

Chapter IV

CONSERVATION ELEMENT

This Conservation Element is a supplement to the Conservation Element of the TRPA Goals and Policies Plan. This element lists the required environmental targets which the Community Plan is to achieve. Also, this element describes area-wide drainage systems, scenic improvements, and a land capability and stream zone analysis updating the TRPA Land Capability Overlay Maps for this area.

A. CONSERVATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the Conservation Goal Element in the Community Plan Goals section of Chapter I. To meet the objective, the following specific policies are adopted as standards.

1. Ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.
 - a. Policy: Community Plan projects may rely on the incentives listed in Subelement D of Chapter VII once a public entity (such as Placer County, NTPUD, or an assessment district) makes an irrevocable commitment to implement the specific improvements as required in the Start Plan in the Target Matrix. These improvements are described in Chapter VII, Improvement Program, and will be further defined when approved by TRPA as a project.
 - b. Policy: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. However, once the irrevocable commitment in Policy A above has been made, the incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996.
 - c. Policy: The mitigation measures listed in the Target Matrix as subject to project review shall be given priority for mitigation over other similar listed mitigation measures. Projects approved by Placer County or TRPA shall not preclude future implementation of required mitigation measures. The amount of mitigation shall be commensurate with the magnitude, the impacts, and the incentives related to the proposed project.

B. ENVIRONMENTAL TARGETS

The following represents an identification of opportunities for environmental improvement associated with the Kings Beach Community Plan. Achievement of the environmental targets is an important consideration for approving CPs. Therefore, development bonuses are linked to key implementation strategies.

**KINGS BEACH COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)**

KINGS BEACH CP MEASURES	PROJECT REVIEW				CTHRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLANS	ALLOCATIONS
	CP TARGETS	CP CIP	CP EIS	EIR MIT							
A. TRAFFIC/AIR QUALITY											
1. <u>LOS Policy</u>	R	X		X		RTP					
2. <u>Highway Improvements</u>											
S.R. 28 Improvements (4 lane)	R	X	X	X			X				X
Local Street Improvements	R	X	X	X			X				
S.R. 28/267 Intersection	R		X	X		RTP	X				
Coon Street Intersection	R		X	X			X				X
Bear Street Intersection	R		X	X			X				X
Truck Route/By-Pass	O										
Service Alleys	R		X	X			X				X
3. <u>Parking Program</u>											
Parking Standards and Guidelines Ordinance	R	X		X	X	RTP					
Multi-Use Parking Lots	O		X	X		RTP	X				X
4. <u>Transit Improvements</u>											
TART Expansion	R		X	X	X	RTP					X
KB/TV Shuttles	R		X	X	X	RTP	X				X
Water Transit	E				X	RTP	X				X
Ski/Tour Shuttles	R		X	X	X	RTP	X				X
Truckee Shuttle	R		X	X	X		X				X
Lake Tour Bus	R		X		X	RTP	X				X
North Tahoe-Reno Transit	R			X			X				X
5. <u>Pedestrian Improvements</u>											
S.R. 28 Sidewalk	R	X	X	X	X	RTP	X				X
Local Street Sidewalks	R	X	X	X	X	RTP	X				X
6. <u>Recreation Trail Improvements</u>											
Lake Promenade	R		X	X			X				X
S.R. 28 Trail	R	X	X	X	X	RTP	X				X
School Trail	O										
7. <u>Mitigation Fee</u>	R	X		X	X	CDE					
8. <u>Transportation Management Strategy</u>											
Mini Vans	R										
Information/Contingency	R	X		X	X	RTP	X				
Access Control	R	X		X	X	RTP	X				
Traffic Control Officer	E										
9. <u>Land Use</u>											
Recreation Facilities	E										
Commercial/Tourist Development	E										
Affordable Housing	E	X									

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<p>B. SEZ RESTORATION</p> <ol style="list-style-type: none"> <u>SEZ Target (3 acre)</u> Baldy Creek (.5 acre) Griff Creek (2 acre) Cantina Area (.5 acre) <p>C. SCENIC IMPROVEMENTS</p> <ol style="list-style-type: none"> Design Standards & Guidelines Sign Standards Sign Program SQIP Program View Policy Underground Policy S.R. 28 Improvements Design Review Committee <p>D. LAND COVERAGE REDUCTIONS</p> <ol style="list-style-type: none"> <u>L.C. Target (2 acre)</u> S.R Improvement (.5 acre) National Improvement (.5 acre) Beach Access (1 acre) <p>E. WATER QUALITY</p> <ol style="list-style-type: none"> BMPs Required <u>80% Restoration Target (2 acre)</u> S.R. 28 Shoulders(.5 acre) Backstreets (.5 acre) Beach Access (1 acre) Parking Lots (1 acre) <u>Area-wide Drainage System</u> Downtown System Fox Street System <p>F. NOISE</p> <ol style="list-style-type: none"> Noise Limits & Performance Standards 											

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G. FISHERIES										
1. Griff Creek	R		X		X	PLN				X
H. RECREATION TARGETS										
1. Beach Access Policy	R	X								
2. <u>Recreation Targets (750 DCPS)</u>										
K.B. Lake Access (400)	R		X							X
Recreation Trails (50/2 mi.)	R		X		X	RTP				

The matrix indicates the projects and regulations considered for the achievement of environmental and recreational targets. The matrix indicates if the measure is (N) needed, (E) encouraged, or (O) optional for a target achievement. An (M) indicates that the measure is needed and must have an irrevocable commitment prior to utilizing the incentive program. The (X) indicates that the measure is either considered for threshold findings, is an EIS assumption or mitigation measure, is linked to the allocation of units of use, or is linked to the substitute mitigation fees. The matrix also notes if the improvement is required by other plans, e.g. 208 Plan (208), Regional Transportation Plan (RTP), TRPA Code (CDE), or TRPA/Placer County Plans (PLN).

The accompanying text in this Subelement and Chapter V further explains the matrix. Chapter VII provides further details on the key implementation strategies.

- Traffic** - The traffic situation in the Kings Beach area and throughout the region present opportunities for improvements.

Base Line: There were 1,700,000 vehicle miles traveled (VMT) in the region in 1981. Approximately 25,625 of those vehicle miles had origins or destinations in the Kings Beach Commercial Community Plan and Kings Beach Industrial Community Plan Areas.

TRPA model data indicates that in 1990, the Highway 267/State Route 28 intersection operated at level of service B during the summer.

Local air quality, i.e. carbon monoxide, is not a problem and this area is being considered for designation as an attainment area based on TRPA recommendation.

TRPA Threshold: TRPA Thresholds require a 10% reduction in Region-wide VMT. Thresholds also require attainment and maintenance of state and federal water and air quality standards.

Regional Plan Requirement: The TRPA Regional Plan requires the Kings Beach Community Plans to attain a level of service D on urban roads, and a level of service D at key intersections (may have 4 hours of LOS E). It further requires parking restrictions on congested roadways, and reduced dependency on the auto. The RTP requires implementation of improvements in the Action Element and the VMT control measures listed in the RTP EIS. The following LOS and VMT measures directly relate to Kings Beach:

VMT Measures

- a. Community Plans (1988 RTP, no longer required by TRPA) - 40,000 to 60,000 VMT.
- b. Bus Service to Truckee (N. Shore) - 4,400 VMT.
- c. Waterborne Point to Point (Region) - 11,400 VMT.
- d. TART Transit Expansion (N. Shore) - 6,700 VMT.
- e. Tahoe Vista/KB Shuttle - 100 VMT.
- f. Pedestrian improvements (region) - 6,100 VMT.
- g. Bike Trails (Region) - 9,200 VMT.
- h. Home Mail Delivery (Regional) -57,200 VMT.

LOS Measures

- a. S.R. 28 roadway and parking improvements and use of service roads
- b. Pedestrian improvements
- c. Class II bike trail on S.R. 28.

Kings Beach Commercial: The CP targets are as follows:

- a. Attain Kings Beach's fair share of the CP VMT target and provide assistance in implementation of improvements in a. through h. above. The estimated CP fair share is estimated to be a reduction of 7,500 VMT over 20 years or 3,750 VMT for the 10 year (1997) target.
- b. Implementation of the improvements which modeling shall indicate attain RTP levels of standards at EIS-selected monitoring points on S.R. 28.

Key Implementation Strategies: The following improvements are key strategies to achieving the above targets:

- a. For the VMT reductions, the key strategies are:
 - (1) Construct the pedestrian improvements for S.R. 28 and the commercial back streets - Estimated 280 VMT.

- (2) Implement the Tahoe Vista/Kings Beach shuttle - Estimated 55 VMT for CP credit.
 - (3) Land use changes (e.g. relocating uses, concentrating uses and balancing productions and attractions) to Kings Beach - Estimated 3,592 VMT for CP fair share credit.
 - (4) Construct bike/recreation trails on S.R. 28 - Estimated 120 VMT.
 - (5) Provide assistance for increased TART service, transit coordination, and waterborne transit stops as listed in the CP Transportation Element and the RTP - 140 VMT.
 - (6) Home mail delivery - 3,246 VMT.
- b. For LOS targets, the key strategies are:
- (1) S.R. 28 Parking and Pedestrian/Bicycle Improvements (4 lanes)
 - (2) Local Street Improvements
 - (3) S.R. 28/267 Intersection Improvements
 - (4) Coon Street Intersection Improvements
 - (5) Bear Street Intersection
 - (6) Truckee Route/By-Pass Improvements

2. **Stream Environment Zones** - There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and Kings Beach. The identification and mapping of SEZs in Kings Beach indicates there are restoration opportunities.

Base Line: There are approximately 42.3 acres of SEZ in Kings Beach Commercial Community Plan of which about 41.4% percent is disturbed to some extent.

TRPA Threshold: TRPA thresholds require restoration of 25% of disturbed SEZ in the Region within the 20 year life of the Regional Plan. According to the Volume III of the 208 Plan, urban areas are targeted for 1,153 acres of restoration. Of this amount, 600 acres are required to be restored by the land acquisition agencies.

Regional Plan Requirement: TRPA 208 SEZ Restoration Program initially targets 25 acres of SEZ restoration for this general area by nonacquisition agencies and property owners. The 208 Plan does not have an amount specified for the acquisition agencies in the Kings Beach area.

Kings Beach Commercial Target: The CP Stream Zone Restoration Program targets approximately seven percent or three acres for restoration in the next 20 years. Restoration required as offset mitigation for projects is not counted toward this restoration target.

Key Implementation Strategies: The following three acres are listed as possible areas for restoration. Restoration of three acres will occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be updated as new information becomes available.

Site	Restoration
Baldy Creek	5 acres
Griff Creek	2 acres
Cantina Area	5 acres

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

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

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

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

TRPA Threshold: TRPA Thresholds require TRPA to attain and maintain Scenic Route Ratings at 15+ for Highway Units and 7+ for Shoreline Units.

Regional Plan Requirements: The Regional Plan requires implementation of the Scenic Quality Improvement Program (including the Restoration Program, Design Review Guidelines, Design Standards and Outdoor Advertising Standards). The SQIP requires a 27% improvement in Roadway scores and a 33% increase in Shoreline scores by 1997.

Kings Beach Target: The CP shall attain SQIP thresholds targets by 1997 through implementation of the CP Scenic Quality Improvement Program.

Key Implementation Strategies: The Kings Beach Community Plan shall achieve its target by implementing regulations and improvements that satisfy the following SQIP recommendations. Regulations of the Placer County Tahoe Area Design Guidelines and the Placer County Tahoe Area Sign Ordinance will be implemented through utilizing the North Tahoe Design Review Committee and TRPA and County staff. Implementation of the scenic improvements listed in Chapter VII and the sign improvement program will also be required to meet the following SQIP recommendations.

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

4. **Land Coverage** - The opportunities to mitigate excess land coverage are numerous throughout Kings Beach. The Conservancy, NTPUD, and Placer County have done extensive restoration work.

Base Line: Based on the updated Land Capability Map, the allowable land coverage is estimated to be ten acres. The estimated land coverage in the Community Plan area is 62 percent or 57 acres.

TRPA Threshold: TRPA Thresholds limit new land coverage to the Bailey coefficients (1% to 30%).

Regional Plan Requirement: For the next 20 years, the Regional Plan requires the implementation of an excess coverage mitigation program. This program is in Chapter 20 of the Code. Based on a six million dollar construction estimate, this program would achieve a 1.5 acre coverage reduction if applied to CP development.

Kings Beach Commercial Target: The ten year target for the excess coverage is 2.5 acres of hard coverage.

Key Implementation Strategies: The following projects will be implemented as part of project approval or CIP implementation. Those contributing to these projects may credit the contribution toward the excess coverage mitigation fee. This list may be updated as new information becomes available.

Site	Hard Coverage
S. R. 28 Improvements	1.0 acre
5% Rule	0.5 acre
Beach Access	1.0 acre

5. **Water Quality** - The opportunities to implement area-wide BMPs, such as drainage systems, paved parking areas, revegetation/landscaping, and slope stabilization are numerous throughout the area.

Base Line: Less than 53% of the privately owned parcels have full BMPs.

TRPA Threshold: TRPA Discharge Standards found Chapter 81 of the Code must be attained.

Regional Plan Requirement: The Regional Plan requires the application of Best Management Practices (BMPs) to all properties within 20 years. The Regional Plan also requires the restoration of 80% of the disturbed lands within the Region. (See Chapter VII for cost estimates for curb and drainage improvements needed in the Kings Beach area.

Kings Beach Commercial and Industrial Target: The CP shall implement area-wide drainage systems where noted in Figure 7 and implement onsite BMPs to 50% of the properties through project review or CIP programs by 1997. The 1997 CP target is a 2.5 acres reduction in disturbed lands through revegetation.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

- a. Area-wide Solutions: When onsite solutions are not effective, the Plan proposes the option to construct a series of detention basins and wetlands, interconnected by pipes and stream channels. The basic design principles of this Plan are as follows:
 - (1) Use of infiltration or artificial wetlands is the preferred method for retention and treatment of storm runoff. Restored wetlands and engineered solutions may be considered as alternatives.
 - (2) Users and contributors to the area-wide solutions will be exempt from water quality mitigation fees and BMP infiltration requirements related to storm water storage and treatment.
 - (3) Implementation and maintenance by a one responsibility entity is preferred. Where feasible the system should be designed to be implemented in phases consistent with these design principles. However, upon completion it must operate as one unified system.
- b. On-site Solutions: In addition to the area-wide solutions identified above, each project within the Community Plan Area shall be subject to Chapter 25 requirements for paving parking and drives, slope stabilization, revegetation, and providing snow storage areas.

In cases where property is not considered part of an area-wide system, drainage improvements will be required pursuant to Chapter 25.

In cases where property is part of the area-wide drainage system, but the area-wide drainage system requires onsite improvements or recommends onsite retention systems to reduce loadings, mitigation funds should be made available.

6. **Noise** - TRPA has established noise standards in community noise equivalent levels (CNEL) measured in dBA over a 24 hour period. TRPA thresholds establish different limits for different uses.

Base Line: The North Shore Community Plan EIS measured CNEL for Kings Beach in 1991 is as follows: 60.7 CNEL.

TRPA Threshold: The TRPA thresholds set the following limits: 65 CNEL for commercial areas, 55 CNEL for residential and urban recreation, and 55 CNEL for highway corridors.

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kings Beach Commercial and Industrial Target: The CP shall stay within the designated noise limits set in the CP Statement.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

- a. TRPA shall require application of techniques for noise control such as use of setbacks, use of barriers, site design, use of vegetation, use of sound absorbing materials, and building design.
- b. TRPA shall implement the requirements of Chapter 23 of the Code.
- c. TRPA shall adopt the noise performance standards as recommended in the CP EIR/EIS.

7. **Fisheries** - TRPA has identified streams in the Region and has rated them as to habitat quality.

Base Line: The existing Stream Habitat Quality rating for Griff Creek is good (51 points). There are not other rated streams in the CP area.

TRPA Threshold: TRPA thresholds require the maintenance of 75 miles of excellent, 105 miles of good and 38 miles of marginal stream habitat. Griff Creek is designated to be improved to a status of excellent (71 points).

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kings Beach Community and Industrial Target: The CP shall attain a stream habitat status of excellent (71 points) for migratory fish habitat.

Key Implementation Strategies: The following programs and improvements (see TRPA restoration program for details) are key strategies to achieving the above targets:

1. Stabilize channel - 5 point increase
2. Remove barriers - 10 point increase
3. Remove or modify diversions - 10 point increase