

Chapter 7. Comments on Draft Supplemental EIS

Comment Letters

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3	10/13/2009	Priscilla Mills	
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27	10/17/2009	Richard Marshall	

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30	10/18/2009	Carolyn Savary	
31	10/18/2009	Peter Morris	
32	10/18/2009	Megan & Jack Chillemi	
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34	10/18/2009	Alex Mourelatos	Mourelatos Lakeshore Resort
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36	10/19/2009	Adam Going	
37	10/19/2009	Chris Nolder	
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43	10/19/2009	James Christman	
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7.1 Comment Letter 01—Michael LeFrancois, September 17, 2009

Jeanne Mcnamara

From: Mike Lefrancois [mike.lefrancois@gmail.com]
Sent: Thursday, September 17, 2009 11:17 AM
To: Jeanne Mcnamara
Subject: Kings Beach Supplemental EIR/EIS

Jeanne,

I am writing in response to the released documents. While I feel the proposed mitigations are a bit too much and Kings Beach has not and will not see any significant cut-through traffic, I am pleased that the "grid" as been studied to this extent. This will help control some of the local traffic that can drive recklessly at times. It is not a cut-through issue. I live on a "cut-through" street on Dolly Varden near Fox and welcome the attention the neighborhood streets have recieved. What Kings Beach needs is the improvements in the downtown area and I am glad that the supplemental studies have been prepared to support this. Let there be no further delay in moving ahead with the project.

| 1-1
| 1-2
| 1-3

Michael Lefrancois
8683 Dolly Varden Ave
P.O. Box 1266
Kings Beach, CA 96143
530-546-7393

9/21/2009

7.2 Comment Letter 02—Charlie Soule, September 21, 2009

2



Charlie Soule
Chef/Owner
Stephen Soule
General Manager
Box 1645
Kings Beach, CA 96143
Satellite Road Across
from the Tahoe Ballroom
Capital Bldg
North Lake Tahoe
(530) 546-2529
Fax (530) 546-2886
www.souledomain.com

9/18/09
RECEIVED
SEP 21 2009
CALIFORNIA DEPARTMENT OF TRANSPORTATION
CALIFORNIA HIGHWAYS AGENCY

TRPA:

Hi there ... my wife & I are business owners in Kings Beach, & residents of K.B.

Our feelings on the 3 lane/4 lane alternatives are "... let's get those sidewalks in! either way ..."; I suggest doing a trial run using 1 lane each way on a busy day & see how far the traffic backs up...

Also, we live on Dolly Varden which is a busy street already, & we want a stop sign ^(each way) at the corner of Coon & Dolly Varden, which would make it a 4 way stop!!

Thank you for your time,
Charlie Soule
Rachel Soule

2-1
2-2
2-3

7.3 Comment Letter 03—Priscilla Mills, October 13, 2009

Jeanne Mcnamara

From: Priscilla Mills [PMills@ttusd.org]
Sent: Tuesday, October 13, 2009 5:42 PM
To: Jeanne Mcnamara
Subject: RE: KBCCIP

Dear Jeanne - Thanks for getting back to me so quickly. I feel very strongly that three lanes with roundabouts is absolutely the best configuration for Kings Beach. The majority of residents and business owners favor this option. It would allow Kings Beach to reach its potential as a charming destination town, as opposed to a place to get through as quickly as possible. I strongly favor the liveable, walkable community trend that's sweeping the country. It's about time we designed our communities around people and not around cars. Thank you for accepting my comments. -Priscilla Mills, Kings Beach resident

3-1

From: Jeanne Mcnamara [mailto:jmcnamara@trpa.org]
Sent: Tue 10/6/2009 4:32 PM
To: Priscilla Mills
Subject: RE: KBCCIP

If you would like to submit a comment we don't have formal comment forms. But you can write a letter and address it directly to me or you can also send me an email with your comments.

Thanks.

Jeanne

Jeanne McNamara
Assistant Branch Chief, Environmental Improvement Branch
Ph: (775) 589-5252



From: Priscilla Mills [mailto:PMills@ttusd.org]
Sent: Tuesday, October 06, 2009 4:20 PM
To: Jeanne Mcnamara
Subject: KBCCIP

Hi, Jeanne - I would like to enter a comment on the Draft Supplemental Environment Impact Statement. Will you please connect me to it, or tell me how to do it? Thank you so much! -Priscilla Mills, Kings Beach resident

10/15/2009

7.4 Comment Letter 04—Carolyn Pretzer, October 13, 2009

4

Jeanne Mcnamara

From: cepsc@juno.com
Sent: Tuesday, October 13, 2009 10:00 AM
To: Jeanne Mcnamara
Subject: Re: Kings Beach Commercial Core Improvement Project

Public Comment re: Kings Beach Commercial Core Improvement Project

Thanks to all for a job well done! As a daily pedestrian in Kings Beach I look forward to calmer traffic and sidewalks as I walk from bus stops along the highway to Kings Beach School and Library. Three lanes of traffic with marked pedestrian zones should afford much safer crossing of the highway in all kinds of weather. Concern for air & noise quality, along with the water quality improvements, make this a project worthy of my tax dollars. Please move this project along with all available speed before we have a tragedy involving resident or visitor. Sincerely,
Carolyn Pretzer, POB 401, Tahoe Vista, CA 96148 cepsc@juno.com

4-1

Best Weight Loss Program - Click Here!
<http://thirdpartyoffers.juno.com/TGL2141/fc/BLSrjpTfoYb36wenaSxldrLJRR0d6aGHgTd3hsE1fED34RWPGLyJUNXEP8M/>

1

7.5 Comment Letter 05—Lesley Bruening, October 14, 2009

5

Jeanne Mcnamara

From: Lesley Bruening [lbruening@sbcglobal.net]
Sent: Wednesday, October 14, 2009 5:09 PM
To: Jeanne Mcnamara
Subject: 3 lanes

We are huge supporters of the 3 lane hybrid. | 5-1
Lesley Bruening

7.6 Comment Letter 06—Brian Helm, October 14, 2009

6



boulder bay
on northlake lake



Tahoe BILTMORE
LODGE / CASINO

22 Hwy 28
PO Box 307
Crystal Bay, NV 89402

T (775) 313-6903
bhelm@boulderbayresort.com

www.boulderbayresort.com

October 14, 2009

Ms. Jeanne McNamara
Tahoe Regional Planning Agency
Post Office Box 5310
Stateline, NV 89449-5310

Dear Ms. McNamara,

I am writing to demonstrate my support of the proposed Kings Beach Commercial Core Improvement Project – Preferred Hybrid Alternative. The Placer County Department of Public Works has done a tremendous job working with the local community over the past 15 months to develop solutions to the key questions raised during the June 25, 2008 hearing. The proposed mitigations to the noise and traffic impacts presented in the supplemental EIR are comprehensive and represent real solutions that will not just mitigate impacts, but will help to improve the quality of life in Kings Beach. 6-1

The north shore of Lake Tahoe, including the Kings Beach Commercial Core, is desperate need of environmental, social and economic redevelopment to repair the damage suffered as a result of the unsustainable building which occurred prior to the advent of TRPA in the '40s, 50's and 60's. Since the 1960's little to no improvement or redevelopment has occurred on the north shore resulting in environmental degradation and a steady decline in business and employment conditions. As evidence of this, Crystal Bay has experienced a 37% decline in revenues since 2000 and the CALTRANS average annual daily trip counts at 28 & 267 have declined by 11.5% (19,100 to 16,900 AADT). We no longer have the option of doing nothing; the only way to protect the lake and improve our communities is to fix our past mistakes. 6-2

The Preferred Hybrid Project represents a real solution to the problem of environmental and economic decline in the Kings Beach core area. The project delivers significant water quality and erosion control benefits. The revitalized, walkable streetscape will give the local business owners the confidence to invest in their properties to create a stronger more sustainable community.

The questions that prevented approval of the project by Governing Board in June 2008 have been answered fully by the thoughtful solutions developed in the supplemental EIS. I believe the Supplemental EIS should be accepted by TRPA and the Preferred Hybrid Project approved.

Kind regards,



Brian Helm
Boulder Bay Project Manager
775.313.6903
bhelm@boulderbayresort.com

7.7 Comment Letter 07—Heidi Bushway Verkler, October 14, 2009

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Jeanne Mcnamara

From: Heidi Bushway Verkler [hbushway@yahoo.com]
Sent: Wednesday, October 14, 2009 6:38 PM
To: Jeanne Mcnamara
Subject: Kings Beach Hybrid Alternative

Hi Jeanne!

I'm a 10 year resident of Kings Beach and LOVE the idea of a HYBRID ALTERNATIVE!

Our wonderfully diverse community needs to feel like a community with a nice downtown that people will be proud of and want to stay in! I have two young children ages 3 and 6. I want them to experience what I did growing up in Vermont...a town feel to where they live, a place to be proud of and always call home, as well as a place that people will want to visit because of its beauty and "curb appeal."

I want my kids to be able to ride their bikes to the beach and to school. I want them to feel like they can cross the road (when they are older) to visit their friends on the beach. I want to feel comfortable as a parent knowing that the road isn't why I'm saying "No" to my kids. I want my kids to feel comfortable in their community. Kings Beach is a prime piece of property along Lake Tahoe, why not make sure people know that and feel that when they go through our town?

I'm tired of sitting at one of our local restaurants and saying, "Ohh...", "Awww...", "Man, that was close..." when families try to walk from their neighborhood to the beach and playground. There have been way too many close calls in regards to tragic accidents. We need to S L O W vehicles down and make people look and be more aware of their surroundings instead of flying through. The HYBRID ALTERNATIVE does just that.

Thank you for reading my comments about this extremely important issue in an amazingly diverse community! I appreciate your time.

:) Heidi Bushway Verkler
10 year resident of Kings Beach, CA

10/15/2009

7.8 Comment Letter 08—Kevin McDermott, October 14, 2009

Page 1 of 1 8

Jeanne Mcnamara

From: Kevin McDermott [mcdermottas@charter.net]
Sent: Wednesday, October 14, 2009 5:48 PM
To: Jeanne Mcnamara
Subject: KBCCIP comments

Hi Jeanne,

As a home and business owner in the Kings Beach Grid, (8637 Brook Avenue), I would like to let you know that I strongly support the Hybrid alternative that was preferred by a sizeable consensus of the Kings Beach community. 8-1

The fact that the community, TRPA, Placer County and others could work together and develop such a great plan for Kings Beach, restores my faith in government.

Please consider ways for us to obtain federal grant funding for using the available geothermal resources that lie beneath Kings Beach (Brockway Hot Springs), to heat our sidewalks. Geothermal heated sidewalks will be cost effective over time, will attract more visitors to Kings Beach & the lake during the winter, and it would be a real green feather in the cap of the agency (TRPA?), that made it happen. 8-2

Thank you for caring and listening to the people who love Lake Tahoe and call her home.

Blessings.

Kevin McDermott
Tahoe Valuation Services, Inc.
(530) 546-3508
mcdermottas@charter.net

10/15/2009

7.9 Comment Letter 09—Cammie Anooshian, October 14, 2009

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Jeanne Mcnamara

From: Cammie Anooshian [home@atcivil.com]
Sent: Wednesday, October 14, 2009 9:14 PM
To: Jeanne Mcnamara
Subject: Kings Beach Hybrid Supporter

Hello,

Hopefully this is one of many letters sent in support of the three lanes-with-roundabout option for Kings Beach. My husband and I are raising three small children in Kings Beach. We are business owners and have lived here for ten years. I look forward to having a town with an attractive main street that is safe for pedestrians and bicycles. I believe the Hybrid Alternative best achieves this.

Thank you,
Cammie Anooshian, 7985 Forest Glenn

9-1

10/15/2009

7.10 Comment Letter 10—Kelley Swarberg-Ogilvy, October 14, 2009

Page 1 of 1 10

Jeanne Mcnamara

From: Kelley Ogilvy [tahoe-lovers@hotmail.com]
Sent: Wednesday, October 14, 2009 7:17 PM
To: Jeanne Mcnamara
Subject: Hybrid for Kings Beach

Dear Ms. McNamara,

We are property owners in Kings Beach with a young family. We want our kids to grow up in a pedestrian friendly environment with a small town charm feel. We believe that the Hybrid three lane model is best for the future of Kings Beach and our children's safety. Please approve the Hybrid model and slow the cars down.

10-1

Thank you,
Kelley Swarberg-Ogilvy

 **EMAILING FOR THE GREATER GOOD**
Join me

10/15/2009

7.11 Comment Letter 11—Carina Cutler, October 14, 2009

Page 1 of 2 11

Jeanne Mcnamara

From: carina cutler [carinski@charter.net]
Sent: Wednesday, October 14, 2009 10:57 PM
To: Jeanne Mcnamara
Cc: 'Theresa Duggan'; 'Heidi Bushway Verkler'
Subject: FW: Kings Beach Hybrid Alternative

Dear Ms. McNamara,
I am in full agreement with the comments below. As a 14-year resident of the grid in Kings Beach, I agree fully that traffic on the highway must be physically slowed down, generous sidewalks added, and stoplights removed in order to maintain steady (but not fast) traffic flow and facilitate pedestrian safety and access. I have two school children, and though we would love to walk to the beach from our house, it simply is not safe enough. From a motorist's perspective our town is ugly and there is not much reason to slow down, stop and shop, or even notice that we have a town. Both my husband and a neighbor have been involved in motor vehicle accidents on the highway due to another vehicle trying to pass on the outside lane. We don't need 4 lanes, and we definitely don't need to add a 5th turn lane. Please support the 'hybrid alternative'.
Thank you for your consideration.
Sincerely,
Carina Cutler

11-1

From: Heidi Bushway Verkler [mailto:hbushway@yahoo.com]
Sent: Wednesday, October 14, 2009 6:38 PM
To: jmcnamara@trpa.org
Subject: Kings Beach Hybrid Alternative

Hi Jeanne!

I'm a 10 year resident of Kings Beach and LOVE the idea of a HYBRID ALTERNATIVE!

Our wonderfully diverse community needs to feel like a community with a nice downtown that people will be proud of and want to stay in! I have two young children ages 3 and 6. I want them to experience what I did growing up in Vermont...a town feel to where they live, a place to be proud of and always call home, as well as a place that people will want to visit because of its beauty and "curb appeal."

I want my kids to be able to ride their bikes to the beach and to school. I want them to feel like they can cross the road (when they are older) to visit their friends on the beach. I want to feel comfortable as a parent knowing that the road isn't why I'm saying "No" to my kids. I want my kids to feel comfortable in their community. Kings Beach is a prime piece of property along Lake Tahoe, why not make sure people know that and feel that when they go through our town?

I'm tired of sitting at one of our local restaurants and saying, "Ohh...", "Awww...", "Man, that was close..." when families try to walk from their neighborhood to the beach and playground. There have been way too many close calls in regards to tragic accidents. We need to S L O W vehicles down and make people look and be more aware of their surroundings instead of flying through. The HYBRID ALTERNATIVE does just that.

Thank you for reading my comments about this extremely important issue in an amazingly diverse

10/15/2009

community! I appreciate your time.

:) Heidi Bushway Verkler
10 year resident of Kings Beach , CA

10/15/2009

7.12 Comment Letter 12—Regina Straver, October 15, 2009

12

Edwin & Regina Straver
PO Box 1933
Kings Beach, CA 96143
530-546-3819

October 15, 2009

re: Supplemental Environmental Impact Statement

Ms. Jeanne McNamara
Tahoe Regional Planning Agency
Post Office Box 5310
Stateline, NV 89449-5310
Email: jmcnamara@trpa.org

Dear Ms. McNamara,

My husband and I live in Kings Beach on Cutthroat avenue between Fox and Beaver. We are homeowners who consider ourselves part of the Kings Beach grid that would directly be affected by the Kings Beach Commercial Core Improvement Project (KBCCIP). We see a lot of traffic that use this part of Cutthroat avenue to cut between 267 and SR 28. I, therefore, would like to comment on the Placer County EIR/EIS report.

First, I would like to say how impressed I am with the dedication, thoroughness, and professionalism that the Placer County Planning Department, along with the Department of Public Works, has brought to this project (KBCCIP). Their many years of dedication to doing this project correctly, leaving no issue unaddressed, deserves our highest praise. I also want to make it absolutely clear that we are completely in favor of Placer County advancing, for TRPA approval, the preferred **3-lane hybrid alternative** for the SR 28 corridor in Kings Beach. 12-1

I took some time before commenting on the **Supplemental Environmental Impact Statement** because I was not sure if I could explain my concerns adequately. The SEIS addresses noise, pollution levels, and traffic congestion on our backstreets (the grid). Of course, as a resident of the Tahoe Basin, I understand the TRPA's concern with noise and pollution, however it is the latter (traffic congestion) that concerns me most. 12-2

I think we do agree that traffic congestion has a significant impact on both noise and pollution and to decrease the one is to decrease the others. However, in our zeal to decrease backstreet

(grid) traffic flow I feel we risk becoming counterproductive. I do not want to see a state of overkill where an attempt to slow traffic leads to the point that traffic becomes just plain impeded (for normal resident traffic). I would like to see the county strike the right balance, so that traffic is impeded enough to dissuade cut-through traffic by non-residents (during congested times) but at the same time not unduly impede the normal flow of resident traffic (during non-congested periods). I am opposed to speed bumps but in favor of traffic circles. I feel that the right combination of traffic circles coupled with stop signs would strike the correct balance for traffic flow in our town (for both congested and non-congested periods). If speed bumps are deemed required then the only place I would recommend having them is at the entrances from the main highways (267 & SR28) on Beaver Street and Speckled Avenue.

12-3

12-4

Personally, I do not believe (as others have asserted) that the 3-lane hybrid alternative with roundabouts will have a detrimental effect on backstreet (grid) traffic. In fact, I believe quite the opposite. By making the traffic lanes more uniform between Crystal Bay and Tahoe Vista (thus eliminating the bottlenecks created by 4 lanes merging into 2 lanes) and by eliminating the stop light at Coon Str, and SR28, I believe non-resident backstreet traffic will be lessened, not increased. In my 29 years of living and driving on the north shore of Lake Tahoe, I have found that it is the pedestrian controlled traffic light in Crystal Bay, as well as the bottlenecks caused by the 4 lane into 2 lane situation, that causes the greatest impediments to traffic flow. In my opinion, with the implementation of the 3-lane hybrid alternative, one of these problems to traffic flow during high volume days will have been solved. The other problem of the Crystal Bay stop light could be solved by replacing that stop light with a pedestrian over-pass between the two casinos (the Tahoe Biltmore and the Crystal Bay Club).

12-5

I do not want these comments to deflect, in any way, from how pleased we are with Placer County's endeavors on our behalf, and on our community's behalf, to make Kings Beach a safer and more enjoyable place to live. They have done a splendid job and it is my sincere hope that the TRPA will approve their application for the KBCCIP. Thank you.

Sincerely,

Regina Straver
straver@charter.net

7.13 Comment Letter 13—John Bergmann, October 15, 2009

13

Jeanne Mcnamara

From: Jill Miller
Sent: Thursday, October 15, 2009 8:42 AM
To: Jeanne Mcnamara
Subject: FW: Kings Beach Comm Core SDEIS comment

Jill Miller
Tahoe Regional Planning Agency
775-589-5271

-----Original Message-----
From: printart [mailto:printart@charter.net]
Sent: Thursday, October 15, 2009 8:39 AM
To: jmcnamara@trpa.com
Cc: Jill Miller
Subject: Kings Beach Comm Core SDEIS comment

I approve of the Kings Beach Commercial Core SDEIS as written.

John Bergmann
Printart / Sierramail
Shipping: 8491 Brook Ave, Kings Beach, CA 96143
Billing: PO Box 1889, Kings Beach, CA 96143 tel 530 546 4989 fax 530 546 7565

13-1

1

7.14 Comment Letter 14—Bob McCormick, October 15, 2009

14

Jeanne Mcnamara

From: bobmccormick@etahoe.com
Sent: Thursday, October 15, 2009 1:06 PM
To: Jeanne Mcnamara
Subject: KBCCIP comments

Dear Ms. McNamara,

I wish to convey my unequivocal support for the three lane hybrid alternative for the improvement project for downtown Kings Beach, at the upcoming TRPA hearing. I think it was a good thing to have Placer County take a closer look at pass-through traffic mitigation in the community, and now it is time to move forward. What we have had for over 40 years has clearly NOT worked, and it is time to give our little town the attention and investment it deserves. And every committee, agency, valid organization, and staff member agrees!

Thank you for your attention, Bob McCormick

14-1

1

7.15 Comment Letter 15—Theresa May Duggan, October 15, 2009

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Jeanne Mcnamara

From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Thursday, October 15, 2009 3:39 PM
To: Jeanne Mcnamara
Subject: Comment: KBCCIP Amended EIR/EIS
Importance: High

Hello Jeanne,

Re: KBCCIP Amended EIR/EIS Comments

Thank you for the opportunity to comment on the Amended EIR/EIS for the KBCCIP. I would like to commend Placer County and their partners for the continuing thorough work they are doing to ensure a successful project in Kings Beach.

The Amended EIR/EIS deals with Air Quality, Noise in the "Grid" of Kings Beach and the Neighborhood Traffic Management Plan. In the analysis of this area the County has once again shown a complete understanding of the community's concerns and addressed those concerns. While some might suggest they are even going overboard with the noise mitigation devices with the rubberized asphalt, I say, if not the "grid" of Kings Beach, where? Lake Tahoe, a world class amenity, deserves the best technology and state of the art solutions and I applaud their efforts.

15-1

I would also like to again state my support for the **HYBRID ALTERNATIVE**. The **HYBRID ALTERNATIVE** is supported by the Placer County Board of Supervisors, the Conservation community including the League to Save Lake Tahoe, the Tahoe Bike Coalition, the Placer County Planning Commission, GEO Tahoe, Mountain Area Preservation Foundation, a majority of commercial property owners in the project area, and the support of the Kings Beach Community exhibited by their actions last November when we overwhelmingly supported the election of **Supervisor Jennifer Montgomery who supported the HYBRID ALTERNATIVE** over Bruce Kranz who didn't. I don't think it could be any clearer where the community stands on the project!

Please share my comments with the TRPA Governing Board and Placer County officials.

Bring it on! We can't wait!

Theresa May Duggan
Community Organizer
PO Box 290
Tahoe Vista, CA 96148
530-546-7903 land line office
530-386-0479 cell
theresaduggan@sbcglobal.net

10/19/2009

7.16 Comment Letter 16—David P. Bruening, October 15, 2009

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Jill Miller

From: david bruening [dpbruening@sbcglobal.net]
Sent: Thursday, October 15, 2009 6:00 PM
To: jmcnamara@trpa.com
Cc: Jill Miller
Subject: kbcommercialcoreSDEIS

A multiple Kings Beach commercial property owner approves of the Kings Beach Commercial Core SDEIS as written. Its time to stop placating a very minor but vocal minority of non owners and non residents who are attempting to micro manage our town. David P. Bruening

16-1

10/19/2009

7.17 Comment Letter 17—Dave Ferrari and Family, October 15, 2009

17

October 15, 2009

Ms. Jeanne McNamara
Tahoe Regional Planning Agency
PO Box 5310
Stateline Nv. 89449-5310

Ms. McNamara

On behalf of the Ferrari family, I am writing to express our support for the Amended EIR/EIS for the Kings Beach Commercial Core Improvement Project (KBCCIP). Placer County has done a thorough job of working with the community and addressing concerns expressed at the TRPA board hearing nearly 16 months ago. We believe that the Amended EIR/EIS more than adequately addresses the concerns of air quality and also the potential for noise and traffic in the backstreets.

17-1

We are especially pleased with the Neighborhood Traffic Management Plan. "Cut through" traffic in the "grid" by locals has always been an unaddressed issue in Kings Beach. The plan by Placer County Public Works plan demonstrates a common sense approach to an old problem and will make our town a much safer place to live, drive and walk.

We would also like to go on record as a family who has owned property in Kings Beach since the 1940s and successfully owned, operated and lived at Ferrari's Crown Resort aka Crown Motel on Highway 28 since 1956. In our over 50 years in business we have seen Kings Beach go from a vibrant summer town with lots of businesses including 100s of tourist accommodation units both on and off the main street, to a struggling community that has experienced almost no redevelopment even in the best of economic times. The environmental, economic and social derogation of our community is readily apparent with a simple drive down the main street and a quick detour through the backstreets.

We firmly believe that the Preferred Hybrid Alternative is a necessary step to the renaissance of Kings Beach and the North Shore. It is soundly supported by the environmental community, the property owners on the main street of Kings Beach and the residents of Kings Beach. It also is widely supported in the Tahoe-Truckee region. The work has been done, the questions have been answered and it is time to move forward; we cannot afford not to.

Sincerely,

Dave Ferrari
For the Ferrari Family

7.18 Comment Letter 18—Rochelle Nason, October 15, 2009



7.19 Comment Letter 19—Billie and Mike Callahan, October 15, 2009

19

Jeanne Mcnamara

From: Mike Callahan [callahan_michael@sbcglobal.net]
Sent: Thursday, October 15, 2009 6:42 PM
To: Jeanne Mcnamara
Subject: In Support of the KB Hybrid Alternative

Hi Jeanne,

My husband and I are very much in favor of the hybrid alternative. | 19-1

Thank you,
Billie and Mike Callahan

1

7.20 Comment Letter 20—Jesi Steward, October 15, 2009

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Jeanne Mcnamara

From: jesisteward@sbcglobal.net
Sent: Thursday, October 15, 2009 5:44 PM
To: Jeanne Mcnamara
Subject: HYBRID ALTERNATIVE for the KBCCIP

Dear Ms. McNamara--

I am a 12-year full-time resident of Tahoe Vista. Everyday I've lived here has been a reminder to me of how grateful I am to have the Lake as my front yard and the forest as my backyard. This spot is a treasure.

As a grateful citizen of this area, I'd like to ask you to please approve and get the Hybrid Alternative started. It saddens me to see Kings Beach continue to be a dangerous thoroughfare when so much thought has gone into how it can be a beautiful, safe and viable business and tourist attraction. 20-1

Please help us make this happen-- and soon.

Thank you...
Jesi Steward
P.O. Box 122
Tahoe Vista, CA 96148
530-546-5405

10/19/2009

7.21 Comment Letter 21—David McClure, October 16, 2009

21

Kings Beach Business and Citizens Alliance
PO Box 349
Tahoe Vista, Ca 96148

October 16, 2009

Ms. Jeanne McNamara
TRPA
128 Market Street
Stateline, NV 89449

RE: Comment on the Draft Supplemental EIS

Dear Ms. McNamara,

Prior to the comments relating to the specific Supplemental EIS we wish to make a general comment on the limited scope of TRPA staff requested DSEIS. The Notice of Availability dated August 19, 2009 states, "After looking at a more thorough analysis of the traffic volumes, TRPA determined that additional traffic in the Kings Beach "grid" neighborhood could affect noise levels and air quality; these environmental resources were evaluated in the Final EA/EIR/EIS, but not necessarily across the geographic area that included the residential "grid" area of Kings Beach where cut-through traffic was expected to occur."

The fact that we have repeatedly stated the Final EA/EIR/EIS analysis did not include the geographical area of the residential "grid" due to the limited project boundary along SR28 is now confirmed by the TRPA staff. Impacts to the residential neighborhoods only occur with Placer County's preferred alternative and not with the "enhanced four-lane" Alternative 3. However, air quality and noise represent only two of several environmental impacts on the "grid" that have yet to be analyzed as part of the EIR/EIS process. Placer County, as lead agency, has failed to adequately include the full scope of environmental impacts of cut-through traffic through residential neighborhoods. This failure supports our further contention that Placer County was prejudicial as lead agency in favor of the lane reduction alternative during the entire EIR/EIS process. To the extent that TRPA and its staff follow an inadequate process by Placer County and approve of the lane reduction of SR28, TRPA is complicit in a blatant violation of the NEPA and SAFETEA-LU requirements.

21-1
21-2
21-3
21-4

Document Comments

Chapter 2, Section 2.3

The statement on page 2-2, "The Kings Beach Commercial Core Improvement Project (KBCCIP) is identified in and is consistent with the following adopted Plans...."

- Tahoe Regional Planning Agency (TRPA) Regional Plan for the Lake Tahoe Basin
- Kings Beach Community Plan (1996)"

is not accurate. The Kings Beach Community Plan calls for SR28 to be improved with four lanes. If you review the Transportation Element (Chapter 3) of the KBCP you will see references to LOS policy

21-5

<p>standards and how the Action Element (p. III-5) details implementation of these policies through four-lanes for SR28. The KBCP was adopted into the TRPA Regional Plan in 1996. Placer County's preferred alternative is for a lane reduction with single lane roundabouts that reduce capacity to such an extent that congestion is inevitable. This contradicts the KBCP and the TRPA Regional Plan. In addition, in Chapter III – Transportation Element of the TRPA Goals and Policies, on page III-1 it reads, "Congestion within the Region interferes with the ability to provide adequate circulation and access to basic goods and services. During periods of peak traffic demand, congestion on the Region's highway system creates lengthy delays and affects the accessibility of health care and emergency facilities, and other basic services for residents and visitors." This statement and related goals and policies contradict the alternative choice Placer County has made for the KBCCIP. There are many other contradictions when a highway project alternative is chosen by the local jurisdiction that cause extended periods of congestion and depend upon traffic cutting through a residential neighborhood.</p>	
<p>This DSEIS is being generated as a result of this choice to reduce lanes, and the KBCP must be changed (as already approved by the Placer County BOS) in numerous places to make it consistent with the lane reduction alternative. The KBCCIP alternative chosen by Placer County, the lead agency, is therefore not consistent with the current KBCP document or the current TRPA Regional Plan.</p>	<p>21-6 21-7</p>
<p>Chapter 3, Section 3.1</p>	
<p>There is an inadequate "analytical step" presented to analyze the air quality impacts of cut-through traffic in the grid. There is a premise made from the Final EA/EIR/EIS, "that the worst case scenario does not trigger significance thresholds from the highway, moving away from the location of the source will only lessen potential impacts." From this premise is drawn a conclusion, "Therefore, in terms of air quality the grid neighborhood will not be impacted by the project."</p>	
<p>The balance of the sections in Chapter 3 simply inserts the language that there are no impacts in the grid.</p>	<p>21-8</p>
<p>There is no analysis of impacts in the grid of actual number of vehicles of cut-through traffic compared to the current local traffic, the speed, the turning movements, the number of stops and starts (all in accordance with the proposed Traffic Calming Plan), and the associated emissions from the actual vehicles cutting through the grid as source pollutants.</p>	
<p><u>The conclusion that existing highway air quality impacts from the source on SR28 diminish due to proximity or distance from the highway would only hold if there was no cut-through traffic.</u> The corner of Cutthroat St. and Fox St. is over one-half mile from the highway, so using the logic in this "analytical step" would conclude no increase in air quality related pollutants. However, this location is on a cut-through route and would today receive 1600 vpd of cut-through traffic (of the estimated 2400 vpd total for 2008 in the Traffic Study), which is 400% or four times the existing daily count of 400 vehicles. The source vehicles have moved. They are not on the highway, but are shifted onto the residential streets.</p>	<p>21-9</p>
<p>The impact of this shift of source of pollutant, and its impact on the immediate neighborhood must be analyzed to satisfy the intent of the request by TRPA. While SR28 daily counts may go from today's level of 24,000 to 30,000 that calculates to only a 25% increase, but several blocks away in the grid the counts would increase from today's 400 to 3000 calculating to a 7500% increase.</p>	

<p>Using the faulty logic presented in this Chapter 3 as one moves away from the source on the highway, the impacts will lessen, so there should be no more than the 400 vpd at Fox and Cutthroat.</p>	
<p>Chapter 5, Section 5.4</p>	
<p>The data base and modeling methodology is not presented which makes any conclusions inadequate.</p>	<p>21-10</p>
<p>The evidence questioning any results of the modeling is in Table 5-6 where the Test stations on specific segments reports existing noise levels at 47.5 dB and existing plus project levels are the same. If this is modeling as stated the conditions of no project (existing) and Alternative 2 (with cut-through traffic) how can there be no change in noise levels for nearly every station? What was the number of vehicles at each station that were assumed to be cut-through traffic? Were stopping and starting at new stop signs and speed bumps in the Traffic Calming Plan included? What was the rationale for choosing sites to monitor that are not in the interior of the grid? Only Dolly Varden between Coon and Fox and Beaver St. are not located closely to commercial areas.</p>	<p>21-11</p>
<p></p>	<p>21-12</p>
<p>The modeling claims to use a 10% growth from 2008 to 2028 conditions, yet this is not consistent with the Traffic Study in the EIR. The 10% number (which amounts to 2400 vehicles during the summer season average daily Caltrans numbers of currently 24000 vpd) was inserted by Placer County and was not generated by LSC Consultants who performed the Traffic Study. It is a number with no basis and is counter-intuitive given the need for redevelopment in Kings Beach and the traffic generation counts for the proposed CEP projects in Kings Beach and Boulder Bay. Placer County has never delineated the data set and assumptions that could rationally conclude a 10% growth scenario over the next 20 years. Use of this as an assumption for growth is unjustified, and shows arbitrary and prejudicial intervention in the projections for future growth.</p>	<p>21-13</p>
<p></p>	<p>21-14</p>
<p>The document does not reveal any evidence that rubberized asphalt or open gap asphalt overlays will reduce the noise levels 3-5 dB. There is no analysis of cost or feasibility of this method of noise reduction. How were the road segments selected for this treatment? The segments listed do not cover all of the cut-through routes. This is potentially a huge cost that has not even been evaluated, and may not be at all practical.</p>	<p>21-15</p>
<p></p>	<p>21-16</p>
<p>Cut-through traffic does not only travel on a short segment. The streets listed to be repaved to reduce sound are only portions of the cut-through routes, therefore the full impact of noise from vehicle tires will not be mitigated along all cut-through routes and the reduction of noise levels will not occur to the extent proposed.</p>	<p>21-17</p>
<p>Chapter 6</p>	
<p>There is no detail about assumptions that were used in the model. Speed reductions due to congested conditions produce significantly more pollutants per mile, but the difference between 4 mph under congested conditions does not factually correspond to 16mph or uncongested conditions. What</p>	<p>21-18</p>
<p></p>	<p>21-19</p>

assumptions were used regarding the increases in GHG due to speed variations? What was the length of congestion periods for Alternative 2, what was the speed of vehicles used that cut-through the grid, on which routes and how many vehicles were diverted, and were the conditions of cut-through traffic in accordance with the Traffic Calming Plan that will add stops and starts?

In conclusion, there was no air quality analysis of the actual cut-through vehicles considered as the source of pollutants. The noise analysis presented conclusions that appear to be inconsistent with the fact of cut-through traffic counts stated in the Traffic Study. Numerous assumptions and the methodology were never explained, only the conclusions were expressed. Both of these analyses apparently did not include the conditions proposed in the Traffic Calming Plan that would affect the very cut-through traffic that is the subject to the air quality and noise impact analyses.

21-20

Respectfully Submitted,

David McClure
Kings Beach Business and Citizens Alliance

7.22 Comment Letter 22—Sean O'Brien, October 16, 2009

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Jeanne Mcnamara

From: Sean O'Brien [changoloco@gmail.com]
Sent: Friday, October 16, 2009 6:52 PM
To: Jeanne Mcnamara
Subject: Hello

I am just emailing you to let you know that I support the Hybrid option for Kings Beach, CA. As a father, community member, local businessman and long-time Kings Beach local, I feel that this is the best option for our community. I would be very happy if you would help to get our community on the right track. Kings Beach has been the eye-sore of Lake Tahoe for entirely too long. This town and the community that lives here is, to me, the most wonderful place to live in all of Lake Tahoe. Please help us to make the community that we all know that it could be. I appreciate your time and perseverance.

22-1

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Sean M. O'Brien
530-386-7345

10/19/2009

7.23 Comment Letter 23—Ernest Dambach, October 16, 2009

23

Jeanne Mcnamara

From: Ernest Dambach [ernie@tahoetechgroup.com]
Sent: Friday, October 16, 2009 5:55 PM
To: Jeanne Mcnamara
Subject: Homeowner supporting the HYBRID ALTERNATIVE for the Kings Beach redevelopment.

Hello Jeanne,

Thank you for your efforts. I writing to let you know that I am a home owner and full time resident in Kings Beach and I support the Hybrid Alternative with the Round-a Bouts for the Kings Beach redevelopment project.

As a father, I prefer this alternative because I feel it would be the safest for my family and our children when we walk, drive or ride our bikes in our neighborhood. As a local business owner, I feel this will significantly enhance the potential for long term business growth for our area. As a property owner, I feel this will create a "walkable community" and therefore be the best for long term property values in our area. Finally, on a simple "quality of life" aspect, I feel that by reducing the number of lanes but improving the overall traffic flow through Kings Beach it will bring an ambiance to our town that will appeal to locals and visitors alike. I have been actively involved with this project for many years, and I have been very well versed in the many studies concerning all options, and after careful consideration and many conversations with my neighbors, I truly feel that the Hybrid Alternative will have the best outcome for everyone who lives, works, or visits this beautiful area.

23-1

Thank you for your time,

Ernest Dambach
Owner of Tahoe Tech Group inc.
530-550-0999

Homeowner at:
8549 Loch Levon Aye.
Kings Beach, Ca 96143-0574
530-414-0367

7.24 Comment Letter 24—David Polivy, October 16, 2009

24

Jeanne Mcnamara

From: David Polivy [dave@tahoemountainsports.com]
Sent: Friday, October 16, 2009 4:23 PM
To: Jeanne Mcnamara
Subject: KBCCIP amended EIR/EIS

Hello Jeanne-

Re: KBCCIP Amended EIR/EIS Comments

Thank you for the opportunity to comment on the Amended EIR/EIS for the KBCCIP. Placer County DPW continues to do excellent work and this document is no different.

there has been ample research and thought put into the neighborhood traffic management plan along with all the additional scientific research that was done regarding noise and safety. As a property owner on Beaver St (in the "Grid") and a downtown business owner, I am convinced that all this work will at some point lead to a project. I only hope we get there before there is no more Kings Beach left and all the businesses have shut down and moved out.

But, back to the point. The Amended Eir/EIS addresses all of the additional concerns brought up by the TRPA staff and governing board and answers them all sufficiently. I do not think neighborhood traffic cut through will be an issue in the future as it will be mostly locals who use those routes and they should have the respect to drive slowly and safely through their neighbors roads. In addition, there is ample mitigation provided through the Neighborhood Traffic Management Plan to handle any and all cut through traffic that "might" occur.

24-1

I would also like to again state my support for the HYBRID ALTERNATIVE. The HYBRID ALTERNATIVE is supported by the Placer County Board of Supervisors, the Conservation community including the League to Save Lake Tahoe, the Tahoe Bike Coalition, the Placer County Planning Commission, GEO Tahoe, Mountain Area Preservation Foundation, the Sierra Business Council, a majority of commercial property owners in the project area, and the support of the Kings Beach Community exhibited by their actions last November when we overwhelmingly supported the election of Supervisor Jennifer Montgomery who supported the HYBRID ALTERNATIVE over Bruce Kranz who didn't. I don't think it could be any clearer where the community stands on the project!

24-2

In addition, the hybrid alternative is supported by myself, a Kings Beach property owner and business owner along with all of our employees, WE ALL FULLY ENDORSE the HYBRID ALTERNATIVE!

Please share my comments with the TRPA Governing Board and Placer County officials.

David Polivy
www.tahoemountainsports.com
P.O. Box 2986/8331 N Lake Blvd
Kings Beach, CA 96143
530-546-7001
"Gearing You Up For Adventure"

7.25 Comment Letter 25—Susan Kyler, October 16, 2009

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Jeanne Mcnamara

From: Sue Kyler [skylar_fmoooneycpa@sbcglobal.net]
Sent: Friday, October 16, 2009 4:24 PM
To: Jeanne Mcnamara
Subject: Kings Beach Commercial Core

Dear Ms. McNamara,

I would like to add my support to the Hybrid Alternative for the Kings Beach Commercial Core Project. I have worked for a business along Highway 28 in Kings Beach for the last twelve years, having lived in the Kings Beach / Tahoe Vista area for the last thirty-one years, and I truly support the revitalization of our community.

Thanks to the support of the Placer County Department of Public Works and the Placer County Board of Supervisors, I believe we are finally going to realize a project for our town. I would hope that the TRPA would also support that revitalization.

Thank you in advance,

Susan Kyler
1294 Jester Court
Post Office Box 350
Tahoe Vista, CA 96148

25-1

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7.26 Comment Letter 26—Keely Hedderman, October 16, 2009

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Jeanne Mcnamara

From: Keely Hedderman [keely123@live.com]
Sent: Friday, October 16, 2009 4:49 PM
To: Jeanne Mcnamara
Subject: KBCCIP

Hi Jeanne -

As a long time Kings Beach home owner, I would like to voice my support of the new EIR/EIS and the Hybrid Alternative. I live in the very middle of the grid and walk my dog quite often. I love walking in Kings Beach, waving to my neighbors and that wonderful sense of belonging. For a number of years I have been very concerned over walking safety issues. I have been very pleased with the concerted effort made by all of those concerned but particularly those from Placer County, the Public Works Dept., and our new supervisor, Jennifer Montgomery.

To echo others - I love that the plans for little Kings Beach is going above and beyond what many deem necessary; but as a resident I applaud the ongoing commitment to "get it right". Thank you for the opportunity to comment on the Amended EIR/EIS for the KBCCIP. And thank you for hearing the community majority. Please share this information with the TRPA Governing Members - I will be there watching!

Thank you,

Keely Hedderman
530-546-3012
P. O. Box 1828
Kings Beach, CA 96143
keely123@live.com

26-1

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7.27 Comment Letter 27—Richard Marshall, October 17, 2009

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Jeanne Mcnamara

From: Marshall, Richard (Rick) [RickMarshall@fico.com]
Sent: Saturday, October 17, 2009 2:26 AM
To: Jeanne Mcnamara; Mara Bresnick; Shelly Aldean; Jerome Waldie; Stuart Yount; jsinglaub@trpa.org; Mike Weber; Nancy McDermid; tleslie@cw.com; Steve Merrill; Norma Santiago; Allen Biaggi; JenMonten@placer.ca.gov; skastan@placer.ca.gov; planning@placer.ca.gov; editor@sierrasun.com
Cc: csavary@charter.net; alexmourelatos@msn.com; emilio@ntfrc.org; theresaduggan@sbcglobal.net; davepolivy@tahoemountainsports.com
Subject: Revitalization of Kings Beach in the Twenty First Century
Attachments: Revitalization of Kings Beach - October 17th 2009.doc

I own a home in Kings Beach and I was OPPOSED to the 3-lane alternative. However, after carefully analyzing 75+ case studies from across North America, I changed my position.

This is not something I rushed into. I had plenty of reasons to devote the time to truly understand this issue. And at the end of this objective study I found that ONLY 3-lanes - with a walking village - could revitalize Kings Beach. Only this design will facilitate a world-class downtown with quality hotels, sidewalk cafes, nice stores, art studios, great restaurants and nightlife. While it needs more polishing my attached doc proves that this EXACT PLAN worked from El Cajon to North Carolina. From Santa Monica to West Palm Beach Florida - from Vancouver to Toronto. In all these places hotel and sales tax revenues go through the roof - so do property values in the surrounding neighborhoods. ²⁷⁻¹

These studies prove that visitors for the first time in an area actually park their cars and get out for 3-4 hours. They go to restaurants, they shop, and they enjoy what makes that particular place special. These unique 'walking villages' create the actual destination where people go to spend both their time & their money.

Because this village would be so unique, it would likely become world famous. Instead of racing through Kings Beach - Kings Beach will BE THE destination. I want to be clear; this is not some unreachable fantasy I am proposing here. Why? Because this 1-mile strip has expansive sand beaches, crystal clear, blue waters; casinos with world famous bands 1- mile up the street. We have FREE shuttles to Squaw Valley, North Star, Diamond Peak & Alpine Meadows. We have hiking, mountain biking & snowmobiling literally out the back door. All of these trails have stunning views of the lake.

However - it is ONLY this plan - that can bring us the economic, safety & social benefits that we need. ONLY this plan has the potential to make Kings Beach known across the world. Kings Beach is the gem of the Sierra, and because of that, this seemingly unbuildable dream is actually very possible; even probable. Kings Beach would be world renowned destination will in turn raise the visibility and value of towns from Incline Village to Tahoe City, from Truckee to Squaw.

If you oppose 3-lanes - AS I ONCE DID - I encourage you to Google the subject and read my document. I think you might change your mind. I did.

I respectfully request that you please pass this along to TRPA colleagues that I missed...

(For ease of reading below I pasted the Executive Summary from the attached doc.)

10/19/2009

1 Roundabouts, Large Sidewalks & Lane Reduction - Why?

1. **Increased Property Values:** Studies have shown that towns that have narrowed dangerous roads through their downtown corridors have dramatically increased their property values. Please see Section 2, 'Revitalizing a Blighted Downtown' as well as the final section of this document titled, 'Case Studies – Seeing is Believing'
2. **Roundabouts Move More Traffic, Save Gas & Increase Safety:** These assertions were not pulled out of thin air; they come directly from the Insurance Institute for Highway Safety (IIHS). The IIHS is wholly supported by member organizations such as Allstate, Farmers, GEICO, State Farm, etc. so it is fair to stipulate the IIHS is an unbiased source dedicated to the interests of motorists. Please refer to Section 3, 'Roundabouts – Reducing Traffic, Saving Gas & Increasing Safety' for more details.
3. **Quicker Construction Schedule:** Only one construction season will be required in contrast to two seasons for the 4-lane plan. This will minimize environmental and traffic impacts as well as minimize the headaches associated with construction
4. **Safety:** The current 4-lane configuration has resulted in deaths inside Highway 28 crosswalks. This is because motorists think that the car in front of them is stopping for no reason. When they swerve to go around the 'idiot in front of them' they end up hitting the pedestrian in the cross walk. The Iowa Department of Transportation Office of Traffic Safety funded before and after evaluations of 15 sites that were converted from 4-lanes to 3-lanes, and compared these to 15 control sites. The results of the study proved that crashes involving injuries were reduced by 34%
5. **More Tax Revenues from Higher Sales and Hotel Taxes -** Studies have shown that towns that have narrowed dangerous roads through their downtown corridors have dramatically increased their Tax Revenues. Please see Section 2, 'Revitalizing a Blighted Downtown' as well as the final section of this document titled, 'Case Studies – Seeing is Believing' for evidence of this.
6. **More Stable, Year-Round Jobs:** With the creation of a unique town that supports sidewalk cafes & unique shopping outlets, Kings Beach will become a destination - not a 'freeway through a ghetto' - that tourists want to drive through as quickly as possible. Studies have shown that when downtown corridors offer something unique - motorists park their cars, get out and go to enjoy the community. They tend to spend multiple hours shopping, going to restaurants and visiting local attractions.
7. **Water Quality:** Scientific research has established that roads are one of the primary culprits in fine sediment loading to the Lake which results in clarity loss. The smaller surface area of the three lane design, establishment of roundabouts, and expansion of landscaped areas will reduce the amounts of fine sediments and nutrients entering the lake by decreasing the area needed for sanding, reducing vehicle speeds, and increasing infiltration capacity. Although the EIR states there is no difference between 3 and 4 lanes, pure logic will lead to a different conclusion. With more areas that are permeable, such as the center of the roundabout, it should be obvious to an objective person that water quality will benefit with the 3-lane configuration.
8. **Air Quality:** Roundabouts, bike lanes, and increased side walk areas will improve air quality by reducing dependence on the automobile, as well as produce a walkable and bikeable community safe for families and children. The Insurance Institute for Highway Safety (IIHS) estimated that if just 10 intersections in Northern Virginia were converted to roundabouts 200,000 gallons of gasoline would have been saved. That nets out to 4 million pounds of carbon dioxide that unnecessarily went into the atmosphere. Please refer to Section 3, 'Roundabouts – Reducing Traffic, Saving Gas & Increasing Safety' for more details
9. **Scenic Beauty:** The 3-lane design will result in a more attractive and unique downtown corridor. A place that tourists will want to come visit, take pictures and send their friends to see.
10. **Cultural & Social Benefits:** Studies show that when towns practice road reduction the residents leave

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their cars behind to walk through the downtown corridor. Neighbours get to know each other as they pass on the street, rather than from the anonymous confines of their automobiles.

If you have any questions, please do not hesitate to contact me.

Thank you for your time and best regards,

Rick Marshall
rickmarshall@fico.com

This email and any files transmitted with it are confidential, proprietary and intended solely for the individual or entity to whom they are addressed. If you have received this email in error please delete it immediately.

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7.28 Comment Letter 28—Jerry Joseph Dinzes, October 17, 2009

28

Jerry Joseph Dinzes
PO Box 1702
Kings Beach, Ca., 96143

October 17, 2009

Ms. Jeanne McNamara
128 Market Street
Stateline, NV 89449

Comments on the Draft Supplemental EIS

Dear Ms. McNamara,

My greatest concern in reviewing the KBCCIP Supplemental EIS was that the analyses do not include a public safety analysis. Clearly the diversion of SR28 traffic into a residential neighborhood has impacts that extend beyond air and noise pollution. Not to diminish the importance of these impacts, but we must question this tactic of ignoring a project's impacts upon public safety. After all, is this not the primary reason for a traffic-calming plan within the residential neighborhood adjacent to the project corridor? 28-1

The Lake Tahoe Compact charges the TRPA with including public safety as a fundamental component of threshold carrying capacity. The Supplemental EIS is another failed attempt to properly analyze the project impacts of Placer County's preferred alternative. If the TRPA staff and the Placer County staff justify the exclusion of public safety from the Supplemental EIS analyses because there is not yet a threshold that deals with the social impacts of a project, there is a flaw in this logic. The flaw lies in the lack of a public safety threshold. 28-2

Assuming that only the current thresholds should be criteria in establishing project preference, the Supplemental EIS is still deficient, as the 'Hybrid's' impact upon the Scenic Quality/Resources Threshold still has not been analyzed within the highly affected residential neighborhood. Clearly increasing traffic volumes in a serene Tahoe neighborhood would have negative impacts upon this threshold. 28-3

The Supplemental EIS is obviously an incomplete attempt by Placer to justify their stated preferred alternative. The EIS is not meant as a means for project justification, but a means to scientifically establish the merits of a project. 28-4

Thanks for your consideration,

Jerry Joseph Dinzes 28-5

7.29 Comment Letter 29—James Gardiner, October 18, 2009

29

Jeanne Mcnamara

From: Jim Gardiner [jim5166y@yahoo.com]
Sent: Sunday, October 18, 2009 8:38 PM
To: Jeanne Mcnamara
Subject: Kings Beach Hwy 28 road configuration.

James Gardiner
Ta-Tel Lodge
8748 Northlake Blvd. Hwy. 28
Kings Beach, CA 96143
530-546-5166

Hello,

My name is Jim Gardiner. I have lived in Kings Beach for over 25 years and most recently on Hwy 28 where I have a small motel and live as well. I have been concerned about the speed, safety, and configuration of the highway for several years. I see first hand how the highway has made Kings Beach continue its downward spiral. The four lanes create a dangerous and pedestrian un-friendly atmosphere.

As a matter of fact, I just saw a program on CBS Good Morning on Sunday, Oct 4, 2009 on a city in Holland where they are replacing the traffic signals in the city with what they call "Naked Intersections". They put roundabouts in the intersections and remove all signs which automatically make the vehicles slow down and pay attention to the surroundings. I did see all types of traffic including bikes, pedestrians, and vehicles moving safely through the busy roundabouts. I was quite impressed and saw that this would work in Kings Beach as well. I would like to share the video with all the TRPA and will make copies for you.

The one intersection in question has been in operation for over 3 years and before the roundabout they had 1 or 2 fatalities each year. Since the roundabout not one fatality since replacing the intersection with the "Naked Intersection".

I have been waiting for over 10 years and hope you approve the 3 lane hybrid configuration. Kings Beach has been identified as the most needed location on the whole lake which needs a kick-start the most. By far it is the most preferred option which the KINGS BEACH RESIDENTS chose.

29-1

Won't you please help us improve out town. I believe this will be a win-win situation for the residents, businesses, and the Lake by far.

Sincerely,

James Gardiner

7.30 Comment Letter 30—Carol Savary, October 18, 2009

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Jeanne Mcnamara

From: Carol Savary [csavary@charter.net]
Sent: Sunday, October 18, 2009 7:47 AM
To: Jeanne Mcnamara
Cc: Ken Grehm; Peter Kraatz; 'Dan LaPlante'; bos@placer.ca.gov
Subject: RE: Kings Beach Commercial Core Improvement Project

Hi Jeanne. Thanks so much for the opportunity to comment on the Draft Supplemental EIS for the Kings Beach Commercial Core Improvement Project (KBCCIP).

I would first like to commend TRPA for requiring further analysis of the concerns voiced in June and July 2008 regarding the project impact on the Kings Beach grid, as it has only improved the overall project. I would also like to commend Placer County Department of Public Works for their thorough analysis of these concerns and consideration of community input to propose thoughtful and innovative solutions to those concerns. This Draft Supplement EIS is a positive, responsive and timely result of collaborative, solutions-oriented planning to address concerns voiced at the July 2008 governing board meeting! 30-1

The Conceptual Kings Beach Neighborhood Traffic Calming Plan and the EIS demonstrate that the project has been improved even more than was initially proposed, as it provides additional pedestrian-oriented solutions for the backstreets in the grid in addition to the defined commercial core area with the variety of traffic calming solutions, the rubberized asphalt to mitigate noise and the improved pedestrian infrastructure (i.e. sidewalks and crosswalks). Placer County DPW has done an outstanding job conducting stakeholder outreach and researching solutions for their Hybrid Alternative recommendation that is now unanimously supported by the Placer County Board of Supervisors.

Given the quality and thoroughness of the Draft Supplemental EIS as a response to previously stated concerns, I am hopeful that TRPA will certify the Draft Supplemental EIS and approve Placer County's recommended Hybrid Alternative for the KBCCIP so that the project can move forward to achieve the stated project goals of improving pedestrian and bicycle circulation, preserving scenery and achieving critical water quality goals. This project enjoys the varied support of the environmental conservation community, the business community and the majority of the residential community, because it offers solutions to all of these stakeholders – critical water quality improvements that will reduce road sediment runoff into the lake, downtown revitalization in an observably desperate redevelopment area, increased pedestrian and bicycle safety and infrastructure in accordance with Mobility 2030 planning goals – I encourage TRPA to support it as well!

Thank you for your consideration,
Carol Savary, Kings Beach Resident

Carol Savary
9910 White Cap Lane
Kings Beach, CA 96143
(cell) 530.412.3312
(fax) 530.546.5982
csavary@charter.net

7.31 Comment Letter 31—Peter W. Morris, October 18, 2009

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Jeanne Mcnamara

From: Peter Morris [pwmorris@hotmail.com]
Sent: Sunday, October 18, 2009 12:37 PM
To: Jeanne Mcnamara
Subject: In Support of the Kings Beach HYBRID ALTERNATIVE and the Amended EIR/EIS

Jeanne,

I truly commend Placer County and its Department of Public Works for the wonderful, inclusive way it has gone about listening to, and acting upon, the wishes of the whole Kings Beach community to ensure that a fair, reasonable and above all appropriate solution for the redevelopment of our town is achieved. This is especially valid with the recent publication of the Amended EIR/EIS for the KBCCIP. 31-1

As a strong support of the HYBRID ALTERNATIVE for the redevelopment of the Kings Beach core since the outset, perhaps I did not see so much need for this one last assessment of impact. However, it is the case that your team has produced another outstanding result and the community will be for certain be even better off as a result. Air quality will be further improved, noise in the 'Grid' will be reduced, everyone will be even safer, the town will once again blossom and, of critical importance to all our futures', the quality of our incredible lake will rise.

Having addressed this last concern, I believe all who hold the future of our town in the hands will finally be able to rally together and support the approval of the HYBRID ALTERNATIVE.

Thank you all for your hard work and outstanding diligence.

Please share my comments with Placer County officials and all those who serve on the TRPA Board of Governors.

Sincerely,

Peter W Morris
Resident, Kings Beach
PO Box 1292,
Kings Beach, CA 96143

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7.32 Comment Letter 32—Megan and Jack Chillemi, October 18, 2009

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Jeanne Mcnamara

From: Megan Chillemi [megan@chillemi.com]
Sent: Sunday, October 18, 2009 4:07 PM
To: Jeanne Mcnamara
Cc: megan.chillemi@nevadapacific.com
Subject: Support for Supplemental EIR for KBCCIP
Importance: High

Dear Ms. McNamara:

We've studied the draft EIR/EIS for Kings Beach Commercial Core Improvement Project. Again, we want to express our enthusiastic and continued support for the Hybrid Alternative for Kings Beach. Placer County has put together a solid plan for the traffic calming in the Kings Beach grid, which will improve not only the aesthetics and live ability of the community but the safety of our residents, children and pets. 32-1

It is not reasonable for the Tahoe Basin's economic and ecology future to continue planning around the automobile. We are in desperate need of a revived infrastructure and walkable and bikeable communities. We just returned from a road trip and our first visit to Bend, Oregon, and were struck by the design of their downtown core with wide sidewalks, heavy use of roundabouts and bike lanes.

As an additional comment, I would suggest an outreach and educational program to the Spanish community on pedestrian and bicycle safety, and bilingual signs in congested and heavily traveled streets. 32-2

Thank you.

Megan and Jack Chillemi
8819 Cutthroat Avenue
Kings Beach, CA 96143

10/19/2009

7.33 Comment Letter 33—George Koster, October 18, 2009

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Jeanne Mcnamara

From: george [george@georgekoster.com]
Sent: Sunday, October 18, 2009 2:15 PM
To: Jeanne Mcnamara
Subject: Kings Beach Commercial Core Improvement Project

Dear Jeanne:

I'm writing in support the efforts of the TRPA on their efforts to study any impact the KBCCIP would have on the back streets of Kings Beach.

I'm also writing in support of the Hybrid Alternative for the KBCCIP. I hope that the TRPA will move forward as quickly as possible in certifying the Draft Supplemental EIS and approve Placer County's recommended Hybrid Alternative for the KBCCIP so that the project can move forward to achieve the stated project goals of improving pedestrian and bicycle circulation, preserving scenery and achieving critical water quality goals. The project will in turn help the TRPA reach its objectives of environmental improvement of the lake as well as economic revitalization to improve the Kings Beach economy.

George Koster
Consultant
Cell: 650-248-8100
e-fax: 650-745-1171
george@georgekoster.com
skype: geokoster1
P.O. Box 1427
Crystal Bay, NV 89402

1605 Baker St
San Francisco, CA 94115

Every New Idea Is Heretic and
Then Becomes Superstition

 Please consider the environment before printing this email.

10/19/2009

33-1

7.34 Comment Letter 34—Alex Mourelatos, October 18, 2009

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Jeanne Mcnamara

From: Alex Mourelatos [alexmourelatos@msn.com]
Sent: Sunday, October 18, 2009 2:05 PM
To: Jeanne Mcnamara
Cc: Mara Bresnick; Shelly Aldean; Jerome Waldie; Stuart Yount; jsinglaub@trpa.org; Mike Weber; Nancy McDermid; tleslie@cwo.com; Steve Merrill; Norma Santiago; Allen Biaggi; skastan@placer.ca.gov; planning@placer.ca.gov; Jennifer Montgomery; editor@sierrasun.com
Subject: Pubic Comment on Ammended KBCCIP EIR/EIS
Importance: High

Jeanne,

I would like to voice my support for the Hybrid Alternative and encourage the TRPA Governing Board to endorse this alternative.

As a long time business owner in the area, my opinion is, in part, based on the feedback we receive from our guests. My family has owned and operated the Mourelatos Lakeshore Resort in Tahoe Vista for over 30 years. We provide over 4,000 room nights of lake front lodging a year to visitors; we provide rental housing for our local work force; and our ice cream shop is a favorite of locals and visitors all Summer. The feedback we have consistently and overwhelmingly received from visitors and residents alike is the desire for a walkable, inviting solution for Kings Beach; one that is visually appealing encouraging the visitor to stop and enjoy a commercial core that is safe for pedestirans and bicyclist. We all have a tremendous opportunity to positively impact the economic climate in this region of the Lake as a destination. I commend Placer County for the work they have completed within this amended EIR/EIS and their on-going efforts to work with the local community, CALTRANS and the TRPA to address the issues facing this critical infrastructure investment.

I own a business in California, live in Nevada, travel through and work with businesses within Kings Beach daily. My wife and I are raising two children here on the North Shore. I volunteer my time, like so many others, because I have a deep and sincere desire to make North Lake Tahoe a better place to live, work and visit. I serve as a Board member of the North Lake Tahoe Resort Association where I currently serve as it's Chair. I also sit on the Board of the North Tahoe Business Association where I serve as Vice President. Kings Beach is a crtical economic hub for both of these volutneer organizations and this project has received significant scrutiny at the committee and Board levels within both. I have attended and participated in numerous public meetings regarding the Core Improvement Project over the last few years and have spent literally hundreds of hours reviewing research, reviewing the draft EIR/EIS and discussing issues with local stakeholders. It is clear to me that the overwhelming majority of residents and business owners on the North Shore favor the three lane hybrid solution.

There has always been and will always be a crtical voice regarding any change in the basin and rightfully so. What is more important in my opinion is when this community comes together and works collaberatively and respectfully to address the issues we face. Many of us truly desire positive change that brings with it environmental and economic benefits. The three lane Hybrid reflected in this revised EIR helps us accomplish this. Please give us the opportunity to continue our work in revitalizing the commercial core of Kings Beach with your support of the three-lane Hybrid alternative.

Respectfully submitted,

10/19/2009

34-1

Alex Mourelatos
Mourelatos Lakeshore Resort
6834 North Lake Blvd.
Tahoe Vista, CA
MLR: (530) 546-9500

10/19/2009

7.35 Comment Letter 35—Renee Deinken, October 18, 2009

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Jeanne Mcnamara

From: Renee Deinken [rshadforth@yahoo.com]
Sent: Sunday, October 18, 2009 8:40 AM
To: Jeanne Mcnamara
Subject: I support the hybrid alternative in Kings Beach

Dear Ms. McNamara,

I am writing to tell you that after attending countless public meetings and reviewing the amended EIR/EIS statement, I support the hybrid alternative for Kings Beach.

It is the best solution for my town with regards to public safety (especially with the inclusion of Placer County's Neighborhood Traffic Management Plan in the grid), the environment, and economic viability. 35-1

Please let me know if you have any questions or if you require further informaiton.

Thank you,
Renee Deinken
8669 Steelhead Ave.
PO Box 2322
Kings Beach, CA
96143

10/19/2009

7.36 Comment Letter 36—Adam Going, October 19, 2009

Page 1 of 1 36

Jeanne Mcnamara

From: Christopher C. Nolder [ccnworld@yahoo.com]
Sent: Monday, October 19, 2009 9:58 AM
To: Jeanne Mcnamara
Cc: Jill Miller
Subject: Kings Beach Commercial Core SDEIS

On behalf of Mr. Adam Going of 8489 Trout Ave. Kings Beach, Ca 96143.
He supports the KBCC SDEIS as written and requests this project move forward. 36-1
Thank you for your time on this subject!
A.G.

10/19/2009

7.37 Comment Letter 37—Chris Nolder, October 19, 2009

Page 1 of 1 37

Jeanne Mcnamara

From: Christopher Nolder [luvdonuts@gmail.com]
Sent: Monday, October 19, 2009 9:50 AM
To: Jeanne Mcnamara
Cc: Jill Miller
Subject: Kings Beach Com Core SDEIS approval

Sirs,

I support and approve the Kings Beach Commercial Core SDEIS. It's solid, comprehensive, complete and is best for our community. Thank you.
Chris Nolder Po box 1 Kings Beach, Ca. 96143 37-1

10/19/2009

7.38 Comment Letter 38—Adrian Tieslau, October 19, 2009

38

Jeanne Mcnamara

From: Adrian Tieslau [tieslau@atcivil.com]
Sent: Monday, October 19, 2009 9:20 AM
To: Jeanne Mcnamara
Subject: Kings Beach CCIP Support

Jeanne,

If it is not too late, I would like to voice my support for the 3 lane hybrid alternative outlined in the EIR/EIS.

I own a civil engineering business in Kings Beach and I feel strongly that approval of the 3 lane alternative needs to move forward ASAP for the safety of residents and visitors of Kings Beach.

Thank you,

Adrian Tieslau, P.E.
Tieslau Civil Engineering
530-546-0861 -Phone
530-546-0871 -FAX
<http://www.atcivil.com>
PO Box 2297
8079 North Lake Blvd, Kings Beach, CA 96143

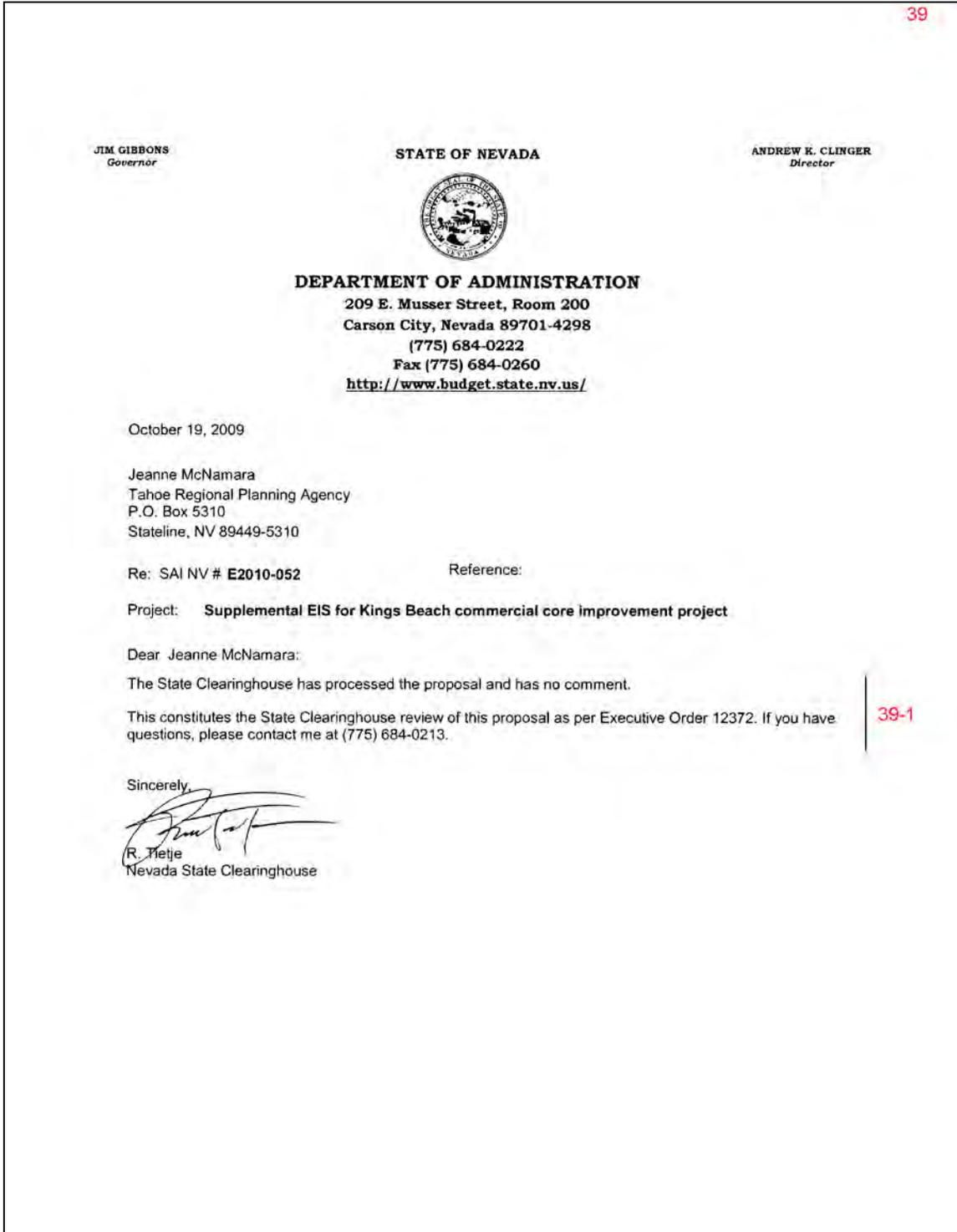
This message and any attachments are intended solely for the recipient and should not be opened, read, or utilized by any other party. Attached drawings shall only be used for contracted projects with Tieslau Civil Engineering.

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38-1

10/19/2009

7.39 Comment Letter 39—R. Tietje (State of Nevada), October 19, 2009



39

JIM GIBBONS
Governor

STATE OF NEVADA

ANDREW K. CLINGER
Director



DEPARTMENT OF ADMINISTRATION

209 E. Musser Street, Room 200
Carson City, Nevada 89701-4298
(775) 684-0222
Fax (775) 684-0260
<http://www.budget.state.nv.us/>

October 19, 2009

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

Re: SAI NV # **E2010-052**

Reference:

Project: **Supplemental EIS for Kings Beach commercial core improvement project**

Dear Jeanne McNamara:

The State Clearinghouse has processed the proposal and has no comment.

This constitutes the State Clearinghouse review of this proposal as per Executive Order 12372. If you have questions, please contact me at (775) 684-0213.

39-1

Sincerely,


R. Tietje
Nevada State Clearinghouse

7.40 Comment Letter 40—John Shuff, October 19, 2009

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Jeanne Mcnamara

From: John Shuff [jshuff@charter.net]
Sent: Monday, October 19, 2009 1:30 PM
To: Jeanne Mcnamara
Subject: Project Supplemental Draft EIS

Approved as Written! | 40-1

John Shuff
Kings Beach

10/19/2009

7.41 Comment Letter 41—Jacquire Chandler, October 19, 2009

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Jeanne Mcnamara

From: Jacquire Chandler [earthgym@yahoo.com]
Sent: Monday, October 19, 2009 2:44 PM
To: Jeanne Mcnamara
Subject: our best thinking

Dear Jeanne,
As long as the focus is around accommodating the vehicle there will never be enough lanes and parking spaces and the lake will suffer. Cars do not shop - people shop when they are out of their cars walking around safely, feeling the power and passion of the Tahoe basin.
Three lanes accommodates people - not machines, forces cars to slow down and enjoy their time in Tahoe and wish they were on on the sidewalk too. | 41-1
you can do this - the Lake is counting on you!

in service to clarity,

Jacquire
Jacquire Chandler

775 833-0831
cell 287-3982

If all products look and sound alike...the best story wins

10/19/2009

7.42 Comment Letter 42—Pam Jahnke, October 19, 2009

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Jeanne Mcnamara

From: Pam Jahnke [pamerama@yahoo.com]
Sent: Monday, October 19, 2009 2:56 PM
To: Jeanne Mcnamara
Subject: KBCCIP Amended EIR/EIS Comments

Dear Ms. McNamara,

I'm writing to show my support for the long process involving the Kings Beach streetscape. I support and commend all of the planning work that has been done by Placer County and the Department of Public Works to study all the alternatives and the environmental impacts of each.

After reviewing all of the documents including the amended EIR/EIS to further examine noise and air quality, I am in favor of the three lane hybrid alternative and hope that the process will begin to move forward without any more delays. I am a business owner and home owner in Kings Beach and think this project will greatly enhance our community in many ways including socially, economically and environmentally. Please share my support with the TRPA board..

I hope we will see this item on the agenda for the TRPA Board in the near future so they can vote yes on this much needed project.

Thank you.
Pam Jahnke
PO Box 2986
Kings Beach, CA 96143

42-1

10/19/2009

7.43 Comment Letter 43—James Christman, October 19, 2009

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Jeanne Mcnamara

From: nanamimac@comcast.net
Sent: Monday, October 19, 2009 3:36 PM
To: Jeanne Mcnamara
Subject: Kings Beach Commercial Core Improvement Project

Good afternoon Jeanne McNamara

My name is James Christman and I am the owner of three properties in Kings Beach, all of them single family dwellings. I am retired from the San Francisco Police Dept. where I spent 39 years, almost all of it as a supervisor, (sergeant), and later manager in Traffic. I am very familiar with traffic enforcement and traffic management and I have a good working knowledge of traffic engineering. It is very obvious that if State Route 28 is reduced to three lanes as proposed that during the peak holiday seasons Kings Beach will be a mess much like Tahoe City becomes. Especially during heavy snowfalls when snow removal necessitates pushing the snow to the center lane. Traffic will back up a mile or two from Kings Beach eastbound on State Route 28, westbound on State Route 28, and southbound on highway 267. The resulting fumes from numerous idling vehicles will effect our air quality. On those days when our visitors are returning home, people travelling westbound on State Route 28 would soon find it faster to use the northbound streets like Fox, Coon and Deer, and even Beaver st to Cutthroat and then Spreckled ave to hwy 267. Anytime traffic is diverted from a major street, (State Route 28), to residential streets, Fox, Coon, Deer etc we are creating a dangerous situation for those residents. Kings Beach is a residential community and home to many children who play in our narrow streets. The Kings Beach Commercial Core Project may well be beneficial to certain business interests, but the resulting heavy traffic in our streets would be a disaster to those who reside or vacation here.

Thank You for this opportunity: James Christman

10/19/2009

43-1
43-2
43-3
43-4

7.44 Comment Letter 44—Candy Dowdle, October 19, 2009

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Jeanne Mcnamara

From: Candy Dowdle [seedowdle@hotmail.com]
Sent: Monday, October 19, 2009 3:59 PM
To: Jeanne Mcnamara
Subject: Kings Beach revitalization

Please add my name to the list of people who would like to see the three lane hybrid configuration in Kings Beach Commercial Core. We have lost a half dozen businesses in the past year, not only due to the depressed economy, but also to the failure of the redevelopment to get going! Please! there just isn't enough room for four lanes, left turn lanes, bike lanes and decent size sidewalks. And please hurry!

44-1

Candy Dowdle
9699 North Lake Blvd.
Kings Beach CA 96143-0612
530-546-9134

Hotmail: Free, trusted and rich email service. [Get it now.](#)

10/20/2009

Chapter 8. Responses to Comments on Draft Supplemental EIS

8.1 Introduction

This chapter responds to the public comments received on the Draft Supplemental Environmental Impact Statement (Draft Supplemental EIS). In accordance with the Tahoe Regional Planning Agency (TRPA) Code 5.8.A (4), the Draft Supplemental EIS was circulated for a 60-day public comment period beginning August 19, 2009 and ending on October 18, 2009. The review period provided an opportunity for agencies, organizations, and the public to comment on the new analysis and information published in the Draft Supplemental EIS only. Forty-four (44) responses were received during this period.

As indicated in the Draft Supplemental EIS, only comments that raise environmental issues evaluated in the Draft Supplemental EIS are provided with responses in this Final Supplemental EIS. Responses have been provided to all comments received during the public review period, focusing specifically on the environmental issues raised in the comment. In general, the responses provide explanation or amplification of information contained in the Draft Supplemental EIS. Comments that are outside of the scope of the TRPA review process will be forwarded to the TRPA Governing Board for consideration as part of the action approval process.

The comment letters were categorized and responded to based on their chronological submission to TRPA. When comments resulted in changes to the Draft Supplemental EIS, a reference is made to the pages in the text where the changes occurred.

8.2 Master Responses

For the purpose of concision in the Final Supplemental EIS, multiple comments on the same topic are responded to with a Master Response. Master Responses are presented

below and correspond to those referenced in the “Individual Responses” section of this chapter.

8.2.1 Master Response 1: Support for Action Approval

The majority of comments expressed support for the action and the hybrid alternative. A number of individuals further commented on the merits of the Placer County Department of Public Works and stated that the hybrid alternative will bring real solutions to the environmental, economic, and public safety concerns facing Kings Beach.

TRPA thanks the commenter for their input and support regarding action approval. While this comment does not address the adequacy of the Draft Supplemental EIS, the comment will be considered by the TRPA Governing Board during deliberations on the project. The decision on the hybrid alternative will be based on the supplemental analyses of noise and air quality within the grid neighborhood, as well as the key elements of the Neighborhood Traffic Management Plan (NTMP). Positive community input on these key elements provides the TRPA with useful information regarding a general consensus for action approval.

8.3 Individual Responses

8.3.1 Comment Letter 01—Michael LeFrancois, September 17, 2009

8.3.1.1 Response to Comment 01-1

The commenter indicates that the proposed mitigation may be excessive for Kings Beach. TRPA thanks the commenter for their opinion. However, as concluded by the Draft Supplemental EIS, there is the potential for significant noise impacts due to diverted traffic into the grid neighborhood of Kings Beach. As indicated in the Chapter 5 of the TRPA’s Code of Ordinances, [m]itigation measures which must be implemented to assure meeting standards of the region. The technical analysis of traffic impacts in Chapter 3.6, *Traffic*, of the Final EA/EIR/EIS concluded that implementation of

mitigation measure 4-1a and the NTMP are necessary to reduce significant noise levels to a less than significant level.

8.3.1.2 Response to Comment 01-2

The commenter states that Kings Beach has not and will not see significant cut-through traffic. TRPA thanks the commenter for their input and values their opinion. It is possible there will not be a significant amount of cut-through traffic in the grid of Kings Beach. There are various, equally valid, methods of forecasting future traffic volumes, which can lead to different forecasted traffic volumes. The method used in the Draft and Final EA/EIR/EIS presents a “worst-case” scenario that includes full build-out of all surrounding community and development plans within a 20 year period. Such analysis concludes there will be an approximate 48% increase in State Route 28 traffic volumes by 2028. Master Response 10: Estimates of Future Year Growth and Traffic Volumes” found in Appendix U of the Final EA/EIR/EIS provides an alternative analysis based on an assumed 10% overall growth over 20 years. This analysis finds that grid traffic would not increase to significant levels. However, to be consistent with the “worst-case” traffic volume forecasts of the Draft and Final EA/EIR/EIS, the Draft Supplemental EIS utilizes the same results and findings.

8.3.1.3 Response to Comment 01-3

The commenter expresses support for action approval. Please see Mater Response 1.

8.3.2 Comment Letter 02—Charlie Soule, September 21, 2009

8.3.2.1 Response to Comment 02-1

The commenter supports both action alternatives so long as sidewalks are built. TRPA thanks the commenter and notes that sidewalks are included as a proposed action of all build alternatives. Please see Master Response 1.

8.3.2.2 Response to Comment 02-2

The commenter suggests doing a trial run using one lane in each direction on a busy day to assess traffic queues. TRPA thanks the commenter for their suggestion. However, this comment does not address the adequacy of the Draft Supplemental EIS. In addition, as indicated in responses to similar comments received on the Draft EA/EIR/EIS regarding closure of the roadway to help simulate impacts that may occur, doing so would greatly delay the proposed action's water quality, pedestrian/bicyclist mobility, and aesthetic components. Furthermore, the preferred Hybrid Alternative includes important traffic flow and control elements, such as roundabouts, that cannot be reasonably simulated.

8.3.2.3 Response to Comment 02-3

The commenter purposes placing a stop sign in both directions at the intersection of Dolly Varden and Coon Street to create a four-way stop. TRPA thanks the commenter for their suggestion. Placer County will evaluate feasible design options and details of design elements will be determined during final design of the proposed action. In addition, the conceptual NTMP will further be reevaluated based on additional input from the community and other design features to the NTMP will be considered and evaluated for inclusion within the NTMP. This comment does not address the adequacy of the Draft Supplemental EIS. No response is required.

8.3.3 Comment Letter 03—Priscilla Mills, October 13, 2009

8.3.3.1 Response to Comment 03-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.4 Comment Letter 04—Carolyn Pretzer, October 13, 2009

8.3.4.1 Response to Comment 04-1

The commenter expresses support for the hybrid alternative. The commenter further praises the action's concern for public safety, as well as air, noise, and water quality. Please see Master Response 1.

8.3.5 Comment Letter 05—Lesley Bruening, October 14, 2009

8.3.5.1 Response to Comment 05-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.6 Comment Letter 06—Brian Helm, October 14, 2009

8.3.6.1 Response to Comment 06-1

The commenter expresses support for the hybrid alternative and states that the noise and traffic mitigations represent real solutions that will improve the quality of life in Kings Beach. Please see Master Response 1.

8.3.6.2 Response to Comment 06-2

The commenter discusses the current economic situation in the Kings Beach Commercial Core (KBCC), referencing the declining Average Daily Traffic (ADT) in Crystal Bay as an example. TRPA thanks the commenter for the information and notes that improvements to the scenic quality of the area as well as bicycle and pedestrian circulation within the KBCC, which are part of the purpose and need of the proposed action, will lead to positive economic growth, as indicated in Chapter 1, *Proposed Action*, of the final EA/EIR/EIS, improving scenic quality of the area as well as improving pedestrian and bicycle mobility will lead to positive economic growth. While this comment does not address the merits of the Draft Supplemental EIS, it has been noted. No response is required.

8.3.7 Comment Letter 07—Heidi Bushway Verkler, October 14, 2009

8.3.7.1 Response to Comment 07-1

The commenter expresses support for the hybrid alternative and states that the action will help reduce traffic speeds and improve public safety. Please see Master Response 1.

8.3.8 Comment Letter 08—Kevin McDermott, October 14, 2009

8.3.8.1 Response to Comment 08-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.8.2 Response to Comment 08-2

The commenter suggests considering ways to obtain federal grant funding for using geothermal resources beneath Kings Beach to heat the sidewalks. The commenter further suggests that heated sidewalks will attract more visitors to Kings Beach during the winter. TRPA thanks the commenter for their idea. This comment does not address the adequacy of the Draft Supplemental EIS. No response is required. However, as previously discussed, Placer County will evaluate feasible design options and details of design elements will be determined during final design of the proposed action.

8.3.9 Comment Letter 09—Cammie Anooshian, October 14, 2009

8.3.9.1 Response to Comment 09-1

The commenter expresses support for the hybrid alternative and states that the action will help improve pedestrian and bicyclist safety. Please see Master Response 1.

8.3.10 Comment Letter 10—Kelley Swarberg-Ogilvy, October 14, 2009

8.3.10.1 Response to Comment 10-1

The commenter expresses support for the hybrid alternative and states that the action will help reduce traffic speeds and improve public safety. Please see Master Response 1.

8.3.11 Comment Letter 11—Carina Cutler, October 14, 2009

8.3.11.1 Response to Comment 11-1

The commenter expresses support for the hybrid alternative and states that the action will help reduce traffic speeds and facilitate pedestrian safety and access. Please see Master Response 1.

8.3.12 Comment Letter 12—Regina Straver, October 15, 2009

8.3.12.1 Response to Comment 12-1

The commenter commends the dedication of the Placer County Planning Department and the Placer County Department of Public Works, as well as expresses their support for the hybrid alternative. Please see Master Response 1.

8.3.12.2 Response to Comment 12-2

The commenter expresses concern that proposed mitigation to reduce traffic speeds through the grid will impede normal resident traffic during off-peak hours. The traffic control devices (e.g. speed humps, posted speed signs, traffic circles, and lane chokers) are intended to maintain neighborhood speeds of 25 miles per hour and complement existing control strategies. Devices were selected following intensive review of successful traffic calming strategies in similar mountain settings. In addition, expert opinion, community feedback, and consideration of future roadway conditions were considered. Appendix B of the NTMP lists the advantages and disadvantages of each mitigation strategy found within the NTMP. While, it is not anticipated that normal residential traffic will be impeded as a result of the traffic calming strategies, refinements will be made to the plan if needed. The County proposes to construct phase 1 improvements the first year, monitor and with public input, refine the phase 2 improvements in the second year. In addition, Placer County will evaluate feasible design options and details of design elements will be determined during final design of the proposed action. In addition, the conceptual NTMP will further be reevaluated based on

additional input from the community and other design features to the NTMP will be considered and evaluated for inclusion within the NTMP.

8.3.12.3 Response to Comment 12-3

The commenter opposes speed bumps and suggests that the right combination of traffic circles coupled with stop signs would provide adequate traffic control. As stated above, the location and number of each calming strategy in the NTMP was selected based on literature reviews, expert opinion, community feedback, and current and expected traffic conditions. Furthermore, as indicated in Section IV of Appendix B, many of the roadway grades in the northeastern portion of the grid exceed the 4 percent maximum recommended for use in traffic circles. Consequently, where grades are too steep for installation of traffic circles, speed humps are selected to provide adequate speed control.

8.3.12.4 Response to Comment 12-4

The commenter suggests that speed bumps only be placed at the entrances from the main highways (SR 267 and SR 28) on Beaver Street and Speckled Avenue. As stated above, the traffic calming devices were selected to provide appropriate speed control within the grid neighborhood based on roadway conditions and characteristics. The NTMP prepared for the Draft Supplemental EIS was in response to TRPA's request for additional information relating to key elements of the NTMP and more detailed discussion of measures that may be contained within the NTMP. The conceptual NTMP will further be reevaluated based on additional input from the community and other design features to the NTMP will be considered and evaluated for inclusion within the NTMP. Placer County will evaluate feasible design options and details of design elements will be determined during final design of the proposed action.

8.3.12.5 Response to Comment 12-5

The commenter states that the 3-lane hybrid alternative will lessen non-resident grid traffic within the grid neighborhood of Kings Beach. TRPA thanks the commenter for their opinion. It is possible there will not be a significant amount of cut-through traffic in the grid of Kings Beach. There are various, equally valid, methods of forecasting future

traffic volumes, which can lead to different forecasted traffic volumes. The method used in the Draft and Final EA/EIR/EIS presents a “worst-case” scenario that includes full build-out of all surrounding community and development plans within a 20 year period. Such analysis concludes there will be approximate 48% increase in State Route 28 traffic volumes by 2028.

Master Response 10: Estimates of Future Year Growth and Traffic Volumes” found in Appendix U of the Final EA/EIR/EIS provides an alternative analysis based on an assumed 10% overall growth over 20 years. This analysis finds that grid traffic would not increase to significant levels. However, to be consistent with the “worst-case” traffic volume forecasts of the Draft and Final EA/EIR/EIS, the Draft Supplemental EIS utilizes the same results and findings.

8.3.13 Comment Letter 13—John Bergmann, October 15, 2009

8.3.13.1 Response to Comment 13-1

The commenter expresses support for action approval. Please see Master Response 1.

8.3.14 Comment Letter 14—Bob McCormick, October 15, 2009

8.3.14.1 Response to Comment 14-1

The commenter expresses support for the hybrid alternative and indicates that the community shares this support. Please see Master Response 1.

8.3.15 Comment Letter 15—Theresa May Duggan, October 15, 2009

8.3.15.1 Response to Comment 15-1

The commenter is pleased with the thoroughness of the Draft Supplemental EIS and its inclusion of state-of-the-art mitigation measures. The commenter voices their support for the hybrid alternative and references a number of businesses and organizations that share this support. Please see Master Response 1.

8.3.16 Comment Letter 16—David P. Bruening, October 15, 2009

8.3.16.1 Response to Comment 16-1

The commenter expresses support for action approval. Please see Master Response 1.

8.3.17 Comment Letter 17—Dave Ferrari and Family, October 15, 2009

8.3.17.1 Response to Comment 17-1

The commenter expresses support for the hybrid alternative and states that the Tahoe-Truckee region shares this support. The commenter also praises the NTMP and the benefits it create for public safety. Please see Master Response 1.

8.3.18 Comment Letter 18—Rochelle Nason, October 15, 2009

8.3.18.1 Response to Comment 18-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.18.2 Response to Comment 18-2

The commenter agrees that no significant impacts to air quality or noise will occur as a result of the mitigated action, but urges the action implementers to continuously monitor all potential impacts. Pursuant to Public Resources Code 21081.6 (a), CEQA requires that when an agency approves an action which requires mitigation, a mitigation monitoring or reporting program (MMRP) be adopted. Placer County, as the CEQA lead agency, has developed a MMRP for the proposed action. The MMRP will ensure the mitigation measures adopted by Placer County are implemented. Appendix T of the Final EA/EIR/EIS contains the requirements of the MMRP. In addition, as stated in the NTMP, if site conditions or other issues result in significant modification during action design, subsequent environmental review may be completed.

8.3.19 Comment Letter 19—Billie and Mike Callahan, October 15, 2009

8.3.19.1 Response to Comment 19-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.20 Comment Letter 20—Jesi Steward, October 15, 2009

8.3.20.1 Response to Comment 20-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.21 Comment Letter 21—David McClure, October 16, 2009

8.3.21.1 Response to Comment 21-1

The commenter states that the Final EA/EIR/EIS analysis did not include the geographical area of the grid. The commenter is incorrect in his assertion. The Final EA/EIR/EIS concluded that significant impacts could occur on certain streets of the grid area as a result of cut-through traffic. The Final EA/EIR/EIS recognized the potential to exceed 3,000 autos per day on residential streets within the grid neighborhood as a significant impact. The NTMP is intended to mitigate some of the impacts associated with an increase in traffic, however because the NTMP cannot be expected to reduce daily traffic volumes below 3,000 on certain streets, the Final EA/EIR/EIS concluded the impact was significant. The additional analysis in the Draft Supplemental EIS primarily serves to clarify and identify potential grid impacts that are specific to TRPA's environmental thresholds and the monitoring of those thresholds. The air quality analysis specific to greenhouse gas emissions was included in the Draft Supplemental EIS to inform questions about greenhouse gases that were raised during public TRPA hearings; however, greenhouse gas levels are not currently a part of TRPA's adopted environmental thresholds.

The commenter states that impacts to the residential neighborhoods will only occur through implementation of the preferred hybrid alternative, and not with the four-lane alternative. The commenter is correct that impacts to the grid neighborhood of Kings Beach will only occur with implementation of the hybrid alternative. These impacts were documented in Final EA/EIR/EIS. In addition, air quality and noise impacts were addressed in the Draft Supplemental EIS. As indicated in the Final EA/EIR/EIS, Placer County has allocated funds to implement the NTMP to help alleviate diverted traffic through residential neighborhoods. The NTMP is included in Appendix A and will lessen the severity of these impacts.

8.3.21.2 Response to Comment 21-2

The commenter states that Placer County has failed to adequately include the full scope of environmental impacts from the diverted traffic. The Draft Supplemental EIS was produced at the request of TRPA to provide additional analyses of noise and air quality within the grid neighborhood, as well as the key elements of the NTMP. The Final EA/EIR/EIS did analyze a full range of environmental effects (e.g., soils, biology, cultural resources, etc.) and determined there were no other potential significant impacts within the grid neighborhood beyond traffic-related impacts, including air quality and noise.

8.3.21.3 Response to Comment 21-3

The commenter states that Placer County was prejudicial as a lead agency in favor of the hybrid alternative during the entire EA/EIR/EIS process. TRPA is the lead agency for the Draft Supplemental EIS, rather than Placer County. Comments regarding the Draft and Final EA/EIS/EIR are beyond the scope of this document, and no response is required. However, it should be noted that Placer County initially studied four alternatives within the Draft EA/EIS/EIR. The preferred alternative was only identified in the Final report, which analyzed the impacts of the hybrid alongside the original four alternatives. Since the Draft Supplemental EIS was produced at the request of the TRPA, comments

regarding the merits of Placer County during the preparation of this document are not applicable.

8.3.21.4 Response to Comment 21-4

The commenter states that Placer County did not adequately evaluate the Hybrid Alternative, and that approval of the hybrid alternative by TRPA, would be in violation of NEPA and SAFETEA-LU requirements. This comment does not address the adequacy of the Draft Supplemental EIS and no comment is required. However, it should be noted that the Draft Supplemental EIS was produced to satisfy TRPA environmental documentation requirements and is not a NEPA document (SAFETEA-LU does not apply to the Supplemental EIS).

8.3.21.5 Response to Comment 21-5

The commenter states that the hybrid alternative is not consistent with the Kings Beach Community Plan (KBCP) and the TRPA Regional Plan. The commenter is correct that the KBCP has only been amended to reflect the preferred alternative by one of the two agencies that are required to make such amendments; the County of Placer has acted and TRPA plans to include such action for their Board's consideration when it considers the item. The preferred alternative was identified in the Final EA/EIR/EIS to require a community plan amendment recognizing State Route 28 as a 3-lane facility and recognizing that various TRPA and County Traffic LOS Goals would not be met under the preferred alternative. The County Board of Supervisors certified the EIR with the appropriate Findings of Fact and applicable Statements of Overriding Considerations, as well as adopted a Community Plan Amendment and approved the 3-lane hybrid alternative at meetings in July and September of 2009. Any Plan changes must also be approved by TRPA. Because of this requirement, specific revisions to the text have been made to page 2-2 in the Draft Supplemental EIS.

Please see Chapter 3.8, *Land Use and Planning*, and Chapter 3.6, *Traffic*, from the Final EA/EIR/EIS for a discussion of consistency with the KBCP and TRPA LOS standards. Although the number of lanes on SR 28 is reduced and some traffic LOS standards will

not be met, Chapter 3.8, *Land Use and Planning*, does discuss many of the Goals and Policies found in the KBCP and Regional Plan that are met or furthered by the preferred 3-lane Hybrid Alternative. Specific goals forwarded by the preferred alternative include community revitalization and enhancing alternative modes (pedestrian and bicyclists) of travel. Chapter 1, *Introduction*, of the KBCP envisions a “pedestrian tourist village” that is “pedestrian in scale” and relies on “shared parking” (Placer County, Tahoe Regional Planning Agency, and North Tahoe Community Plan Team 1996). This same section states that “State Route 28 will function more as a town street than as a limited access highway”. The Kings Beach Community Plan Standards also calls for sidewalks that are 10-foot wide with landscaping and pedestrian lighting which are provided in the preferred alternative. A major theme of the Regional Transportation Plan (Section 4, Goal 3) and of the Regional Plan (Transportation Policies and Objectives Numbers 2, 4 & 7) is to reduce reliance on the automobile and encourage alternative modes of travel. In summary, while the proposed alternative may conflict with highway design and some LOS standards, it also supports many goals within the plan as well (Placer County, Tahoe Regional Planning Agency, and North Tahoe Community Plan Team 1996).

These issues were addressed in the Final EA/EIR/EIS, which concluded that an amendment to the transportation element of the KBCP to call for three travel lanes on SR 28 would be necessary if the hybrid or three-lane alternatives were selected, as well as TRPA LOS Goals would not be met if the these alternatives were selected. Placer County certified the Final EA/EIR/EIS and approved the preferred project alternative (3-lane hybrid) on July 22, 2008, adopted the Final Findings of Fact and Statement of Overriding Considerations for the 3-lane hybrid on September 23, 2008, and approved a community plan amendment recognizing State Route 28 as a 3-lane facility through Kings Beach on September 23, 2008. The TRPA Governing Board certified the Final EA/EIR/EIS on June 25, 2008. However, at that meeting, the TRPA Governing Board chose not to approve the preferred “hybrid” project alternative and the corresponding community plan amendments recognizing State Route 28 as a 3-lane facility through Kings Beach. Then,

on July 23, 2008, the TRPA Governing Board voted to reconsider their decision on the project.

8.3.21.6 Response to Comment 21-6

See the Response to Comment 21-5.

8.3.21.7 Response to Comment 21-7

See the Response to Comment 21-5.

8.3.21.8 Response to Comment 21-8

The commenter states that the air quality analysis presents an inadequate analytical step in that it does not analyze the resulting air quality impacts from diverted traffic and altered traffic patterns. The analysis has been revised on pages 3-2 through 3-4 of the Draft Supplemental EIS to include criteria pollutant emissions modeling from altered traffic patterns associated with diversion through the grid neighborhood.

8.3.21.9 Response to Comment 21-9

The commenter questions the conclusion that existing highway air quality impacts from the source on SR 28 diminish due to proximity or distance from the highway. The commenter states that this premise would only be valid if there was no diverted traffic. As indicated in Chapter 3, *Air Quality*, of the Draft Supplemental EIS, the analysis presented in the Chapter 3.1, *Air Quality*, of the Final EA/EIR/EIS evaluated roadways (SR 28) that have substantially higher traffic volumes and congestion levels than the roadways through the grid neighborhood of Kings Beach. The analysis presented in the Final EA/EIR/EIS found that the national and state ambient CO standards would not be exceeded for the intersections evaluated in the analysis. Because this analysis along SR 28 represents greater volumes than would occur in the grid neighborhood, and found that CO concentrations would not exceed applicable standards, it is anticipated that CO concentrations within the grid neighborhood would be lower than those identified in Table 3.1-6 of the Final EA/EIR/EIS due to lower traffic volumes. Consequently, CO

concentrations along roadways in the grid neighborhood of Kings Beach are not anticipated to exceed standards.

As stated in the commenter's letter, traffic volumes through the studied intersections are in the range of 20,000-30,000 vehicles per day while traffic volumes within the grid neighborhood experiences traffic volumes between 400-3,000 vehicles per day. If an area with 20,000 vehicles per day does not experience exceedances of the standards then it is deduced that a roadway with approximately 2-15% of that traffic level will also not exceed the standards.

In addition, to reflect additional criteria pollutant emissions associated with diverted traffic through the grid neighborhood, Chapter 3.1, *Air Quality*, and Chapter 5, *CEQA Impacts/Mandatory Findings of Significance*, have been revised. Specific pages and text changes to Chapter 3.1 and Chapter 5 are presented in Chapter 9, *Text Changes to the Draft Supplemental EIS*, of the Final Supplemental EIS.

8.3.21.10 Response to Comment 21-10

The commenter states that any conclusions made by the noise analysis are inadequate because the data base and modeling methodology are not presented. The commenter is incorrect in their assertion. Page 5-1 of the Draft Supplemental EIS explains that the noise assessment is based on the noise technical study—*Revised Environmental Noise Assessment: State Route 28 Internal Trips*—which is provided in Appendix B. Appendix B documents the assessment methods and assumptions for the revised noise analysis. Existing noise measurements were conducted by J.C. Brennan & Associates using a Larson David Laboratories (LDL) Model 820 precision integrating sound level meters. The meters were calibrated before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of measurements. Noise modeling was conducted using the Federal Highway Administration (FHWA RD77-108) Traffic Noise Prediction Model. Direct inputs into the FHWA model included ADT and vehicle fleet information for the neighborhood grids of Kings Beach. Appendix C-1 of the *Revised Environmental Noise*

Assessment: State Route 28 Internal Trips provides the input assumptions and assessment methods used in the revised noise analysis. This information is found in Appendix B.

8.3.21.11 Response to Comment 21-11

The commenter questions how existing and existing plus project noise levels presented in Table 5-6 could be identical. The fact that the noise levels are the same does not represent a flaw on the part of the modeling, but is due to the dynamics of sound. Noise levels in the Draft Supplemental EIS are reported in terms of A-weighted noise level, expressed as decibels (dB). The dB scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. A sound level of 70 dB is ten times more powerful than a 60 dB sound. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound. While certain streets may experience an increase in traffic, the increase may not always be sufficient to demonstrate a noticeable increase in dBA. The analysis demonstrates that diverted traffic as a result of project implementation would not generate noticeable increases in noise levels along many roadway segments. Traffic noise levels for existing and existing plus project conditions do not change because existing traffic volumes do not create enough congestion to facilitate people searching for a cut-through route. However, it should be noted that the existing and existing plus project conditions are not used to determine impacts related to traffic noise. Instead, the determination of project impacts is made using the future with project conditions, and this analysis is presented in Chapter 5, *Noise*, in the Final Supplemental EIS.

8.3.21.12 Response to Comment 21-12

The commenter questions the assumptions used in the noise analysis modeling. Specifically, the commenter requests information on the number of vehicles assumed at each station, whether the impacts of stopping and starting vehicles were modeled, and on the rationale for choosing sites to monitor. The modeling assumptions are provided in Appendix B. ADT and vehicle fleet information are summarized in Appendix C-1 of this

document. The FHWA RD77-108 Traffic Noise Prediction Model used to estimate traffic noise levels within the grid neighborhood does not account for starting and stopping at intersections or speed bumps in the traffic NTMP. Professional experience indicates that the slowing at intersections and the accelerating to exit an intersection basically cancel out any significant change in traffic noise associated with intersections. The NTMP was developed to reduce travel speeds and to help separate motorized and non-motorized travel, but not to reduce the number of vehicles that will "cut through" the local street grid to avoid congestion on the state highway. The NTMP is not expected to significantly change the traffic volumes on residential streets. The traffic volumes used in the climate change and noise analyses therefore are consistent with the NTMP. Noise Monitoring locations were selected to provide a representative sample of typical noise levels within the Kings Beach area where cut-through cut-through trips may occur (Figure 1 on page 2 of Appendix B). Please see response to comment 21-10.

8.3.21.13 Response to Comment 21-13

The commenter states that the 10% growth assumption assumed in the Draft Supplemental EIS is inconsistent with the Traffic Study and the Final EA/EIR/EIS. The commenter further claims that the 10% assumption was inserted by Placer County and was not generated by LSC Consultants.

First, it is important to note that potential noise impacts analyzed and identified are summarized in Table 5-6, 5-7 and 5-8 of the SEIS. Table 5-6 summarizes the existing and existing plus project traffic noise levels. Table 5-7 summarizes the future ("2028") anticipated traffic noise levels assuming full buildout of all regional community plans as shown in the Final EA/EIR/EIS. Table 5-8 summarizes the future anticipated traffic noise levels assuming a 10% growth in traffic levels.

Table 5-8 (10% growth scenario) does not identify any significant impacts under that specific scenario. The impacts identified in the SEIS are associated with Table 5-7 representing buildout of all regional community plans and an approximate 48% increase in traffic levels.

The commenter is incorrect in their assertion that the 10% scenario was not generated by LSC Consultants. In 2008, LSC Transportation Consultants conducted an alternative analysis of traffic forecasting in order to respond to comments received on the Draft EA/EIR/EIS. “Master Response 10: Estimates of Future Year Growth and Traffic Volumes” found in Appendix U of the Final EA/EIR/EIS provides this alternative analysis based on an assumed 10% overall growth over 20 years. The average 5-year trend growth rate is 0.66% growth per year and the 10-year trend is 0.15% per year yielding a 20-year total growth of 14.1% and 3.0% respectively (see Table U.2.1 in the Final EA/EIR/EIS). In addition, as indicated in Master Response 10 from the Final EA/EIR/EIS, a revised analysis of future roadway LOS for every hour throughout the summer was conducted for the Final EA/EIR/EIS using a 10% growth assumption. Consequently, the 10% growth assumption assumed in the Draft Supplemental EIS is consistent with the Traffic Study and the Final EA/EIR/EIS, as indicated in Appendix U of the Final EA/EIR/EIS.

8.3.21.14 Response to Comment 21-14

The commenter states that Placer County did not justify the data set and assumptions used to generate the 10% assumption. The commenter further claims that the use of this assumption has no basis and shows prejudicial intervention in the projections for future growth. Please see response to comment 21-13.

8.3.21.15 Response to Comment 21-15

The commenter claims that the document does not provide evidence that rubberized asphalt or open gap asphalt overlays will reduce noise levels by 3-5 dB. The commenter is incorrect in their assertion. Appendix B highlights several studies (i.e., European and Sacramento County Department of Environmental Review and Assessment and Transportation Department) that indicate “the use of rubberized asphalt on Sacramento County roadways appears to have resulted in an average traffic noise level reduction of approximately 4 dB.” Furthermore, the document quotes a 1997 European Commission Green Paper that concludes noise levels can be reduced by 3-5 dB on non-porous road

surfaces. The use of rubberized asphalt has been used throughout California as well as other states. As documented in Appendix B, costs associated with rubberized asphalt are more expensive than conventional surfaces, but costs are dropping.

8.3.21.16 Response to Comment 21-16

The commenter states that the Draft Supplemental EIS does not provide an analysis of cost or feasibility for use of rubberized asphalt or open gap asphalt overlays. The installation of rubberized asphalt is feasible and has been used extensively nationwide including areas experiencing severe hot and cold temperatures. Table 1 in NTMP (Appendix A) provides a cost estimate for all elements of the NTMP. It is estimated that 339,000square feet will be paved with rubberized asphalt, which have a unit cost of \$2.25 per square foot. As stated in the supplemental traffic noise analysis presented in Appendix B, the roadway segments which were selected for surfacing with alternative pavement were based upon those segments which experience an increase of 3 dB or more. The total cost for use of rubberized asphalt would be \$762,000. Only roadway segments reasonably expected to exceed a 3 dB noise increase in the cumulative plus project scenario create a potentially significant impact and only these segments require mitigation. These roadway segments are identified in Appendix B. As indicated by the NTMP, most of the cost associated with new asphalt paving would be borne by Placer County's ongoing countywide resurfacing program. Action costs and benefits were weighed in finalizing the calming devices included in the Draft NTMP.

8.3.21.17 Response to Comment 21-17

The commenter states that the full noise impacts from vehicle tires will not be mitigated along all cut-through routes because the listed streets to be repaved are only portions of the segments. The commenter is correct that only portion of the local streets will be repaved with rubberized asphalt. However, these segments were based on the supplemental noise analysis presented in the Draft Supplemental EIS (Appendix B), which indicates that noise levels on these roadways would exceed the TRPA threshold of a 3 dB CNEL increase. Since anything below an increase of 3 dB is considered

insignificant, rubberized paving of segments not exceeding the threshold would be unnecessary. The maximum increase in noise anticipated in the cumulative scenario assuming full buildout of all community plans is 4.4 dB (Table 6 in Appendix B). Since rubberized asphalt can achieve a 3-5 dB decrease in traffic-related noise when compared to typical asphalt concrete, paving segments exceeding the 3 dB threshold would fully mitigate potential noise impacts resulting from implementation of the proposed action.

8.3.21.18 Response to Comment 21-18

The commenter states that no detail regarding the assumptions for GHG modeling was included in the Draft Supplemental EIS. In addition, the commenter requests information on the length of congestion periods, vehicle speeds, emissions assumptions, number of diverted vehicles, and roadway conditions. The commenter is incorrect in their assertion. Appendix C contains the Climate Change Analysis for which the GHG discussion is based. This analysis documents the use of traffic data provided by the project traffic engineers, LSC Transportation Consultants. The traffic report, which contains the length of congestion periods, is further supplied as Appendix B of the Climate Change Analysis (Appendix C).

Table 1 in the Climate Change Analysis summarizes the number of diverted vehicles assumed on local streets, as well as average travel speeds under each alternative. Under the three-lane alternative, traffic speeds reflect roadway conditions resulting from implementation of the NTMP. Vehicle emissions rates regarding the increase in GHG emissions due to speed variations were determined using Caltrans' CT-EMFAC model (version 2.6). CT-EMFAC is a California-specific project-level analysis tool that uses the latest version of the California Mobile Source Emission Inventory and Emission Factors model (EMFAC2007) to quantify running exhaust and running loss emissions using user-input traffic data. As indicated in Figure 1 in Appendix B, CO₂ emission rates are typically highest at lower and higher speeds, with the lowest emission rate around 40-45 miles per hour.

8.3.21.19 Response to Comment 21-19

The commenter states that the difference in pollutant emissions between 4 miles per hour under congested conditions does not factually correspond to 16 miles per hour or uncongested conditions. If the commenter is referencing the traffic speed data presented in Table 6-2, they are correct. The speed data presented in Table 6-2 is not intended to serve as an indicator of pollutant emissions between alternatives. Rather, the data reflects adjusted travel speeds resulting from the different roadway conditions created by each alternative. Since traffic queues are anticipated with the implementation of the three-lane alternative, travel speeds are significantly reduced when compared to speeds under existing conditions or alternative 3. These speed data were used by the CT-EMFAC model to estimate CO₂ emissions based on the specific conditions of each alternative. The corresponding emission factors used in the CT-EMFAC modeling is presented in Table 6-3. The data in Table 6-3 indicates that emission rates are higher at lower speeds and lower at higher speeds, which is consistent with Figure 1 (CO₂ emission rate trends as a function of speed) from the Draft Supplemental EIS.

8.3.21.20 Response to Comment 21-20

The commenter concludes that the Draft Supplemental EIS contains no air quality analysis, presents a noise analysis inconsistent with the traffic counts stated in the traffic study, and fails to include numerous assumptions. The commenter further suggests that neither the air quality nor the noise analysis included the conditions proposed in the NTMP. Please see responses to Comments 21-8 through 21-19.

8.3.22 Comment Letter 22—Sean O’Brien, October 16, 2009

8.3.22.1 Response to Comment 22-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.23 Comment Letter 23—Ernest Dambach, October 16, 2009

8.3.23.1 Response to Comment 23-1

The commenter expresses support for the hybrid alternative stating that it will provide safety, enhance the potential for business growth, create walkable communities, and improve the quality of life. Please see Master Response 1.

8.3.24 Comment Letter 24—David Polivy, October 16, 2009

8.3.24.1 Response to Comment 24-1

The commenter states that diverted traffic to the grid neighborhood of Kings Beach will not be a future issue given the high number of residential commutes in the area. TRPA thanks the commenter for their opinion. However, as stated in Chapter 1, *Proposed Action*, of the Draft EA/EIR/EIS, tourism is an important part of Kings Beach, and, at times, the local population increases by 5.5% over full-time residents. Experience in other areas indicates that drivers in a traffic queue who see other drivers divert into residential streets are likely to follow, even if unfamiliar with the local street network, as indicated in Chapter 3.6, *Traffic* of the Final EA/EIR/EIS. In addition, please see response to comments 01-2 and 12-5.

8.3.24.2 Response to Comment 24-2

The commenter expresses support for the hybrid alternative and references a number of businesses and organizations that share this support. Please see Master Response 1.

8.3.25 Comment Letter 25—Susan Kyler, October 16, 2009

8.3.25.1 Response to Comment 25-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.26 Comment Letter 26—Keely Hedderman, October 16, 2009

8.3.26.1 Response to Comment 26-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.27 Comment Letter 27—Richard Marshall, October 17, 2009

8.3.27.1 Response to Comment 27-1

The commenter indicates that they were originally opposed to the hybrid alternative, but after reviewing 75+ case studies, are now in favor of the alternative. The commenter further provides evidence that a three lane hybrid alternative will revitalize Kings Beach and provide economic, safety, and social benefits. TRPA thanks the commenter for their opinion and the informational case studies. Please see Master Response 1.

8.3.28 Comment Letter 28—Jerry Joseph Dinzes, October 17, 2009

8.3.28.1 Response to Comment 28-1

The commenter expresses concern that the Draft Supplemental EIS does not include a public safety analysis. Public Safety was addressed in the Chapter 3.6, *Traffic*, of the Final EA/EIR/EIS. The Draft Supplemental EIS was produced at the request of the TRPA to augment environmental documentation provided in the Final EA/EIR/EIS. During deliberations regarding action approval, the TRPA requested additional information on potential air quality and noise threshold impacts in the grid neighborhood of Kings Beach, as well as on key elements of the NTMP. It was determined that a Draft Supplemental EIS should be prepared to analyze these aspects. The project impacts that extend beyond air and noise were not included as part of the scope of this document because the Final EA/EIR/EIS identified a significant and unavoidable impact (Impact TRA-2) associated with increased traffic on residential streets that can be found in Chapter 3.6, *Traffic*, of the Final EA/EIR/EIS. It should be noted that a mitigation

measure requiring development of an NTMP to enhance safety within the grid neighborhood is included as a key component of the proposed project.

8.3.28.2 Response to Comment 28-2

The commenter states that the Draft Supplemental EIS is a failed attempt to properly analyze the action impacts of the preferred alternative. This comment does not address resources analyzed in the Draft Supplemental EIS. Public Safety was evaluated in Chapter 3.6, *Traffic*, in the Final EA/EIR/EIS. As stated above, the purpose of the Draft Supplemental EIS was not to analyze the whole spectrum of environmental impacts, but to provide a focused assessment of air quality and noise within the grid neighborhood. The document helps clarify language in the Final EA/EIR/EIS by providing a reasoned and expanded analysis of impacts relating to TRPA air quality and noise thresholds.

8.3.28.3 Response to Comment 28-3

The commenter states that if the TRPA and Placer County staff justifies the exclusion of public safety from the Draft Supplemental EIS because there is not yet a threshold, then there is a flaw in their logic. This comment does not address resources analyzed in the Draft Supplemental EIS. Social Impacts were evaluated in Chapter 3.6, *Traffic*, Chapter 4, *Cumulative Effects*, Chapter 5.3.3, *Social Environment*, in the Final EA/EIR/EIS. The commenter is correct in that a TRPA threshold for public safety does not exist. The Draft Supplemental EIS was produced at the request of the TRPA to augment information discussed in the Final EA/EIR/EIS. During deliberations regarding action approval, the TRPA requested addition information on potential air quality and noise threshold impacts in the grid neighborhood of Kings Beach, as well as on key elements of the NTMP. It was determined that a supplement to the Final EIS should be prepared to analyze these aspects. The project impacts that extend beyond air and noise were not included as part of the scope of this document because the Final EA/EIR/EIS identified a significant and unavoidable impact (Impact TRA-2) associated with increased traffic on residential streets that can be found in Chapter 3.6, *Traffic*, of the Final EA/EIR/EIS. It should be noted that enhancing safety is a key component of the proposed project and is addressed

by the NTMP which was prepared, in part, to address safety through the grid neighborhood.

8.3.28.4 Response to Comment 28-4

The commenter states that the Draft Supplemental EIS is deficient because it fails to address impacts on TRPA's Scenic Quality/Resources threshold. This comment does not address the adequacy of the Draft Supplemental EIS. Visual impacts were evaluated in Chapter 3.15, *Visual Resources*, in the Final EA/EIR/EIS. TRPA's Scenic Quality/Resources threshold protection program includes design standards and recommendations for highways and roads, which have been incorporated into all the examined alternatives and relevant proposed mitigation measures, including the Neighborhood Traffic Management Plan. Adverse impacts to the TRPA's Scenic Quality/Resources threshold are not considered to be potentially significant. It should be noted that the purpose and need of the proposed project includes improving the scenic quality of the KBCC.

8.3.28.5 Response to Comment 28-5

The commenter states that the Draft Supplemental EIS is an incomplete attempt by Placer to justify the merits of the hybrid alternative. As stated above, the Draft Supplemental EIS was produced to provide a focused analysis of air quality and noise impacts, as well as to further develop the NTMP.

The purpose of the document was not to justify the hybrid alternative, but to provide additional analysis regarding potential air quality and noise threshold impacts to the grid neighborhood of Kings Beach, as well as the feasibility of key elements to the NTMP.

Placer County certified the Final EA/EIR/EIS and approved the preferred project alternative (3-lane hybrid) on July 22, 2008, adopted the Final Findings of Fact and Statement of Overriding Considerations for the 3-lane hybrid on September 23, 2008, and approved a community plan amendment recognizing State Route 28 as a 3-lane facility through Kings Beach on September 23, 2008. The TRPA Governing Board certified the

Final EA/EIR/EIS on June 25, 2008. However, at that meeting, the TRPA Governing Board chose not to approve the preferred “hybrid” project alternative and the corresponding community plan amendments recognizing State Route 28 as a 3-lane facility through Kings Beach. Then, on July 23, 2008, the TRPA Governing Board voted to reconsider their decision on the project.

8.3.29 Comment Letter 29—James Gardiner, October 18, 2009

8.3.29.1 Response to Comment 29-1

The commenter expresses support for the hybrid alternative and describes a CBS Good Morning America documentary that details the success of similar projects. TRPA thanks the commenter for their opinion and the informational case study. Please see Master Response 1.

8.3.30 Comment Letter 30—Carol Savary, October 18, 2009

8.3.30.1 Response to Comment 30-1

The commenter commends the Placer County Department of Public Works on their efforts and states that the Draft Supplemental EIS and NTMP will successfully improve traffic safety, pedestrian infrastructure, and noise problems. The commenter also expresses support for the hybrid alternative and indicates that the community shares this support. Please see Master Response 1.

8.3.31 Comment Letter 31—Peter W. Morris, October 18, 2009

8.3.31.1 Response to Comment 31-1

The commenter expresses support for the hybrid alternative and states that it will improve air quality, reduce noise, and create a safer environment. Please see Master Response 1.

8.3.32 Comment Letter 32—Megan and Jack Chillemi, October 18, 2009

8.3.32.1 Response to Comment 32-1

The commenter expresses support for the hybrid alternative and states that it will improve the aesthetics, “live-ability”, and safety of the community. Please see Master Response 1.

8.3.32.2 Response to Comment 32-2

The commenter suggests creating an outreach and educational program for the Spanish community on pedestrian and bicycle safety, as well as providing bilingual signs on congested and heavily traveled streets. TRPA thanks the commenter for their suggestion. As part of the public outreach program for the proposed action, Placer County, Caltrans, and TRPA conducted outreach efforts, including meetings, brochures, and materials, in Spanish. Similar programs continue to be initiated to reach out to the Spanish community within Kings Beach. Placer County will evaluate feasible design options and details of design elements will be determined during final design of the proposed action. In addition, the conceptual NTMP will further be reevaluated based on additional input from the community and other design features to the NTMP will be considered and evaluated for inclusion within the NTMP.

8.3.33 Comment Letter 33—George Koster, October 18, 2009

8.3.33.1 Response to Comment 33-1

The commenter recommends approval of the hybrid alternative as it will help the TRPA reach its environmental and economic objectives for Kings Beach. Please see Master Response 1.

8.3.34 Comment Letter 34—Alex Mourelatos, October 18, 2009

8.3.34.1 Response to Comment 34-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.35 Comment Letter 35—Renee Deinken, October 18, 2009

8.3.35.1 Response to Comment 35-1

The commenter expresses support for the hybrid alternative and states that it is the best solution with regards to public safety, the environment, and economic viability. Please see Master Response 1.

8.3.36 Comment Letter 36—Adam Going, October 19, 2009

8.3.36.1 Response to Comment 36-1

The commenter expresses support for action approval. Please see Master Response 1.

8.3.37 Comment Letter 37—Chris Nolder, October 19, 2009

8.3.37.1 Response to Comment 37-1

The commenter expresses support for action approval. Please see Master Response 1.

8.3.38 Comment Letter 38—Adrian Tieslau, October 19, 2009

8.3.38.1 Response to Comment 38-1

The commenter expresses support for the hybrid alternative. Please see Master Response 1.

8.3.39 Comment Letter 39—R. Tietje (State of Nevada), October 19, 2009

8.3.39.1 Response to Comment 39-1

The commenter explains that the State Clearinghouse has processed the proposed document and has no comment. TRPA thanks the commenter for the notification. The comment does not address the adequacy of the Draft Supplemental EIS. No comment is required.

8.3.40 Comment Letter 40—John Shuff, October 19, 2009

8.3.40.1 Response to Comment 40-1

The commenter expresses support for action approval. Please see Master Response 1.

8.3.41 Comment Letter 41—Jacquire Chandler, October 19, 2009

8.3.41.1 Response to Comment 41-1

The commenter expresses support for hybrid alternative. Please see Master Response 1.

8.3.42 Comment Letter 42—Pam Jahnke, October 19, 2009

8.3.42.1 Response to Comment 42-1

The commenter expresses support for the hybrid alternative and states that the action will enhance the social, economic, and environmental ways of the community. Please see Master Response 1.

8.3.43 Comment Letter 43—James Christman, October 19, 2009

8.3.43.1 Response to Comment 43-1

The commenter states that implementation of the three-lane alternative will result in traffic backups for a mile or two on SR 28. This comment does not address the adequacy of the Draft Supplemental EIS. However, TRPA acknowledges that traffic queues on SR 28 may occur as a result of implementation of the Hybrid Alternative. As stated in *Chapter 3.6, Traffic*, of the Final EA/EIR/EIS, implementation of the three-lane alternative could reduce the TRPA level of service (LOS) standard on SR 28. There are no feasible mitigation measures that can be applied to a three-lane alternative that would reduce this potential impact to a less than significant level. However, it should be noted that traffic queues are not expected to “back up for a mile or two”. Once traffic becomes congested, some individual drivers may opt to use the residential streets, which will reduce their travel time and divert off of the highway as shown in *Chapter 3.6, Traffic*, of the Final EA/EIR/EIS.

8.3.43.2 Response to Comment 43-2

The commenter states that traffic backups on SR 28 would generate fumes from idling vehicles that would affect air quality. This comment does not address the adequacy of the Draft Supplemental EIS. However, the air quality analysis presented in Chapter 3.1, *Air Quality*, of the Final EA/EIR/EIS modeled carbon monoxide (CO) hotspots resulting from action implementation. The conditions modeled represented a worst case scenario. In addition, the modeling accounted for traffic queues and future roadway conditions. As shown in Table 3.1-6, emissions of CO hotspots under all action conditions are not anticipated to exceed the federal or state 1- and 8-hour standards. Further information on air quality impacts in the residential neighborhood found no significant impacts and can be found in Chapter 3, *Air Quality*, of the Draft Supplemental EIS.

8.3.43.3 Response to Comment 43-3

The commenter states that traffic will be diverted to neighborhood streets, creating a public safety hazard. The commenter is correct that queued traffic is expected to divert into neighborhood grid streets. As indicated Chapter 3.6, *Traffic*, of the Final EA/EIS/EIR, implementation of the three-lane alternative could increase the ADT on residential streets from 2,000-5,400 in the cumulative condition assuming full buildout of all community plans, depending on the street and the action conditions. The goal of the NTMP is to reduce the severity of this effect and improve public safety. The plan purposes a number of traffic calming strategies that would control traffic speeds and facilitate pedestrian access. Implementation of this plan will help achieve one of the KBCC's main planning goals, which is to improve pedestrian and bicycle mobility and safety.

8.3.43.4 Response to Comment 43-4

The commenter suggests that while the action may benefit certain businesses, it would result in heavy traffic for community residents and tourists. This comment does not address the adequacy of the Draft Supplemental EIS. However, the project will not generate new traffic. Implementation of the preferred alternative may redistribute traffic

through the Kings Beach community. A mitigation measure to develop an NTMP that would reduce the severity of the impact associated with cut through traffic through the residential neighborhood was identified in the Final EA/EIR/EIS. The Final EA/EIR/EIS has identified a significant and unavoidable impact (Impact TRA-2) associated with increased traffic on residential streets that can be found in Chapter 3.6, *Traffic*, of the Final EA/EIR/EIS. The proposed NTMP, developed with public input, can be found as Figure 4-2 in Chapter 4, *Neighborhood Traffic Management Plan*, of the Draft Supplemental EIS.

8.3.44 Comment Letter 44—Candy Dowdle, October 19, 2009

8.3.44.1 Response to Comment 44-1

The commenter expresses support for hybrid alternative. Please see Master Response 1.

Chapter 9. Text Changes to the Draft Supplemental EIS

Page 2-2 of the Draft Supplemental EIS shall be revised as follows:

The Kings Beach Commercial Core Improvement Project (KBCCIP) is identified in and the preferred alternative is consistent with most of the following adopted plans, including, but not limited to:

- Environmental Improvement Project Program (EIP) Project Numbers: 15,733, 787, and 10060 – Kings Beach Commercial Core
- Tahoe Regional Planning Agency (TRPA) Regional Plan for the Lake Tahoe Basin (1987)
- TRPA Tahoe Regional Planning Compact (1980)
- TRPA Mobility 2030 – Lake Tahoe Regional Transportation Plan (2008)
- TRPA Lake Tahoe Regional Bicycle and Pedestrian Master Plan (BPMP 2006)
- Tahoe Metropolitan Planning Organization's Federal Transportation Improvement Program (2008)
- Placer County Regional Bikeway Plan
- Kings Beach Community Plan (1996)
- North Lake Tahoe Redevelopment Plan (1995).

The exceptions to the consistency with various plans are discussed in the Final EA/EIR/EIS and include roadway design, recognizing SR 28 as a 4-lane facility through Kings Beach, and various transportation Level of Service standards that will not be met by the preferred alternative.

Page 3-2 of the Draft Supplemental EIS shall be revised to add the following text to page 3.1-16 of the Final EA/EIR/EIS:

CT-EMFAC Model. CT-EMFAC is a California-specific project-level analysis tool developed for the Department by the University of California, Davis to model criteria pollutant, MSAT, and CO₂ emissions from on-road mobile sources. Running exhaust emissions are emitted from the vehicle tailpipe while the vehicle is traveling, while running loss emissions are evaporative total organic gasses (TOG) emissions that occur when hot fuel vapors escape from the fuel system or overwhelm the carbon canister while the vehicle is operating. CT-EMFAC will estimate emission factors and project-level emissions for the following pollutants:

- **Criteria pollutants:** Ozone precursors (TOG and NO_x), CO, sulfur oxides, PM10, and PM2.5.
- **Greenhouse gases:** CO₂.
- **Mobile Source Air Toxics:** diesel particulate matter (DPM), formaldehyde, acetaldehyde, benzene, 1,3-butadiene, and acrolein.

Page 3-2 of the Draft Supplemental EIS shall be revised to add the following text in the last paragraph on page 3.1-16 of the Final EA/EIR/EIS:

Vehicle Emission Rates

Vehicle emission rates for traffic along SR 28 were determined using the ARB's EMFAC2002 emission rate program. Free-flow traffic speeds were adjusted to reflect congested speeds using methodology from the *Highway Capacity Manual* (Transportation Research Board 2000), and particulate matter estimates incorporated emissions from brake and tire wear. Guidance provided by TRPA staff indicates that Lake Tahoe's environment and economy result in a local climate and residential/visitor population that is rather different than those parts of the counties that are outside the Lake Tahoe Basin and other areas in California.

Specifically, default data included in the EMFAC2002 does not accurately represent the meteorological data, vehicle speed, and actual fleet mix of vehicles present in the Tahoe area (Quashnick pers. comm.). As a result, the default fleet mix for the Lake Tahoe region was replaced with area-specific data provided by the TRPA. Because emissions of ozone precursors and temperature are directly related, the highest summer peak hour traffic conditions were modeled to estimate worst-case emissions of ozone precursors for the proposed action.

Vehicle emission rates for diverted traffic on local streets within the grid neighborhood of Kings Beach were determined using Caltrans' CT-EMFAC model (version 2.6). Vehicle speeds were based on traffic data provided by the project traffic engineers, LSC Transportation Consultants (LSC Transportation Consultants 2009). The CT-EMFAC program assumed regional traffic data for the Lake Tahoe portion of Placer County, while the seasonal input assumed annual conditions. Vehicle fleet mix assumed 91.6% automobiles and 8.4% trucks, which is based on traffic count data collected by Caltrans on SR 28 (California Department of Transportation 2007).

Page 3-2 of the Draft Supplemental EIS shall be revised to add the following text in the first paragraph on page 3.1-17 of the Final EA/EIR/EIS:

Roadway and Traffic Conditions

Traffic volumes and operating conditions used ~~in the modeling~~ to model vehicle emissions from traffic along SR 28 were obtained from the traffic analysis prepared by the project traffic engineers (LSC Transportation Consultants, Inc. 2003; Shaw pers. comm.). Emissions of ozone precursors (ROG and NO_x), CO, and PM10 for existing and future year (2028) project conditions under each alternative were modeled using EMFAC2002. Interim year (2008) emissions of criteria pollutants were not estimated because future year (2028) conditions represent final project buildout conditions. Emissions for peak hour and non-peak hour conditions were estimated to obtain overall daily emissions. For this

analysis, the roadway network was assumed to operate at a daily average of LOS A for non-peak hour conditions. In addition, the proposed action is not a traffic-generating project and would not result in differences in traffic volumes throughout the action area between build and no-build conditions.

Roadway and traffic conditions within the grid neighborhood of Kings Beach were obtained from the traffic data prepared by the project traffic engineers, LSC Transportation Consultants (LSC Transportation Consultants 2009). The traffic data assumed that traffic queues under the three-lane project alternatives would grow to a maximum of 2 blocks before individuals would begin diverting to local streets. The travel path of diverted traffic on local streets was assumed to be 1.17 miles. Average travel speeds were estimated based upon observed travel speeds and the delays that would be added by the NTMP. The future year analysis evaluated future year growth using a base growth rate assumption over 2008 traffic counts. The base growth rate assumption reflects full build out of the regional community plans as outlined in Appendix L. The traffic report prepared by LSC Transportation Consultants for the greenhouse gas analysis is provided in Appendix C of the Draft Supplemental EIS.

Page 3-2 of the Draft Supplemental EIS shall be revised to add the following text on page 3.1-32 of the final EA/EIR/EIS:

Alternatives 2, 3, and 4

Long-term air quality impacts are associated with motor vehicles operating on the roadway network, predominantly the SR 28 corridor. The EMFAC2002 model and traffic data provided by LSC Transportation Consultants, Inc. (2003) were used to estimate operation-related emissions of ozone precursors (ROG and NO_x), CO, and PM₁₀, and PM_{2.5} from traffic on SR 28. As noted previously, the proposed action is not a traffic-generating project and would not result in any differences in traffic volumes throughout the action area between build and no-build conditions. ~~The results of the vehicle emissions calculations for project~~

~~operations are summarized in Table 3.1-5. As indicated, emissions for future year conditions would be well below the PCAPCD's thresholds for all alternatives.~~

Long-term air quality impacts from diverted traffic on local streets within the grid neighborhood of Kings Beach were also analyzed. Emissions of ozone precursors, CO, PM10, and PM2.5 were modeled using the traffic data provided by the by LSC Transportation Consultants, Inc. (2009), and Caltrans CT-EMAC emissions model.

The results of the vehicle emissions calculations for project operations are summarized in Table 3.1-5. As indicated, emissions for future year conditions would be well below the PCAPCD's thresholds for all alternatives.

Page 3-2 of the Draft Supplemental EIS shall be revised to revise Table 3.1-5 on page 3.1-31 of the final EA/EIR/EIS:

Table 3.1-5. Modeled Motor Vehicle Emissions

Roadway	From	To	Existing Year (2002) (Pounds Per Day)					Alternative 2 (2028) (Pounds Per Day)				
			ROG	NO _x	CO	PM10	PM2.5	ROG	NO _x	CO	PM10	PM2.5
SR 28	Beach Street	SR 267	7.9	25.2	146.9	0.6	0.4	0.8	5.1	18.2	0.7	0.5
	SR 267	Secline Street	3.8	12.1	70.3	0.3	0.2	0.4	2.4	8.7	0.3	0.2
	Secline Street	Deer Street	6.4	20.3	118.0	0.5	0.3	0.6	4.4	15.7	0.6	0.5
	Deer Street	Bear Street	5.4	17.2	100.0	0.4	0.3	0.6	3.6	12.8	0.5	0.4
	Bear Street	Coon Street	6.1	19.4	112.8	0.4	0.3	0.7	4.1	14.7	0.6	0.4
	Coon Street	Fox Street	5.6	17.6	102.8	0.4	0.3	0.6	3.7	13.1	0.5	0.4
	Fox Street	Chipmunk Street	6.7	21.2	123.3	0.5	0.3	0.7	4.3	15.5	0.6	0.4
	Chipmunk Street	Beaver Street	3.5	11.1	64.4	0.3	0.2	0.4	2.3	8.1	0.3	0.2
<u>Local Streets</u>			<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1.6</u>	<u>1.2</u>	<u>10.4</u>	<u>0.3</u>	<u>0.3</u>
Total:			45.4	143.9	838.5	3.3	2.3	6.4 4.9	31.1 30.0	117.2 106.7	4.4 4.0	3.3 3.0
Roadway	From	To	Alternative 3 (2028) (Pounds Per Day)					Alternative 4 (2028) (Pounds Per Day)				
			ROG	NO _x	CO	PM10	PM2.5	ROG	NO _x	CO	PM10	PM2.5
SR 28	Beach Street	SR 267	0.7	4.8	17.0	0.6	0.4	0.8	5.1	18.2	0.7	0.5
	SR 267	Secline Street	0.3	2.3	8.1	0.3	0.2	0.4	2.4	8.7	0.3	0.2
	Secline Street	Deer Street	0.5	3.8	13.6	0.5	0.3	0.6	4.4	15.7	0.6	0.5
	Deer Street	Bear Street	0.4	3.3	11.5	0.4	0.3	0.6	3.6	12.8	0.5	0.4
	Bear Street	Coon Street	0.5	3.7	13.0	0.4	0.3	0.7	4.1	14.7	0.6	0.4
	Coon Street	Fox Street	0.5	3.3	11.9	0.4	0.3	0.6	3.7	13.1	0.5	0.4
	Fox Street	Chipmunk Street	0.5	4.0	14.2	0.5	0.3	0.7	4.3	15.5	0.6	0.4
	Chipmunk Street	Beaver Street	0.3	2.1	7.4	0.3	0.2	0.4	2.3	8.1	0.3	0.2
<u>Local Streets</u>			<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1.6</u>	<u>1.2</u>	<u>10.4</u>	<u>0.3</u>	<u>0.3</u>
Total:			3.7	27.3	96.8	3.3	2.3	6.4 4.9	31.1 30.0	117.2 106.7	4.4 4.0	3.3 3.0

Notes:

¹ SR 28 emissions are based on traffic counts provided by LSC Transportation Consultants (2003)

² Local Streets emissions are based on traffic counts provided by LSC Transportation Consultants (2009)

³ Future year (2028) traffic counts on local streets reflect the base growth rate assumption over 20 years.

Source: LSC Transportation Consultants 2003 and 2009; EMFAC 2002; CT-EMFAC 2007

Page 5-18 of the Draft Supplemental EIS shall be revised to add the following text to the last paragraph on page 5-7 of the final EA/EIR/EIS:

Alternative 1

Table 3.1-5 indicates that operational emissions from traffic on SR 28 and within the grid neighborhood of Kings Beach would not exceed the PCAPCD's thresholds. Consequently, this impact is considered **less than significant**.

Page 5-18 of the Draft Supplemental EIS shall be revised to add the following text to the first paragraph on page 5-8 of the final EA/EIR/EIS:

Alternatives 2-4

Table 3.1-5 indicates that emissions from traffic along SR 28 and within the grid neighborhood of Kings Beach for all alternatives under future-year conditions would be will below the PCAPCD's thresholds ~~for all alternatives~~. Consequently, this impact is considered **less than significant**, and no mitigation is required.

Chapter 10. List of Preparers

10.1 ICF Jones & Stokes

10.1.1 Management Team

Name	Project Involvement
Shannon Hatcher	Project Manager/Air Quality/Climate Change/Noise
Shannon Hill	Project Coordinator
Laura Smith	Project Coordinator

10.1.2 Technical Team

The following staff assisted in the preparation of the environmental document.

Name	Project Involvement
Ryan Patterson	Publications Specialist

10.1.3 Subconsultants

The following subconsultants assisted in the preparation of the environmental document.

Name	Project Involvement
Jim Brennan, j.c. brennan & associates	Noise
Gordon Shaw, LSC Transportation Consultants, Inc.	Traffic

10.1.4 Caltrans

Caltrans served as a commenting agency for the proposed action.

Name	Project Involvement
Jody Brown	Entire document
Rebecca Mowry	Entire document

10.1.5 Placer County

Placer County served as a commenting agency for the proposed action. In the capacity as an applicant, Placer County has agreed to prepare this Supplemental EIS to specifically comply with TRPA requests and requirements.

Name	Project Involvement
Ken Grehm	Entire Document
Dan La Plante	Entire Document
Peter Kraatz	Entire Document
Christiana Darlington	Entire Document

10.1.6 Tahoe Regional Planning Agency

Placer County served as a responsible agency for the proposed action. In the capacity as an applicant, Placer County has agreed to prepare this Supplemental EIS to specifically comply with TRPA requests and requirements. TRPA is the lead agency responsible for certification of the document pursuant to its regional plan. The following TRPA staff provided technical oversight during preparation of the environmental document.

Name	Project Involvement
Jon Paul Harries	Entire Document
Jeanne McNamara	Entire Document
Nicole Rinke	Entire Document

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