

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

County of Placer

TO: BOARD OF SUPERVISORS

DATE: July 22, 2008

FROM: RD KEN GREHM/PETER KRAATZ

SUBJECT: **KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT – CERTIFY ENVIRONMENTAL IMPACT REPORT AND APPROVE PROJECT**

ACTION REQUESTED / RECOMMENDATION

Staff recommends that the Board:

- 1) Certify the Environmental Impact Report (EIR);
- 2) Adopt the findings of fact and statement of overriding considerations for the three-lane hybrid alternative;
- 3) Approve a community plan amendment recognizing State Route 28 as a 3-lane facility through Kings Beach; and
- 4) Approve the staff recommended three-lane hybrid project alternative.

As an alternative, the Board may choose to act on the following:

- 1) Certify the Environmental Impact Report (EIR);
- 2) Adopt the findings of fact for the four-lane alternative; and
- 3) Approve the four-lane project alternative.

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.

The purpose of the project is to

- Improve bicycle and pedestrian mobility and safety; and
- Improve water quality; and
- Improve aesthetics of the commercial core.

The environmental document analyzed the following four (4) alternatives:

Alternative 1- No Project

Alternative 2 – 3-lane alternative (one lane in each direction with a two way left turn lane) with roundabouts at Bear and Coon Streets and seasonal on-highway parking. Additional parking would be provided on adjacent County roadways and off street parking lots.

Alternative 3 – 4-lane alternative with traffic signals at Bear and Coon Streets with on-highway parking.

Alternative 4 – 3-lane alternative with roundabouts at Bear and Coon Streets and no on-highway parking.

The County has implemented an extensive public outreach program for the project. Since at least 2002, the County has hosted a score of meetings with the community attended by hundreds of area residents and business owners. The community assisted in the visioning of the project, development of alternatives to be studied, participated during the analysis and finally in selecting a preferred alternative (see attachment for list of public meetings). The County retained the services of the Sierra Business Council (SBC) in 2007 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. Although not unanimous, the feedback from the community was substantially for a 3-lane alternative.

Detailed project design and right-of-way acquisition will commence upon approval of the environmental document. Construction may take up to 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.

Staff recommendation

Staff is recommending approval of a 3-lane hybrid alternative (see attachment for detailed description of 3-lane hybrid and for a detailed explanation of the staff recommendation). The alternative is the same as Alternative 2 except that the seasonal on-highway parking is limited to 63 spaces. This limit is due to discussions with Caltrans on sight distance safety considerations associated with driveways and minimizing traffic disruptions by motorists looking for an on-highway parking space.

Planning Commission Recommendation

The Planning Commission heard the item on June 18, 2008 and they unanimously (5-0) recommended the three lane hybrid alternative. The Planning Commissioners noted concerns and the importance of addressing the cut through traffic issue, but they felt the 3-lane hybrid alternative best balanced the competing needs for Kings Beach Community.

Tahoe Regional Planning Agency (TRPA) Recommendation and Action

This item was heard by the TRPA Advisory Planning Commission on June 11, 2008 who unanimously (20-0) recommended the three lane hybrid alternative as best meeting the goals of TRPA. This item was then heard by the TRPA Governing Board on June 25, 2008 and they voted 7-6 to reject the 3-lane hybrid alternative and 13-0 to certify the Environmental Impact Statement (see attached memo from TRPA). Governing Board members voting against the three lane hybrid noted concerns with traffic flow on the highway and resulting cut through traffic in the adjacent neighborhoods as their primary concerns. The TRPA is scheduled to consider reconsidering their vote at their meeting on July 23, 2008.

Alternative 4-Lane Project

The 4-lane project alternative (see attachment for detailed description of 4-lane alternative) is analyzed in the Environmental Impact Report (EIR), and was found to meet the purpose and need of the project by providing water quality improvements and sidewalks. The EIR did not identify any significant and unavoidable impacts and all identified impacts were able to be mitigated.

ENVIRONMENTAL

A Draft Environmental Impact Report (EIR)/Environmental Assessment (EA)/Environmental Impact Statement (EIS) has been prepared in accordance with the California Environmental Quality Act (CEQA), National Environmental Protection Act (NEPA) and the TRPA Code of Ordinances and the final comment period for TRPA closed on June 18, 2007. Staff has prepared responses to the hundreds of comments received on the environmental document. The Final EIR/EA/EIS was released to the public in May, 2008. Responses to comments were sent to all commenters and the Final EIR/EA/EIS was made available at local libraries and on our website.

Four significant and unavoidable impacts were identified with the 3-lane hybrid alternative.

They are as follows:

- Level of Service (LOS) at intersections on State Route 28; and
- Level of Service (LOS) on State Route 28 roadway segments; and
- Transit Level of Service; and
- Cut through traffic during peak periods on adjacent residential streets exceeding 3000 vehicles per day.

The Board must make specific findings and a statement of overriding considerations to approve the 3-lane hybrid alternative. The 4-lane alternative did not identify any significant and unavoidable impacts.

FISCAL IMPACT

The project is estimated to cost approximately \$45,000,000 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 \$27,000,000 in funding has been secured. Additional funding will need to be identified prior to construction.

Attachments:

- 1) Memo from TRPA on Governing Board Action
- 2) Findings and Statement of Overriding Considerations for the 3-lane hybrid alternative
- 3) Community Plan Amendment for 3-lane hybrid alternative
- 4) Findings for the 4-lane alternative
- 5) 3-lane Hybrid project description
- 6) 4-lane project description
- 7) Staff recommendation methodology
- 8) Public meetings on project
- 9) Funding table

A copy of the Final EA/EIR/ES
(5 volumes) is on file with the
Clerk of the Board for viewing

