

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS
County of Placer

TO: BOARD OF SUPERVISORS DATE: July 24, 2007
FROM: KEN GREHM/PETER KRAATZ
SUBJECT: KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT – PROJECT UPDATE

ACTION REQUESTED / RECOMMENDATION

Update for the Board of Supervisors on the proposed Project, including environmental document preparation, alternative selection, public outreach and schedule.

BACKGROUND / SUMMARY

The Kings Beach Commercial Core Improvement Project (CCIP) is proposing to construct curb, gutter, sidewalk, water quality improvements and other pedestrian enhancements to revitalize the commercial corridor on State Route 28 from State Route 267 to Chipmunk Street. Off-street parking lots will be constructed to mitigate for the loss of parking associated with the other proposed improvements. The majority of improvements will be constructed along the state highway and the County has agreed to sponsor and lead the project delivery effort.

An Environmental Impact Report (EIR)/Environmental Assessment (EA)/Environmental Impact Statement (EIS) has been prepared and the final comment period for TRPA closed on June 18, 2007. Staff is currently preparing responses to the many comments received on the environmental document. The Final EIR/EA/EIS is scheduled to be completed and brought to your Board for approval at your next Tahoe Board meeting.

The environmental document is analyzing three (3) different alternatives in addition to the no project alternative. The basic difference in the alternatives is whether the Highway will have two traffic lanes in each direction with traffic signals or one lane in each direction with roundabouts. The County retained the services of the Sierra Business Council (SBC) to conduct a public outreach program to share information and help the community develop an alternative that could be recommended to the Board of Supervisors.

Detailed project design and right-of-way acquisition will commence upon approval of the environmental document with construction estimated to begin in late 2008 or 2009 (assuming funding is available). Construction may take 3 construction seasons, because of the short Tahoe construction season and need to stage construction to minimize business impacts. Staff will work with the community to develop a construction staging plan that minimizes impacts to the community.

ENVIRONMENTAL

A Draft Environmental Impact Report (EIR)/Environmental Assessment (EA)/Environmental Impact Statement (EIS) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA), National Environmental Protection Act (NEPA) and the TRPA Code of Ordinances. The EIR/EA/EIS is expected to be submitted to your Board for approval later this year at a Tahoe Board meeting.

FISCAL IMPACT

No action is requested at this time but the project is estimated to cost approximately \$40,000,000 depending on the project alternative chosen. A wide range of partners has been assembled to help deliver and fund the project, including federal, state and local funding. Approximately \$24,000,000 in funding has been secured. Additional funding will need to be identified prior to construction.

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To the Placer County Board of Supervisors,

CITY OF THE
BOARD OF SUPERVISORS

The purpose of this letter is to express our concern regarding the Kings Beach Commercial Core plan. It is our opinion that roundabouts will not work and are certainly not pedestrian friendly. We are strongly in favor of the four lanes of traffic with signal lights. The roundabouts will cause congestion and we must remember that Highway 28 is a State highway and the only highway around our beautiful lake. If the roundabouts create congestion we would be dealing with idling vehicles and therefore creating air pollution, which in time, will affect the lake and the water quality.

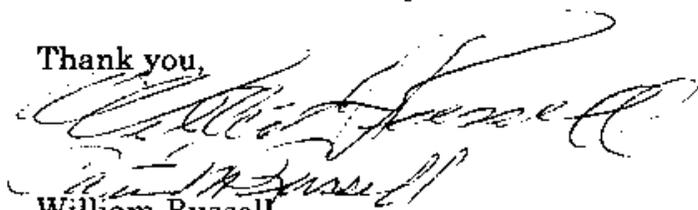
No one will argue that Kings Beach could use a spruce-up but the Alternate #2 and #4 do not seem to be the answer. We need to have a highway that is friendly to pedestrians and traffic. In summer months people are crossing the highway to get to and from the beach and pedestrian crossings with signal lights would accommodate everyone and would slow traffic down. The need for 15 foot sidewalks escapes us, also the lack of parking for the businesses in the Commercial Core.

The other item that has not been properly addressed is delivery trucks. Where would they park to deliver to the businesses and how would they maneuver the roundabouts, especially in the winter months? If the 7/11 would only have an entrance/exit on Coon Street, would that not lead to congestion in the Coon Street roundabout? People would need to make a left into that business and it is a busy intersection.

The Kings Beach Post Office is located on Salmon Street near Coon and everyone in Kings Beach needs to go there for their mail. We do not need to have more traffic on the back streets of Kings Beach, which are narrow, with no sidewalks and many children playing. The winter months are treacherous on those back street, as the streets are very icy and hard to navigate.

These are some of our concerns and would hope that you would look at these issues when you address this to the County. Alternate #3 seems to be the one that would work for everyone.

Thank you,



William Russell
Patricia Russell
1035 Salisbury Lane
Kings Beach

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cc: DPW
Ken Grehm, Director

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CLERK OF THE BOARD OF SUPERVISORS

Walter Joseph
Box 285
Tahoe Vista, Ca 96148

June 17, 2007

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

I have been a resident and small business owner in Tahoe Vista for over 35 years, and am very disturbed about the proposed Kings Beach Core Redevelopment Plan. Both the process of deciding on the project and the long and short term impacts on our way of life are of great concern to me. In the course of my work I travel to Reno via Mt. Rose and South Lake Tahoe. I depend on reasonable access to these routes both for business travel and daily access to local services and shops.

I have attended several of the community meetings put on by the Placer County and Sierra Business Council and cannot but feel the process had a predetermined outcome from the start. Without going into detail, it appears that a decision to adopt a 3 lane road through Kings Beach with roundabouts was the predestined outcome regardless of the desires of the large majority of the community. Any time opposition to the 3 lane / roundabout plan was voiced, it was minimized or totally disregarded by the Placer County CDRA and the others presenting the workshops and other meetings. Calls for the issue being put to a public vote are being ignored or dismissed as unpractical. This issue will impact the lives of everyone on the North Shore from Tahoe City to Incline Village.

All sides of the issue recognize that there will be significant increase in traffic congestion resulting from the proposed redevelopment project. In addition to the growth in traffic which will occur naturally over time, the 3 lane proposal will significantly increase congestion resulting in backups on Highway 28 and increased traffic through the residential streets of Kings Beach. Questions about these issues and others have been posed at the various meetings and while some have been addressed, many were not. Often the response was that the questions "were not part of the project". The reality is that these questions need to be included and addressed as part of the project. Some of the questions which I would like answered are:

K. Odwell
R. Dondro
K. Erehim

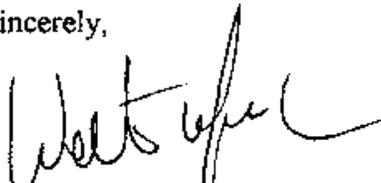
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1. How will large trucks deliver to the Kings Beach Core businesses? How will fuel tankers get into the gas stations?
2. During the summer there is an almost constant flow of pedestrians crossing Highway 28 at Coon St. How will drivers enter or exit the roundabout at Coon St. with the summer pedestrian traffic.
3. In times of seasonal gridlock how will emergency traffic reach the people in need?
4. Looking back to the flood of December 1997 which had traffic gridlocked in Kings Beach and extending for many miles in every direction, even with a 4 lane highway. How do they plan to deal with an evacuation due to fire or other disaster?
5. What is the impact of backed up traffic on Highway 267?
6. What is the impact of backed up traffic on Crystal Bay and Incline Village.
7. What is the plan to deal with increased traffic in the grid streets of Kings Beach? People have asked if there are plans to close Speckled St and Dolly Varden at Highway 267 which would reduce traffic on grid streets but exacerbate the Highway 28 traffic.

It appears to me that this redevelopment plan is favored primarily by a few – certainly not all - Kings Beach businessmen, at the expense of the community as a whole. The many people with whom I have spoken do not object, in fact, favor sidewalks and beautification. What we do not support is the 3 lane / roundabout plan which will have disastrous results for traffic in the North Tahoe area. Additionally, the proposed plan will contribute to increased pollution due to stalled traffic.

I do not support the proposed redevelopment plan as currently envisioned. I do not feel the process to arrive at community consensus was impartial, and that the consensus they did reach is flawed and does not represent the feeling of the community. I feel that implementing this plan will degrade the quality of life for the residents of a wide area of North Tahoe, and should be rejected.

Sincerely,



Walter H. Joseph