	The low man-made features rating reflects, in part, the number of boats and beach equipment clutter found along the beach throughout this unit. Several residential rebuilds include poor setback and screening characteristics. Two tourist accommodation upgrade projects fail to make scenic improvements. This unit remains at risk.
22—Brockway	9	New medium large houses with inadequate screening and large window area reduce the manmade features score. The reduction in variety reflects an amendment in previous scores and the loss of some native shoreline vegetation. This unit is not in threshold attainment and is at risk.
Recreation Area		
9—Kings Beach	NA	

Source: Tahoe Regional Planning Agency 2002.

Table 3.15-2. 2001 Scenic Quality Ratings and Comments

	2001 Scenic Quality Rating	2001 Rating Comments
Roadway Units		
20B—Kings Beach	9	A short lake view at the base of SR 267 has opened through CTC removal of a structure and view-blocking fence. A framed view of Mt. Tallac is offered, blocked in some areas with residual nonnative vegetation.
40—Brockway Cutoff	8	The addition of landscaping along the fairway blocks this targeted view. In addition, construction of the relocated café/pro shop at the golf course narrows the frame of the view and changes its character.
Shoreline Units		
21—Agate Bay	8	NA
22—Brockway	9	NA
Recreation Area		
9—Kings Beach	12	The distractions of poorly maintained commercial buildings to the north have been removed by the CTC park project. Commercial development across the highway and the roadway itself has become visible in this area, however, precluding an increase in the Intactness score. As vegetation matures, Intactness will probably improve.

Source: Tahoe Regional Planning Agency 2002.

3.15.1.4 Viewer Groups and Viewer Responses

Viewer groups in the vicinity of the action area and their sensitivity to visual changes in the area are characterized below.

Residents

Approximately four single-family residences (see Figure 3.15-13, Viewpoint 16W for an example), two residence/businesses, two multifamily residences, and one area with several condominiums and timeshares (see Figure 3.15-7, Viewpoint 10 for an example) border directly onto SR 28 in the action area. These residences have direct views of the project site either across open driveways or through existing vegetation and will likely be most affected by the proposed action.

Residents are likely to have moderately high sensitivity to visual changes due to close proximity to the project site and a high sense of ownership over views from their residences.

Recreational Users

Recreational users who would view the proposed action are more likely to seek the action area for its unique visual qualities and regard the natural and built surroundings as a holistic visual experience. Recreational users include miniature golfers, visitors to the Kings Beach State Recreation Area, boaters at the adjoining boat launch, and watercraft renters, as well as tourist patrons of various Kings Beach gift shops, restaurants, and motels, lodges, and cottages.

Recreational users seeking more active activities such as miniature golf or water sports are likely to be more transitory, distant from the project site, and focused on the particular activity, while tourist patrons are likely to walk, eat, and shop along the project site and be more affected by the proposed action. Therefore, recreational users are likely to have moderate to moderately high sensitivity to visual changes at the project site.

Businesses

The project site is primarily lined by businesses directly facing SR 28. These businesses depend largely upon tourism, and tourists visit the area largely because of its scenic quality. Hence, the proposed action's cumulative effect upon the area's scenic quality is likely to directly affect businesses.

Due to their direct relationship to the project site's scenic quality, businesses within view of the project site are likely to have moderately high sensitivity to visual changes.

Roadway Travelers

Travelers use roadways at varying speeds, and normal highway and roadway speeds differ based on the traveler's familiarity with the route and roadway conditions (i.e., presence or absence of rain or snow). The posted speed limit within the project site is 30 mph. Views on the western half of the project site are shorter in duration and

distance due to the slightly higher amount of activity and the gradual curve in the roadway while views in the eastern half are slightly more expansive on the straighter stretch of highway.

Motorists traveling along SR 28 include area residents, commuters, tourists, and park users from the region and elsewhere. Viewers such as residents and commuters who frequently travel these routes generally possess moderate visual sensitivity to their surroundings. The passing landscape becomes familiar to these viewers, and their attention typically is not focused on the passing views but on the roadway, roadway signs, surrounding traffic, and pedestrian activity. Viewers who travel local routes for their scenic quality generally possess a higher visual sensitivity to their surroundings because they are likely to respond to the natural environment with a high regard and as a holistic visual experience.

Viewer sensitivity is moderate among most roadway travelers anticipated to view the action area. The passing landscape becomes familiar to frequent viewers while tourists are likely to be more sensitive at standard roadway speeds. Furthermore, at these speeds, expansive views are of somewhat limited duration and roadway users are fleetingly aware of surrounding traffic, road signs, their immediate surroundings within the automobile, and other visual features.

3.15.2 Regulatory Setting/Tahoe Regional Planning Agency Thresholds

3.15.2.1 Federal and State Regulations

The portion of SR 28 within the action area is an eligible state scenic highway under the California Scenic Highway Program, but it has not been officially designated under any federal or state program. Therefore, no federal or state regulations apply.

3.15.2.2 Local Regulations

Placer County

The Placer County General Plan Update (Placer County 1994) contains visual resource goals, objectives, and policies to preserve and enhance the scenic qualities of the Basin.

Land Use

- **Commercial Land Policy 1.D.11.** The County shall require that existing and new downtowns/village centers and development within them be designed to integrate open spaces into the urban fabric where possible, especially taking advantage of any natural amenities such as creeks, hillsides, and scenic views.
- **Visual and Scenic Resources Policy 1.K.1.** The County shall require that new development in scenic areas (e.g., river canyons, lake watersheds, scenic highway corridors, ridgelines and steep slopes) is planned and designed in a manner which employs design, construction, and maintenance techniques that:
  - Avoids locating structures along ridgelines and steep slopes;
  - Incorporates design and screening measures to minimize the visibility of structures and graded areas;
  - Maintains the character and visual quality of the area.
- **Visual and Scenic Resources Policy 1.K.2.** The County shall require that new development in scenic areas be designed to utilize natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes.
- **Visual and Scenic Resources Policy 1.K.3.** The County shall require that new development in rural areas incorporate landscaping that provides a transition between the vegetation in developed areas and adjacent open space or undeveloped areas.
- **Visual and Scenic Resources Policy 1.K.4.** The County shall require that new development incorporates sound soil conservation practices and minimizes land alterations. Land alterations should comply with the following guidelines:
  - Limit cuts and fills;
  - Limit grading to the smallest practical area of land;
  - Limit land exposure to the shortest practical amount of time;

- Replant graded areas to ensure establishment of plant cover before the next rainy season; and
- Create grading contours that blend with the natural contours on site or with contours on property immediately adjacent to the area of development.

- **Visual and Scenic Resources Policy 1.K.5.** The County shall require that new roads, parking, and utilities be designed to minimize visual impacts. Unless limited by geological or engineering constraints, utilities should be installed underground and roadways and parking areas should be designed to fit the natural terrain.
- **Scenic Routes Policy 1.L.3**. The County shall protect and enhance scenic corridors through such means as design review, sign control, undergrounding utilities, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, and land conservation contracts.
- **Scenic Routes Policy 1.L.4.** The County shall provide for landscaping and/or landscaped mounding along designated scenic corridors where desirable to maintain and improve scenic qualities and screen unsightly views.
- **Scenic Routes Policy 1.L.5.** The County shall encourage the development of trails, picnicking, observation points, parks, and roadside rests along scenic highways.
- **Scenic Routes Policy 1.L.6.** The County shall protect and maintain historical landmarks and historical monuments along scenic routes.
- **Scenic Routes Policy 1.L.7.** The County shall encourage the use of bicycles as an alternative mode of travel for recreational purposes in scenic corridors.
- **Scenic Routes Policy 1.L.8.** The County shall include aesthetic design considerations in road construction, reconstruction, or maintenance for all scenic routes under County jurisdiction.
- **Scenic Routes Policy 1.L.9.** The County shall support anti-litter, beautification, and cleanup programs along scenic routes.
- **Scenic Routes Policy 1.L.10**. The County shall coordinate scenic route programs among local, regional, and state jurisdictions, recognizing that scenic routes are a resource of more than local importance.

Transportation and Circulation

- **Streets and Highways Policy 3.A7.** The County shall develop and manage its roadway system to maintain the following minimum LOS: LOS C on rural roadways, except within one-half mile of state highways where the standard shall be LOS D, and LOS C on urban/suburban roadways except within 0.5 mile of state highways where the standard shall be LOS D.

  The County may allow exceptions to these LOS 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:

  The visual aesthetics of the required improvement and its impact on community identity and character.

Public Facilities and Services

- **General Public Facilities and Services Policy 4.A.4.** The County shall require proposed new development in identified underground conversion districts and along scenic corridors to underground utility lines on and adjacent to the site of proposed development or, when this is infeasible, to contribute funding for future undergrounding.

Natural Resources

- **Vegetation Policy 6.D.1.** The County shall encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in visually sensitive areas such as hillsides, ridges, and along important transportation corridors.
- **Vegetation Policy 6.D.10.** The County shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained. [In general, *native* means naturally occurring in the area, not introduced. Depending on the species, native plants can have widespread distribution across California or restricted distribution just in the Sierras or Tahoe Basin].
- **Open Space for the Preservation of Natural Resources Policy 6.E.3.** The County shall support the maintenance of open space and natural areas that are interconnected and of sufficient size to protect biodiversity, accommodate wildlife movement, and sustain ecosystems.

In each case, compliance with the TRPA would achieve compliance with Placer County requirements.

Kings Beach Community Plan

The Kings Beach Community Plan (Placer County and Tahoe Regional Planning Agency 1996) contains specific visual resource goals, objectives, and policies that directly relate to the action area and serve to preserve and enhance the scenic qualities of the Tahoe Basin; these policies integrate with the policies of the Placer County General Plan. The following excerpt is from the Kings Beach Community Plan Introduction (Placer County Tahoe Regional Planning Agency, and North Tahoe Community Plan Team 2006):

> Pursuant to Chapter 14 of the TRPA Code of Ordinances, the Kings Beach Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Community Plan boundaries. For purposes of Placer County land use regulation, the Community Plan and the Placer County General Plan and implementing ordinances shall become one and the same. Upon adoption, the Community Plan (CP) is intended to serve as the mutual plan for all regulatory authorities.

These policies apply to the proposed action, a number of which refer specifically to the TRPA.

Land Use Element

Planning Consideration 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.

- **Urban Design and Development Policy 1a—Special Area 1 (Downtown Area Commercial).** Tourist-oriented commercial uses are the predominant theme. This area represents the heart of the downtown Kings Beach Community and generally fronts on SR 28. This area has historically had a wide range of commercial activities that have not always been compatible and have not always been appropriate for a tourist-oriented economy. The policy of this plan is to keep the types of activities more homogeneous and oriented to the visiting public.

- **Urban Design and Development Policy 1b—Special Area 2 (East and West Entry Commercial Areas).** More emphasis is placed on commercial services oriented more to the local population, such as auto repair, building materials and hardware, laundries and dry cleaning, and storage yards. These areas are generally at the entrance points at either end of the commercial districts.
- **Urban Design and Development Policy 1c—Special Area 3 (Recreation Area).** Permissible uses are oriented toward outdoor recreation activities. This area is generally defined geographically on the state beach area and is bounded generally between SR 28 and the lake, in the middle of the downtown area. Limited commercial activity is permitted to reflect the historical relation between lakefront recreation and tourist-related commercial activities.
- **Urban Design and Development Policy 5a.** Pursuant to the general recommendations for scenic improvements in Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating, or screening overhead utilities as a condition of project approval. The TRPA may waive this requirement if the project is part of an undergrounding program or the undergrounding has been determined by the TRPA not to be necessary to meet the scenic targets of this plan.
- **Urban Design and Development Policy 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.
- **Urban Design and Development Policy 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. The TRPA may consider as an alternative, off-site improvements if it is determined there is a net increase in the lake views within the scenic unit.

Transportation/Control Program/Action Element

- **Streets and Highways Policy 1.** SR 28 Improvements—SR 28 will 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. Figure 3 (not shown) from the TRPA Transportation/Control Program/Action Element summarizes the location of the improvements in concept.

- **Streets and Highways Policy 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.
- **Streets and Highways Policy 3.** SR 28/267 Intersection Improvement—This intersection will be upgraded with turn lanes, scenic improvements, and medians.
- **Streets and Highways Policy 4.** Coon Street Intersection Improvement—This four way signalized intersection on SR 28 will be upgraded with turn lanes and scenic improvements.
- **Streets and Highways Policy 5.** Bear Street Intersection Improvement—This three way intersection on SR 28 will be redesigned to include turn lanes and a conversion of Brook Street to one way.
- **Streets and Highways Policy 6.** Truck Route/By Pass—Improvement of the existing truck route or relocation should be considered in future traffic studies, provided conflict can be avoided with sensitive locations such as schools and residential neighborhoods.
- **Parking Facilities Policy 1.** Kings Beach Parking—To meet parking requirements, compensate for lost parking due to SR 28 improvements, achieve targets, and provide for additional development, a series of parking lots are to be constructed. The lots shown in Figure 3 (not shown) from the TRPA Transportation/Control Program/Action Element 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.
- **Transit Facilities Policy 1**. Tahoe Area Regional Transit (TART) Expansion—Increased service from TART by decreasing headways, increasing the variety of vehicles, and increasing the hours of operation. Possible locations of routes, bus stops, and parking lots are shown in Figure 3 (not shown) from the TRPA Transportation/Control Program/Action Element and are further described in Chapter VII (Improvement Program), from the Kings Beach Community Plan.
- **Transit Facilities Policy 2.** Kings Beach/Tahoe Vista Shuttle—A shuttle that serves just Kings Beach, Tahoe Vista, and North Stateline with short headways will be provided for peak seasons.
- **Transit Facilities Policy 3.** Water Transit Terminals—Opportunities for water transit are included in the area of the state park.

- **Transit Facilities Policy 4.** Ski/Tour Shuttles—Coordination of transit services to recreational destinations (i.e., ski buses) will provide transit during the critical winter peaks.
- **Transit Facilities Policy 5.** Truckee Shuttle—Tour bus service and a TART connection to the Amtrak train depot in Truckee will provide transit service to the area visitors.
- **Transit Facilities Policy 6.** Lake Tour Bus—An around-the-lake bus system will provide for longer range trips for visitors and residents.
- **Pedestrian Facilities Policy 1.** SR 28 Pedestrian Facilities—The construction of sidewalks on SR 28 is shown in Figure 3 (not shown) from the TRPA Transportation/Control Program/Action Element. The conceptual designs of the sidewalk system for the pedestrian area and the entry areas are shown in the Appendix N from the Kings Beach Design Standards and Guidelines (not included) and include landscaping, lighting, trash receptacles, and bike racks.
- **Transit Facilities Policy 2.** Local Commercial Street Pedestrian Facilities—The construction of sidewalks on local commercial streets is shown in Figure 3 (not shown) from the TRPA Transportation/Control Program/Action Element. The conceptual design of the sidewalk system is shown in Appendix N from the Kings Beach Design Standards and Guidelines (not included) and includes landscaping, lighting, trash receptacles, and bike racks.
- **Bicycle Facilities Policy 1.** Recreational Trail System—To improve circulation, reduce vehicle trips, and improve public access to Lake Tahoe, the CP calls for the construction of the SR 28 trail system and the Lake Promenade shown in Figure 3 (not shown) from the TRPA Transportation/Control Program/Action Element. Also, included is the proposed trail connecting the Kings Beach Elementary School with the state park.

Conservation Element

Environmental Targets Policy 3: Scenic

The opportunities for scenic restoration have been identified by the TRPA Scenic Thresholds. Kings Beach has been identified by the TRPA Scenic Quality Improvement (SQIP) as in need of scenic improvements for the highway unit.

- **Base Line:** The 1982 Inventory identifies two principal resources within the unit: Views out to the lake and the ridgelines beyond and views north to the forested mountain slopes and ridgelines. Within the Kings Beach Community Plan portion of this unit, the two locations identified as providing significant lake views are subcomponents 5 and 3.

- **Travel Route Rating**: 10
- **Scenic Resource Threshold**: 9

  The Kings Beach area generally needs to present a more coordinated appearance with fewer visual distractions so that viewers will be permitted to enjoy the area's positive visual qualities. Recommendations to simplify and upgrade the character and quality of the commercial strip include consistency of setbacks, attention to parking and landscaping, undergrounding of utilities, and design and sign program compliance.

- **TRPA Threshold:** The TRPA Thresholds require the TRPA to attain and maintain Scenic Route Ratings at 15+ for highway units and 7+ for shoreline units.
- **Regional Plan Requirements:** The Regional Plan requires implementation of the Scenic Quality Improvement Program (including the Restoration Program, Design Review Guidelines, Design Standards and Outdoor Advertising Standards). The SQIP requires a 27% improvement in roadway scores and a 33% increase in shoreline scores by 1997.
- **Kings Beach Target:** The CP shall attain SQIP thresholds targets by 1997 through implementation of the CP Scenic Quality Improvement Program.
- **Key Implementation Strategies:** The Kings Beach Community Plan shall achieve its target by implementing regulations and improvements that satisfy the following SQIP recommendations. Regulations of the Placer County Tahoe Area Design Guidelines and the Placer County Tahoe Area Sign Ordinance will be implemented through utilizing the North Tahoe Design Review Committee and TRPA and Placer County staff. Implementation of the scenic improvements listed in Chapter VII and the sign improvement program will also be required to meet the following SQIP recommendations.

  Issues that are most important within the Kings Beach area include enforcement of sign regulations, removal of overhead utility lines, and a general upgrading of the architectural quality of development in the area.

Recreation Element

Proposed Recreation Improvements 1

- **Improved Lake Access**: The Plan target requires an increase in lake access. Some of the possible improvements are the lake recreation trail system and parking, increased beach access at the State and [North Tahoe Public Utilities District] NTPUD beaches, and increased boat launching.

Proposed Recreation Improvements 2

- **Recreation Trail System**: The Plan requires the implementation of a recreational/bike trail system mostly located along the Lake and SR 28. Also, trails connecting the elementary school with the lake should be constructed. The map shows possible alignments.

Proposed Recreation Improvements 3

- **Golf Course Improvements**: The Plan calls for the retention of the Brockway Golf Course. Figure 3 (not shown) from the TRPA Recreation Element suggests consideration of a nine-hole expansion and a renovation of the club house.

Implementation Element

SEZ Restoration Program 3: Scenic Improvements Program.

- **Purpose**: To implement the improvements needed to attain the scenic thresholds.
- **Program Description**: This program contains several programs, including:
  - **Underground Utilities:** Overhead utilities are to be undergrounded on SR 267 near the intersection of SR 28.
  - **Estimated Cost:** $1,000,000
  - **Funding:** Private, Sierra Pacific, Pacific Bell
  - **SR 28 Improvements:** See Design Standards and Guidelines for Kings Beach SR 28 Improvements and Sigh Program.
  - **Sign Program:** Nonconforming signs shall be removed pursuant to an amortization schedule or an individual schedule established with each of the businesses. The preferred method is to link the sign upgrading to the off-setting scenic improvements.

Tahoe Regional Planning Agency

Scenic Resource Thresholds

The TRPA has established four types of scenic resource thresholds to protect scenic views in the Basin, listed below. Numeric ratings are used to determine whether a specific route or area attains the threshold; the processes by which overall ratings are determined are described below.

Scenic Resource SR-1, Travel Route Ratings

Travel route ratings track long-term, cumulative changes to views from major roadways in urban, transitional, and natural landscapes in the region and to the views seen from Lake Tahoe looking toward the shore. These ratings are measured by a numeric composite index (score) of relative scenic quality of the entire view seen from travel routes using the following threshold indicators:

- man-made features along the roadway and shoreline;
- physical distractions to driving along the roadways;
- roadway characteristics;
- view of the lake from the roadways;
- general landscape views from the roadways and shoreline; and
- variety of scenery from the roadways and shoreline.

Each indicator is rated from 1 (low or absent) to 5 (high or significant feature present) and averaged to determine the overall score. To attain the threshold, all travel routes with a score of 15.5 (roadway) or 7.5 (shoreline) or more must maintain their scores, and those with a score of 15 (roadway) or 7 (shoreline) or less must improve their scores until the threshold is met.

Scenic Resource SR-2, Scenic Quality Ratings

Scenic quality thresholds protect (i.e., maintain or enhance) specific views of scenic features of Tahoe's natural landscape that can be seen from major roadways and from Lake Tahoe itself. The TRPA provided for the development of environmental carrying capacities, or "thresholds." In 1982, the TRPA completed an inventory to define and establish thresholds for the preservation of scenic quality, established numerical standards for roadway and shoreline travel route ratings, and developed management policies for community design elements. A total of 250 scenic resources were identified during the 1982 inventory that were visible from roadway units; 185 were identified as

visible from shoreline units, including three roadway resources, and one additional shoreline resource was identified in 2001. Scenic resources include:

- foreground, middleground, and background views from roadways and of the natural landscape;
- views to Lake Tahoe from roadways;
- views of Lake Tahoe and natural landscapes from roadway entry points into the region;
- unique landscape features such as streams, beaches, and rock formations that add interest and variety, as seen from roadways;
- views of the shoreline, the water's edge, and the foreground as seen from the lake;
- views of the backdrop landscape, including the skyline, as seen from the lake; and
- visual features seen from the lake that are points of particular visual interest on or near the shore.

To determine the overall scenic quality score of a view, unity, vividness, variety, and intactness are measured on a scale from 0 (absent) to 3 (high), then the measurements are added to calculate the overall score. To attain the TRPA threshold, the scenic quality scores that were determined for the 1982 Study Report must be maintained.

Scenic Resource SR-3, Public Recreation Areas and Bike Trails

The public recreation area threshold protects the viewshed from public recreation areas and certain bicycle trails. To secure threshold attainment, all 1993 scenic quality scores must be maintained.

Scenic Resource SR-4, Community Design

The community design threshold is a policy statement that applies to the built environment. Design standards and guidelines found in the Code of Ordinances, the Scenic Quality Improvement Program, and in the adopted Community Plans provide

specific implementation direction. To secure threshold attainment, design standards and guidelines must be widely implemented to improve travel route ratings and produce built environments compatible with the natural, scenic, and recreational values of the region.

Threshold Attainment and Related Policies

Specific policies from the TRPA's Scenic Quality Improvement Program that discuss scenic resource thresholds are listed below.

- **Regional Plan Goal 1, Policy 1:** The scenic quality ratings established by the environmental thresholds shall be maintained or improved.
- **Roadway and Shoreline Unit Goal 1, Policy 2:** Any development proposed in areas targeted for scenic restoration or within a unit highly sensitive to change shall demonstrate the effect of the project on the 1982 travel route ratings of the scenic thresholds.
- **Roadway and Shoreline Unit Goal 1, Policy 3:** The factors or conditions that contribute to scenic degradation in identified areas need to be recognized and appropriately considered in restoration programs to improve scenic quality.

The project site lies in the TRPA Roadway Unit 20B—Kings Beach and Roadway Unit 40—Brockway Cutoff and in Shoreline Unit 21—Agate Bay and Shoreline Unit 22—Brockway (See Figure 3.15-15). Shoreline Unit 21—Agate Bay is considered a travel route unit at risk because "rebuilds and upgrades with inadequate improvements continue this unit at risk" (Tahoe Regional Planning Agency 2002).

Proposed off-street parking will impact existing trees (see Figure 3.15-16). The following tree removal ordinance will apply (selected sections are in logical/applicable order).

TRPA Code of Ordinance—Chapter 71 Tree Removal

- 71.2 Late Seral/Old Growth Enhancement and Protection: In addition to other code sections the following standards will govern forest management activities and projects.
- 71.2.B Standards for Non-SEZ Urban Lands: Within non-SEZ urban areas: Individual trees larger than 30 inches dbh that are healthy and sound shall be

Source: Dokken Engineering

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Figure 3.15-16
Kings Beach Commercial Core Improvement Project
Potential Parking Sites

retained as desirable specimen trees having aesthetic and wildlife value, unless 1) all reasonable alternatives are not feasible to retain the tree, including reduction of parking areas or modification of the original design, or 2) paragraphs 71.2.A (1), 71.2.A (2), 71.2.A (3), 71.2.A (7), 71.2.A (8), or 71.2.A (9) can be applied.

- 71.2.A Standards for Conservation and Recreation Lands: Within lands classified by TRPA as conservation or recreation land use or Stream Environment Zones, any live, dead or dying tree greater than or equal to 30 inches dbh in westside forest types shall not be cut, and any live, dead or dying tree greater than or equal to 24 inches dbh in eastside forest types shall not be cut. However, the following exceptions apply.

  (1) Trees and snags larger than 30 inches dbh in the westside forest types and 24 inches dbh in eastside forest types may be cut in urban interface areas if TRPA determines that they would unreasonably contribute to fuel conditions that would pose a fire threat or hinder defense from fire in an urbanized area. Within the urban interface areas, fire management strategies favoring the retention of healthy trees 30 inches dbh or larger in the westside forest types and 24 inches dbh or larger in eastside forest types trees shall be fully considered. Urban interface areas are defined as all undeveloped lands within a 1,250-foot zone immediately adjacent to TRPA residential, commercial, or public service plan area boundaries.

  (2) A tree larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be felled, treated, or removed if TRPA and the land manager determine the tree poses an unacceptable risk to occupied or substantial structures or areas of high human use. Examples of areas of high human use are campgrounds, parking lots, ski trails, and developed beaches. Where a land manager determines that a tree constitutes a physical emergency (e.g., imminent threat of falling on occupied or substantial structures or people), the land manager may remove the tree but must provide photographic documentation to TRPA within 2 working days.

  (3) Where immediate treatment and removal is warranted to help control an outbreak, severely insect-infested or diseased trees may be removed. Trees to be felled, treated, or removed require TRPA review on a tree-by-tree basis, within 30 working days of written notification by the land manager.

  (7) In case of extreme fuel loading, some snags larger than 30 inches dbh in the westside forest types and 24 inches dbh in eastside forest types may be cut if the removal is consistent with 78.2.D.

  (8) Large trees may be removed for large public utilities projects if TRPA finds there is no other reasonable alternative.

(9) Tree Removal During Emergency Fire Suppression Activities: Trees may be removed when an emergency fire suppression need exists as determined by the local, state or federal fire suppression agency involved in a fire suppression activity.

Design Standards

The following should be considered for the development of specific mitigation measures required for the proposed action: design standards contained in Chapters 30, 65, 71, and 77 and in Section VII of the Code of Ordinances (Tahoe Regional Planning Agency 2004a); Design Review Guidelines, Scenic Quality Improvement Program, and Technical Appendices of the Regional Plan for the Lake Tahoe Basin (Tahoe Regional Planning Agency 1989); Draft Roadway Design Standards and Guidelines (Tahoe Regional Planning Agency 2004c); Placer County Tahoe Area Design Guidelines (Placer County 2003); and the Placer County Tahoe Area Sign Ordinance (Placer County 2006b).

3.15.3 Environmental Consequences (Including Permanent, Temporary, Direct, Indirect)

Identification of existing conditions with regard to visual resources entails three steps.

- Objective identification of the visual features (visual resources) of the landscape.
- Assessment of the character and quality of those resources relative to overall regional visual character.
- Identification of the importance to people, or sensitivity of views of visual resources in the landscape.

With an establishment of the baseline (existing) conditions, a proposed action or other change to the landscape can be systematically evaluated for its degree of impact. The degree of impact depends both on the magnitude of change in the visual resource (i.e., visual character and quality) and on viewers' responses to and concern for those changes. This general process is similar for all established federal procedures of visual assessment

(Smardon et al. 1986) and represents a suitable methodology of visual assessment for other projects and areas.

The approach for this visual assessment is adapted from the FHWA's visual impact assessment system (Federal Highway Administration 1983) in combination with other established visual assessment systems. The visual impact assessment process involves identification of the following:

- relevant policies and concerns for protection of visual resources;
- visual resources (i.e., visual character and quality) of the region, the immediate action area, and the project site;
- important viewing locations (e.g., roads) and the general visibility of the action area and site using descriptions and photographs;
- viewer groups and their sensitivity; and
- potential impacts.

3.15.3.1 Methods and Assumptions for the Effect Analysis

The analysis of potential effects on visual resources and aesthetics is based on field observations of the action area and surroundings and review of the following:

- engineering data and drawings for the proposed action,
- aerial and ground-level photographs of the action area,
- conceptual computer-generated visual simulations from representative viewpoints, and
- relevant planning documents.

Alternatives 2, 3, and 4 are illustrated in Figures 2.1-1, while the photo simulations depicting the visual effects of these alternatives are summarized in Appendix P, *Kings Beach Commercial Core Improvements Visual Resources/Aesthetics Assessment*. The

simulations include landscaping, which is not presently part of the project description; however, the simulations help to give a general idea of the lane widening under each alternative, particularly the appearance of the lane and sidewalk widths.

A WIP is expected to add new storm drain manholes, drain inlets, earthen berms, swales and gutters, basins, infiltration beds, vault and media filters, and rock bowls to the Kings Beach project area.

Impact VIS-1: Temporary Visual Impacts Caused by Construction Activities

Alternative 1

Under these scenarios, no construction-related visual effects would occur. No mitigation is required.

Alternatives 2, 3, and 4

Construction activities in the action area would create temporary changes in views of and from the action area. While construction activities would take place over an 8- to 10-month period of time split over 2 years, construction of project elements would be intermittent and temporary. Construction activities associated with the proposed action would introduce considerable heavy equipment and associated vehicles, including dozers, graders, and trucks into the viewshed of all viewer groups. The proposed action would result in short-term visual effects.

All viewer groups would be affected by this change in visual quality, although the effect would vary in degree depending on the viewer location and sensitivity. The most affected viewers would be residents and businesses adjacent to the roadway. Adverse effects could occur to these residences and businesses because they would experience a short-term change in the visual character of their views. However, construction activities are temporary, and all viewer groups in the action area and vicinity are accustomed to seeing construction activities and equipment from other local construction activities.

This is not considered to result in an adverse effect because construction activities are intermittent and temporary and all viewer groups in the action area and vicinity are

accustomed to seeing construction activities and equipment. Additionally, construction activities would be limited to the hours of 8:00 a.m. to 6:30 p.m. to comply with TRPA requirements for construction activities.

Impact VIS-2: Adversely Affect a Scenic Vista

Each built alternative includes 5-foot bicycle lanes and improved sidewalks extending the length of the action area from east to west. Each alternative also includes improved bicycle and pedestrian crosswalks across SR 28 as well as aesthetic improvements such as new streetlights, benches, transit facilities, planters, bicycle racks, trash receptacles, and additional landscaping. Finally, Alternatives 2 and 4 compensate for lost on-street parking with proposed on- and off-street parking (Figure 3.15-16). The off-street parking will add relatively large areas of pavement within a block away or immediately bordering SR 28 that will affect some scenic vistas somewhat.

Most shoulders along SR 28 lack standard sidewalk treatment, are paved up to the ROW, and/or lack any kind of vegetation that would be impacted by the proposed action.

These common actions would have a variable effect based on viewer group and location within the landscape. Residents (private views) and businesses would experience the greatest effect, whereas recreationists and roadway travelers (public views) would experience less change in viewshed.

The project site is located within Unit 20B, which has a travel route rating below the established threshold attainment rating.

In addition to new water improvement project elements including consistent swales and gutters (not part of the proposed project), consistent sidewalks, curbs, and roadway markings would lessen overall distractions for motorists. These impacts would have minimal effects on views of Lake Tahoe and ridgelines within the roadway viewshed to the east or west.

As previously described in the *Regional Character* and the *Action Area Character* sections, the scenic quality of the Lake Tahoe area and action area is largely characterized by dense alpine tree cover. Constructing off-street parking lots for Alternatives 2 and 4 would involve removing up to 63 trees less than 29 inches diameter at breast height (dbh) and would severely damage an additional 102 trees, including 61 late-successional and old-growths (LSOGs). Loss of that dense canopy along SR 28 or within the proposed off-street parking lots north of SR 28 would affect the area's overall scenic quality.

Alternative 1

Under this scenario, no visual effects would occur. No mitigation is required.

Alternative 2

Alternative 2 consists of a three-lane cross-section and no on-street parking during the summer on either side of SR 28, with roundabouts at Bear Street and Coon Street. A sub-alternative also involves adding a traffic circle at the intersection with SR 267. An 18-foot sidewalk/planting area would be provided in both directions.

The proposed traffic circles would remove obstructing traffic signals from the roadway viewshed to the east and west, while they would also cause motorists to be slightly more spatially aware of traffic at intersections. Although off-street parking affects some scenic vistas, limiting on-street parking during the summer would also remove the obstruction of views of Lake Tahoe for businesses, recreationists, and motorists and remove a distraction to motorists on SR 28. Therefore, the proposed changes in Alternative 2 would not adversely affect scenic vistas.

Alternative 3

Alternative 3 consists of four-lane cross-section and on-street parking along both sides of SR 28, with traffic signals at SR 267, Bear Street, and Coon Street. Left turn lanes would be provided on SR 28 at Fox Street. A sidewalk would be provided in both directions.

The proposed minimal changes in Alternative 3 would not adversely affect scenic vistas.

Alternative 4

Alternative 4 is identical to Alternative 2, except that on-street parking would be prohibited over the entire year (including winter).

The proposed traffic circles would remove obstructing traffic signals from the roadway viewshed to the east and west. Limiting on-street parking over the entire year would further remove the obstruction to views of Lake Tahoe for businesses, recreationists, and motorists. Therefore, the proposed changes in Alternative 4 would not adversely affect scenic vistas.

Impact VIS-3: Degrade the Existing Visual Character or Quality of the Site and Its Surroundings

Alternative 1

Under this scenario, no degradation of the existing visual character or quality of the site and its surroundings effects would occur. No mitigation is required.

Alternatives 2, 3, and 4

Each proposed alternative includes 5-foot bicycle lanes and improved sidewalks extending the length of the action area from east to west. Besides new water improvement project elements such as consistent swales and gutters, which are not part of the proposed project, each alternative also includes improved bicycle and pedestrian crosswalks across SR 28 as well as aesthetic improvements such as new streetlights, benches, transit facilities, planters, bicycle racks, trash receptacles, and additional landscaping.

These common actions would have a variable effect based on viewer group and location within the landscape. Residents (private views) and businesses would experience the greatest effect, whereas recreationists and roadway travelers (public views) would experience less change in viewshed.

Alternative 2

Alternative 2 consists of a three-lane cross-section and no on-street parking during the summer on either side of SR 28, with roundabouts at Bear Street and Coon Street. A sub-alternative also involves adding a traffic circle at the intersection with SR 267. An 18-foot sidewalk/planting area would be provided in both directions. Finally, Alternative 2 compensates for lost on-street parking with proposed side-street parking and newly constructed parking lots to mitigate this loss (Figure 3.15-16).

Reducing the number of lanes on SR 28 would potentially increase the number of vehicles in each lane at any one time, creating a slightly higher distraction for motorists. Constructing off-street parking lots would involve removing 63 trees that are up to 29 inches dbh and would severely damage an additional 102 trees including 71 LSOGs for a total loss of up to 165 trees. The loss of dense canopy along SR 28 or within the proposed off-street parking lots north of SR 28 would degrade the existing visual character or quality of the site and its surroundings. Although Mitigation Measure VIS-1 would replace removed or permanently damaged trees with thousands of saplings, the off-street parking would introduce several areas of open space where those trees may not be planted. Also, those saplings will take close to 20 years to reach a similar level of maturity where they would create a comparable tree canopy as the existing trees. Finally, off-street parking will add relatively large areas of pavement within a block away or immediately bordering SR 28 that will degrade the existing visual character of the project site. However, reducing the number of lanes, removing on-street parking in the summer, and adding an expansive sidewalk would improve the overall visual quality on SR 28.

The proposed changes in Alternative 2 are anticipated to adversely degrade the existing visual character or quality of the site and its surroundings. Implementing Mitigation Measure VIS-1 would make this impact unlikely.

Alternative 3

Alternative 3 consists of a four-lane cross-section and on-street parking along both sides of SR 28 with traffic signals at SR 267, Bear Street, and Coon Street. Alternative 3 is the

only alternative with nonstandard 11-foot lanes rather than 12-foot lanes for Alternative 2 and 4. Left turn lanes would be provided on SR 28 at SR 267, Bear Street, Fox Street, Coon Street, and Chipmunk Street. A sidewalk would be provided in both directions.

Although nonstandard 11-foot lanes would slow traffic and distract motorists somewhat, adding sidewalks and left turn lanes would reduce motorist distractions. The proposed changes in Alternative 3 are not anticipated to adversely degrade the existing visual character or quality of the site and its surroundings.

Alternative 4

Alternative 4 is similar to Alternative 2 with the significant difference that on-street parking would be prohibited over the entire year (including winter) and sidewalks would be the widest at 17.4 feet. As with Alternative 2, impacts are considered adverse although no on-street parking and 17.4 foot sidewalks improve the area's visual character compared to Alternative 2. Implementing Mitigation Measure VIS-1 would make this impact not likely.

Impact VIS-4: Create a New Source of Light and Glare that Affects Views in the Area

Alternative 1

Under this scenario, no light or glare effects would occur. No mitigation is required.

Alternatives 2, 3, and 4

Alternatives 2, 3, and 4 each propose replacing existing standard tall galvanized steel streetlights, presumably with a larger number of shorter lights, each with a more narrow spread of light.

Nighttime Light

This lighting plan is expected to be slightly less obtrusive and more pleasing overall for nighttime views of the area. Further, Alternatives 2 and 4 would reduce the number of primary traffic lanes by two, which would reduce the effects of vehicle headlights at any one time on SR 28 but also potentially increase the duration of headlight glare during

congestion. Thus, while Alternative 3 would impact the project area slightly less than Alternatives 2 and 4, none of the alternatives are anticipated to create a new source of light and glare that adversely affects views in the area. Although effects are not anticipated to be adverse, implementing Mitigation Measures VIS-2, VIS-3, and VIS-4 would improve the aesthetics of the proposed action area and help to minimize effects.

Daytime and Nighttime Glare

The proposed action would presumably replace chrome-colored streetlights with shorter earth-toned materials that would provide less daytime and nighttime glare. Therefore, all alternatives are not anticipated to adversely create a new source of light and glare that affects views in the area. Although no adverse effects are anticipated, implementing Mitigation Measures VIS-3 and VIS-4 would improve the aesthetics of the proposed action area and help to minimize effects.

Impact VIS-5: Conflict with Policies or Goals Related to Visual Resources (No Impact)

Alternative 1

Under this scenario, no conflict with policies or goals would occur. No mitigation is required.

Alternatives 2, 3, and 4

Under these scenarios, no conflict with policies or goals would occur. No mitigation is required.

3.15.4 Mitigation, Avoidance, Minimization, and Compensation Measures

The proposed action incorporates the following mitigation measures to minimize visual resources impacts. Mitigation Measure VIS-2 and VIS-4 are from the TRPA Design Review Guidelines 1989.

> **Mitigation Measure VIS-1: Implement Project Landscaping Plan to Replace Trees that are Removed, Using the Specified Guidelines**
>
> In addition to Biological Resources *Mitigation Measure 3.16.4.4, Revegetate Disturbed Areas* to the greatest extent possible, selecting the proposed off-street

parking lots will be prioritized in the order of those that severely damage LSOGs from least to most (see Table 3.15-3, *Summary of Impacts on Trees* below).

These practices will also be followed to implement the project landscaping plan.

- Vegetation will consist of plant material that is indigenous to the Lake Tahoe Basin.
- Vegetation will be planted within the first year following project completion.
- Vegetation will be used to screen newly established parking areas using a planting design that is randomized to mimic natural patterns.
- Measures will be taken to ensure revegetation success such as amending any insufficient soils.
- An irrigation and maintenance program will be implemented during the plant establishment period.

Table 3.15-3. Summary of Impacts on Trees

Element[a]	LSOGs Severely Damaged	LSOGs Removed	Trees Severely Damaged[b]	Trees Removed	LSOG Quantity	Tree Quantity
1	3	0	2	2	3	7
3	9	0	1	3	10	16
4	3	0	2	2	3	7
6	5	0	1	3	8	7
7	1	0	0	0	1	2
8	5	0	4	6	7	20
9	5	0	2	7	8	7
10	0	0	0	0	NA[c]	NA[c]
14	3	0	1	8	3	12
15	1	0	4	3	2	13
17	2	0	1	2	2	11
18	0	0	0	0	0	3
19	0	0	0	3	0	3
20	0	0	0	0	NA[c]	NA[c]
21	1	0	4	1	2	6
22	3	0	1	0	3	4
23	2	0	0	1	2	3
24	0	0	1	0	0	1
25	10	0	2	7	10	23
26	1	0	2	1	1	4
27	0	0	3	5	0	8
28	0	0	0	0	NA[c]	NA[c]
29	1	0	4	1	1	6
30	3	0	1	0	3	4
31	1	0	0	0	1	1
32	0	0	2	4	0	30
33	1	0	2	0	1	6
34	1	0	1	4	1	6
Totals:	**61**	**0**	**41**	**63**	**72**	**210**

Notes:

[a] Figure 3.15-17 illustrates the locations of each project element within the biological study area. The locations, dbh, and removal status of trees found within each element within the KBCC are found in Appendix P.

[b] *Severely damaged* is soil disturbance within a radius equal to three times the tree's dbh.

[c] Non-LSOGs may be located on these potential parking locations. However, the trees would be avoided and no trees would be removed if these locations are chosen.

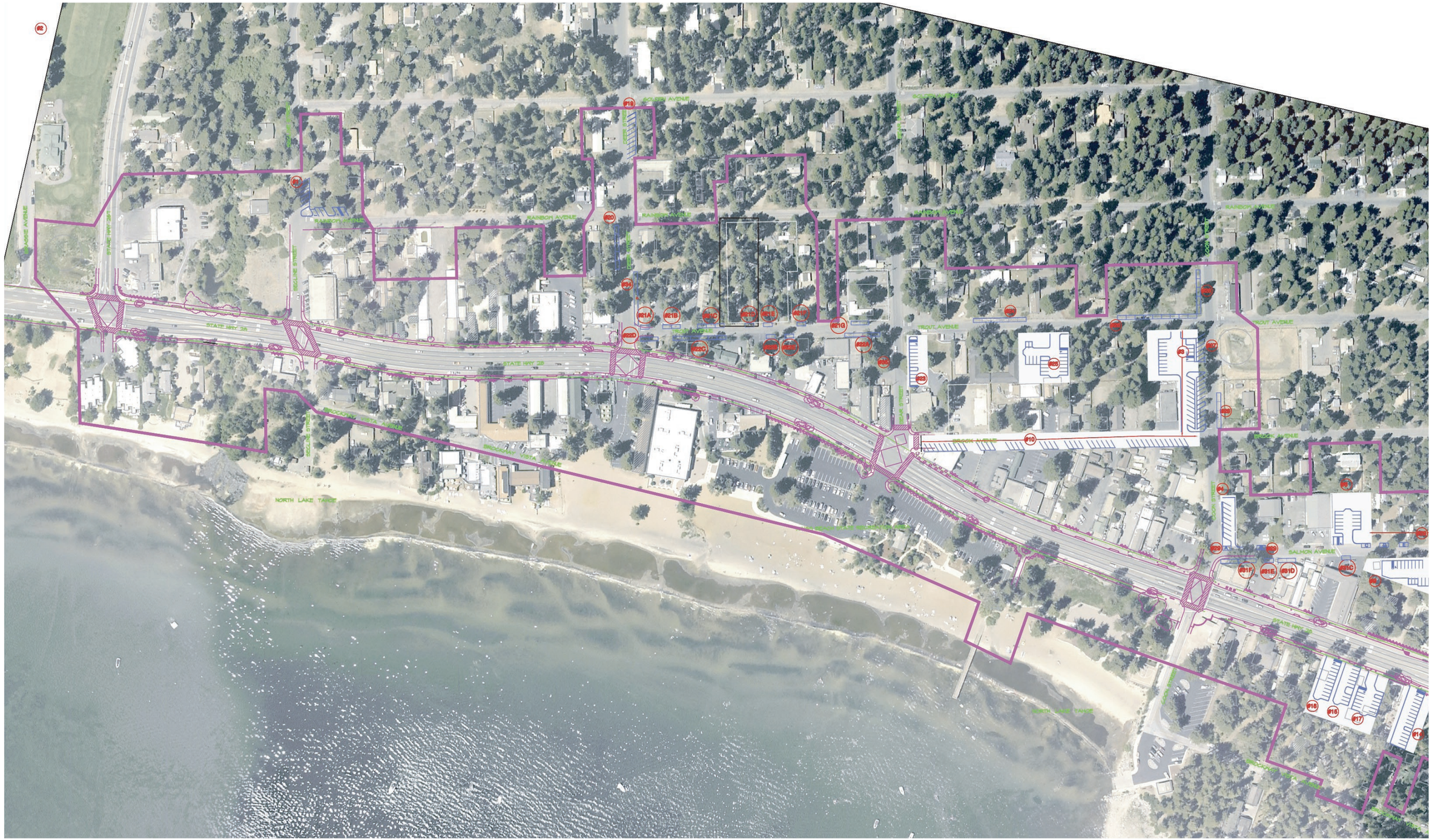

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Figure 3.15-17
Project Elements within the Biological Study Area
Sheet 1 of 2

Figure 3.15-17
Project Elements within the Biological Study Area
Sheet 2 of 2

Mitigation Measure VIS-2: Lighting Levels

Avoid consistent overall lighting and overly bright lighting. The location of lighting should respond to the anticipated use and should not exceed the amount of light actually required by users. Lighting for pedestrian movement should illuminate entrances, changes in grade, path intersections, and other areas along paths that, if left unlit, would cause the user to feel insecure. As a general rule of thumb, one foot candle per square foot over the entire action area is adequate. Lighting suppliers and manufacturers have lighting design handbooks that can be consulted to determine fixture types, illumination needs, and light standard heights.

Mitigation Measure VIS-3: Directed Lighting

Lights will be screened and directed away from residences to the highest degree possible and the amount of nighttime lights used will be minimized to the highest degree possible. In particular, lighting will employ shielding to minimize off-site light spill and glare. In addition, the following measures apply.

- Luminaire spacing should be the maximum allowable for traffic safety.
- Luminaires should be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project upward or horizontally should not be used.
- Luminaires should be directed toward the roadway and away from adjacent residences and open space areas.
- Luminaire lamps should provide good color rendering and natural light qualities. Low-pressure and high-pressure sodium fixtures that are not color-corrected should not be used.
- Luminaire intensity should be the minimum allowable for traffic safety.

- Luminaire mountings should be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light into adjacent private properties and open space.
- Luminaire mountings should have nonglare finishes.

Mitigation Measure VIS-4: Highway Fixtures with Low-Sheen and Non-Reflective Surface Materials

Guardrails and other highway fixtures, including but not limited to, retaining walls, safety barriers, traffic signals and controllers, light standards, and other structures, will be limited to the minimum length, height, and bulk necessary to adequately provide for the safety of the highway user. Earth tone colors of dark shades and flat finish will be used on all highway fixtures. New and replacement guardrails will not have a shiny reflective finish. (These features are typically galvanized steel, which weathers naturally to a non-glare finish typically within a year or so.) Retaining walls and other erosion control devices or structures, will be constructed of natural materials whenever possible and will, to the maximum extent possible, be designed and sited as to not detract from the scenic quality of the corridor. Such structures will incorporate heavy texture or articulated plane surfaces that create heavy shadow patterns. Adopted community plans may establish equal or superior standards for highway fixtures.

3.15.5 Compliance with Tahoe Regional Planning Agency Code—Specific Unit Impacts

The TRPA Scenic Quality Improvement Program (SQIP) guidelines were used to determine whether the proposed action would have an adverse effect. The proposed action may have an adverse effect on visual resources and potentially can be denied if the ratings for scenic resources indicators are lowered by the proposed action. Especially in units that are in nonattainment or at risk, it is also expected that each project must seek to improve preproject conditions; therefore, improving existing threshold ratings. These thresholds are described under *Regulatory Setting*.

Context-Based Standards

According to the TRPA, numerical standards are drawn from the context of other numerical ratings.

Although a numerical standard to assess threshold attainment for community design does not exist, it is possible to draw conclusions from other numerical ratings (Tahoe Regional Planning Agency 2002).

Types of Improvements Affecting Scores

The most dramatic improvements in 2001 were seen in the South Lake Tahoe Redevelopment Area.

Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping and landscaped open space, decreases in highway curb cuts, and improved signage have all contributed to a remarkable transformation.

Improvements similar to the proposed action were seen east of Unit 20B.

The North Stateline Beautification project in Washoe County has resulted in improved scenic quality in the built environment with the construction of a sidewalk and landscaping project (Tahoe Regional Planning Agency 2002).

The single most dramatic numerical improvement was four points. Overall, roadway travel route scores improved in 16 units with a total improvement of 22.5 points. Of these, 5.5 points result, in whole or in part, from reassessment of previous scores. The most dramatic improvement, four points, was realized in Unit 33-The Strip (Tahoe Regional Planning Agency 2002).

Expected Threshold Attainment for Unit 20B

Unit 20B was expected to produce scores closer to attainment near 2007.

Considering existing trends and planning efforts and the scope of needed improvements to reach attainment, the following roadway units are positioned to reach attainment in the fairly short-term: Unit 18, Carnelian Bay, and Unit 25, Crystal Bay. In addition, continued improvements in Unit 20B, Kings Beach and Unit 33, The Strip are underway and may produce scores much closer to attainment within the next five years (Tahoe Regional Planning Agency 2002).

The potential changes resulting from the proposed action to existing travel route ratings and scenic quality ratings of each of the following units are summarized in Tables 3.15-4 and 3.15-5 (below), respectively.

Permanent Changes to Views in Roadway Unit 20B—Kings Beach

Alternative 1

Under this scenario, no permanent changes to views in Roadway Unit 20B would occur. No mitigation is required.

Alternatives 2 and 4

While the proposed off-street parking would replace existing trees with relatively large areas of pavement within a block away or immediately bordering SR 28, Alternatives 2 and 4 would reduce the number of primary traffic lanes, reduce or eliminate on-street parking, and add traffic circles that would improve the visual quality of SR 28 with landscaping in the center of motorists' views. Thus, Alternatives 2 and 4 would increase the 2001 Travel Route Rating "Road Structure" score from 1 to 3 and would increase the "Roadway Distractions" score from 2 to 3 with all other scores remaining the same. This would result in an increase of 3 points for a total Travel Route Rating of 15.5.

The proposed action would increase the 2001 Scenic Quality Rating "Intactness" score from 2 to 3 with all other scores remaining the same. This would result in an increase of 1 point for a total Scenic Quality Rating of 10.

Alternative 3

Alternative 3 would improve the existing highway shoulder treatment with sidewalks and improved highway fixtures. However, the number of primary traffic lanes and on-street parking would not be reduced, and traffic circles would not be added for improved visual quality. Therefore, Alternative 3 would increase the 2001 Travel Route Rating "Road Structure" score from 1 to 2.5 and would increase the "Roadway Distractions" score from 2 to 2.5 with all other scores remaining the same. This would result in an increase of 2 points for a total Travel Route Rating of 14.5.

Alternative 3 would increase the 2001 Scenic Quality Rating "Intactness" score from 2 to 3 with all other scores remaining the same. This would result in an increase of 1 point for a total Scenic Quality Rating of 10.

Permanent Changes to Views in Roadway Unit 40—Brockway Cutoff

The proposed action would result in no changes in Travel Route Rating or Scenic Quality Rating scores.

Permanent Changes to Views in Shoreline Unit 21—Agate Bay

The proposed action would result in no changes in Travel Route Rating or Scenic Quality Rating scores.

Permanent Changes to Views in Shoreline Unit 22—Brockway

The proposed action would result in no changes in Travel Route Rating or Scenic Quality Rating scores.

Permanent Changes to Views in Recreation Unit 9—Kings Beach

The proposed action would result in no changes in Travel Route Rating or Scenic Quality Rating scores.

Table 3.15-4. 2001 Travel Route Rating Changes Resulting from the Proposed Action

	2001 Travel Route Rating (Tahoe Regional Planning Agency 2002)	Rating Change from the Proposed Action
Roadway Units		
20B—Kings Beach	12.5	15.5*
40—Brockway Cutoff	15	No change
Shoreline Units		
21—Agate Bay	8	No change
22—Brockway	9	No change
Recreation Area		
9—Kings Beach	NA	No change

Note:
* Alternative 3 would change the Unit 20B score to 14.5.

Table 3.15-5. 2001 Scenic Quality Rating Changes Resulting from the Proposed Project

	2001 Scenic Quality Rating	Rating Change from the Proposed Project
Roadway Units		
20B—Kings Beach	9	10
40—Brockway Cutoff	8	No change
Shoreline Units		
21—Agate Bay	8	No change
22—Brockway	9	No change
Recreation Area		
9—Kings Beach	12	No change