

**Appendix F. Final Community Impact  
Assessment for the Kings  
Beach Commercial Core  
Improvements Project**

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**Final Community Impact Assessment  
for the Kings Beach Commercial Core  
Improvements Project  
03-PLA-28  
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# Chapter 1      Summary of Findings

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## 1.1 Purpose and Need

The purpose of and need for this proposed action are discussed below. Under NEPA, the “purpose of” and “need for” a proposed action are closely linked, but subtly different. Need may be thought of as a specific problem, and the purpose as an intention to solve the problem.

### 1.1.1 Purpose

The purpose of the proposed action is to improve pedestrian and bicycle mobility and safety, improve water quality, and improve aesthetics of the commercial core through Kings Beach. Specifically, the County, in coordination with the TRPA, Caltrans, and FHWA, proposes to make the following improvements on and adjacent to SR 28 within the Kings Beach community.

#### ***Pedestrian and Bicycle Mobility***

Dedicated bike lanes, sidewalks, and enhanced and clearly marked pedestrian crossings would be constructed as part of the proposed action. Through the establishment of the dedicated bike lanes, sidewalks, enhanced and clearly marked pedestrian crossings, and installation of traffic signals, the need to improve pedestrian and bicycle mobility and safety within the KBCC would also be achieved.

#### ***Water Quality***

Improve water quality through the construction of new collection and conveyance infrastructure (including new roadway curbs and gutters, storm drains, ditches, man-made channels, collection/detention basins, and other conveyance infrastructure) leading to the regional water treatment facilities identified in the Kings Beach Watershed Improvement Project. The capacity of upstream facilities would be enlarged to allow for the collection and conveyance of both upstream flows and stormwater flows generated by the roadway itself. Facilities will be designed and constructed that they can accommodate stormwater generated in the area, as well as stormwater conveyed into the area from upstream. Finally, erosion control measures to protect water quality will be incorporated as part of the proposed action.

#### ***Scenic and Aesthetic Character of the King Beach Community Core***

The scenic and aesthetic enhancements would include a strong emphasis on attaining scenic requirements and providing a more attractive pedestrian environment. This would result in improved business revenues and a greater willingness on the part of business and private property owners to invest in building renovations and other additional community improvements. Scenic and aesthetic improvements that would enhance the scenic integrity of the KBCC would include entry statements at the east and west ends of the KBCC; the installation of streetlights, benches, transit facilities, planters, bicycle racks, trash receptacles, organized parking, and additional landscaping.

### **Implementing Tahoe Regional Planning Agency Environmental Improvement Plan and Community Involvement Plan Projects**

Currently the KBCC fails to meet traffic, water quality, and scenic thresholds established by agencies with jurisdiction in the action area. Implementing TRPA Environmental Improvement Plan (EIP) projects would help contribute towards achieving planning goals at the community and regional levels.

#### **1.1.2 Need**

##### ***Pedestrian and Bicycle Mobility***

Tourists come to Kings Beach to enjoy the area's aesthetic and recreational resources and facilities. At times, the local population swells by as much as 550%. Convenient pedestrian access is a critical component of commercial and recreational activities in Kings Beach. Currently, sidewalks are present in only some locations. Where sidewalks are not present, pedestrians must walk along the edge of the street or along undeveloped portions of the right-of-way (ROW). Pedestrian and bicycle mobility is currently limited along SR 28 because pedestrians and bicyclists have to compete with vehicles on SR 28 for travel space and/or share unimproved shoulder areas within the KBCC. In addition, there are currently only two signalized (i.e., controlled) intersections within the KBCC where pedestrians have safe access across SR 28. Because of mobility and safety issues, improved pedestrian access is needed. This includes access along the KBCC, between parking and the KBCC, and between the KBCC and adjacent recreation areas.

Bicycle use is increasing in Kings Beach, as well as in the general Lake Tahoe area. It is reasonable to assume that levels of bicycle use will continue to increase with time. Bicycle facilities are currently not present within the KBCC. Bicyclists are forced to ride in the roadway, competing with automobiles and pedestrians. As a result of these incompatibilities, there is a need to improve bicyclist access along the KBCC. Meeting this need will require that sufficient space be identified and set aside for use by pedestrians and bicyclists. This will include on-street bike lanes, multiuse sidewalks, curbs, or other barriers intended to protect pedestrians and bike lanes.

Providing safe pedestrian access across SR 28 is equally important. Currently, two signalized intersections are present at Coon Street and SR 267; each has pedestrian activated signals. Eight striped crosswalks are present at various locations along SR 28 within Kings Beach. However, crosswalk markings are visible only between June and November because striping is obliterated by snow removal equipment during the winter months. Even where available and visible, these crossings offer the pedestrian only limited protection when trying to cross the roadway, as some crosswalks lack signals.

The Caltrans *Traffic Concept Report for SR 28* (Caltrans 1997a) identifies LOS F as the concept objective for Kings Beach in 2016, with no projects proposed to increase capacity. When the concept report was completed in 1997, the LOS for Kings Beach was B. Conflicts between vehicles and pedestrians were cited as a major factor in the degradation of LOS.



Caltrans conducted a warrant analysis on five intersections throughout the action area (Secline, Deer, Fox, Bear, Chipmunk Streets). This study was based on 1999 traffic counts and concluded that only Bear and Coon Streets met signal warrants. The Bear Street intersection meets signal warrants based on interruption of continuous service, pedestrian traffic, 4-hour volume, and peak-hour volume. The Fox Street intersection meets signal warrants based on interruption of continuous service and peak-hour volume.

Accident data for the period between January 1, 1998, and December 31, 2000, indicate that the rate of injury accidents, the rate of total accidents, and the overall accident rate within the action area are higher than the state average for other similar facilities. Intersections at Secline, Deer, Coon, and Fox Streets have accident rates higher than the average for similar facilities. Accident levels along the action corridor (SR 28) and at corridor intersections within the action area can be expected to increase as traffic, pedestrian, and bicyclist volumes increase.

### **Water Quality**

Primary responsibility for the protection of water quality in the action area rests with the California Regional Water Quality Control Board, Lahontan Region (LRWQCB) and the TRPA. The primary controlling documents include Lahontan's *Water Quality Standards and Control Measures for the Lake Tahoe Basin* (Basin Plan) and TRPA's *Goals and Policies and Environmental Thresholds*. These documents outline water quality standards for surface and groundwaters, the beneficial uses of waters and objectives that must be maintained or attained to protect those uses, and other environmental standards that must be achieved and maintained in the Basin. Currently, portions of the Kings Beach action area do not meet the objectives—including treatment requirements, effluent limits for specified pollutants, and other water quality standards—set by these agencies, which contributes to the pollution of Lake Tahoe and results in greater effects on the greater physical environment of the Basin.

The water quality goals and objectives set by LRWQCB and TRPA are implemented through National Pollution Discharge Elimination System (NPDES) permits. The proposed action lies within the jurisdiction of the County's permit requirements. Additionally, properties lying within the Caltrans ROW are governed by the State Water Resources Control Board (SWRCB) and must meet the requirements of NPDES permit No. 99-06-DWQ. Water Quality objectives and goals are enforceable through effluent limitations, and these must be met to the Maximum Extent Practicable (MEP) for the MS4 requirements and Best Available Technology Economically Achievable/Best Conventional Technology (BAT/BCT) for the construction requirements.

Because most development in the Kings Beach community occurred during the 1920s and 1930s and the late 1940s and 1950s, drainage issues were not addressed from an areawide perspective, and water quality treatment was seldom integrated into local systems. Over the last 20 years, several erosion control projects have been constructed up-gradient (north) of SR 28. At this time, culverts underneath SR 28 do not meet applicable Caltrans and County design standards because they are too small to convey the required design flows; there have been occasions when stormwater sheet flows crossed SR 28, and there have been occasions when localized flooding occurred below SR 28. In addition, very few stormwater treatment facilities are present downstream (south) of SR 28. New facilities are necessary to accommodate and treat stormwater generated in the action corridor, as well as stormwater conveyed into the area from

up-gradient. While the proposed project's purpose and need will not address the issue of improperly sized culverts, the proposed project will not worsen this issue.

Portions of the existing drainage system constructed in the 1960s are undersized and do not provide water quality treatment. Recent upgrades north of SR 28 have increased drainage network capacity and improved sediment control. However, the restricted capacity of culverts underneath the roadway limits the extent to which up-gradient waters can be conveyed through the ROW. Also, proximity to Lake Tahoe limits options available for the treatment of stormwater runoff. Because of these limitations, existing areawide stormwater treatment facilities do not meet standards set by local regulatory agencies.

Meeting this need to the maximum extent practicable will involve the consideration of four major factors. First, limited space is available to accommodate treatment facilities that could address areawide stormwater flows. As a result, emphasis needs to be placed on source control and reducing the quantity of runoff reaching stormwater conveyances. Second, stormwater collection facilities will be needed along SR 28, along side streets, and in parking areas. Third, conveyance facilities will need to be sized to accommodate agreed upon design flows; this includes natural streams, such as Griff Creek, and stormwater conveyances. Of particular concern will be conveyances that extend under SR 28. Finally, treatment will be required for the collected and conveyed stormwater. Stormwater treatment facilities should be sized to the maximum extent practicable to accommodate design storm treatment volumes as specified in the respective County and Caltrans NPDES permits.

### ***Scenic and Aesthetic Character of the King Beach Community Core***

Historically, Kings Beach has been one of the primary commercial and recreational centers in the Basin. However, because most of the business infrastructure (motels, businesses, rentals) developed in the 1950s remains unchanged and continues to decline, the area has suffered with respect to scenic quality and aesthetics. The KBCC area is located within TRPAs Scenic Roadway Unit 20. Unit 20 has been defined by the TRPA as being below the scenic threshold value, and therefore Out-Of-Attainment with the Basin's Scenic Threshold. For this reason, this area has been targeted for scenic restoration under the TRPA EIP.

In addition, because of the declining infrastructure, the community has not captured a share of the wealthier clientele who patronize the more updated facilities in neighboring communities. This has resulted in a decline in business revenue and ultimately has had an impact on the community, which has been documented in a strategic business development plan for the area that was prepared by the County. This plan documents a steady decline in recreation-related business indicators over the last decade.

For this reason, it is vital that the KBCC be rehabilitated and revitalized to ensure the long-term success of the community. Providing an enhanced sense of community ("main street") can increase the community's ability to accommodate commercial and recreational activity by visitors to the area. This enhancement should include a strong emphasis on attaining scenic requirements and providing a more attractive pedestrian environment. This will result in improved business revenues and a greater willingness on the part of business and private property owners to invest in building renovations and other additional community improvements.

Aesthetic improvements should be included that enhance the scenic integrity of the KBCC. These may include entry statements at the east and west ends of the KBCC; the installation of streetlights, benches, transit facilities, bicycle racks, trash receptacles, organized parking, and planters intended to separate pedestrians from the roadway; and additional landscaping. The goal of these activities would be to improve the aesthetic character of the commercial core and to approach scenic quality ratings within the action area as measured by TRPA.

## 1.2 Project Alternatives

Placer County (County) is proposing the Kings Beach Commercial Core Improvement Project (Project) to improve the segment of State Route (SR) 28 that runs through the unincorporated community of Kings Beach (Town), located along the north shore of Lake Tahoe. This segment of SR 28 runs from the intersection of SR 28/SR 267 to the intersection of SR 28/Chipmunk Street. Three build alternatives (two of which include a roundabout option) are evaluated in this report: Alternatives 2, 3, and 4. Each alternative would provide sidewalks and bike lanes in both directions and would result in improvements to the SR 28/SR 267, SR 28/Secline Street, SR 28/Deer Street, SR 28/Bear Street, SR 28/Coon Street, SR 28/Fox Street, and SR 28/Chipmunk Street intersections, but would vary in other respects. The alternatives are described in Chapter 2.

Under all build alternatives, rights-of-way would be acquired in various locations adjacent to SR 28 and near affected intersections. The rights-of-way would be acquired under the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970, as amended.

## 1.3 Overview of Impacts

The project would provide a local and regional benefit by enhancing SR 28 operations, reducing traffic speeds, and increasing safety on SR 28. The project under each build alternative would also result in identical impacts in the following areas.

Kings Beach has been identified as an area containing disproportionately high minority and low-income populations creating the potential for environmental justice issues. An overall effect on the community under all build alternatives is to improve pedestrian and cyclist safety along SR 28, which serves residents and visitors along the Kings Beach commercial corridor. Further, construction and operations-related effects of the project would occur along the length of the commercial corridor, with effects generally spread evenly across all populations residing near the project area. Therefore, none of the build alternatives would cause disproportionately high and adverse human health and environmental effects on minority or low-income residents.

Right-of-way acquisitions for each build alternative would be relatively insignificant and property tax revenues currently being generated by these properties for the Town, County, and other local agencies would not be reduced to the point that there would be an impact on the provision of public services. The project is not anticipated to cause significant changes in sales tax revenues for the Town or County. While a few of the existing buildings encroach on the current right-of-way, none of the build alternatives would displace residences or buildings.

Construction-related economic impacts for each build alternative would be identical in that temporary economic activity would be generated in the local area and region. This would include the purchase of goods and services required for construction, as well as employment of workers needed for construction. The increased economic activity would prompt secondary economic activity, as a portion of the construction-related revenue and employee compensation is reinvested in sectors throughout the local and regional economy. The extent of the economic impact of construction-related expenditures on the local and regional economy would depend on the proportion of construction expenditures that would occur in the local and regional area, and on the residential location of persons employed by construction contractors.

For each build alternative, public utilities are not anticipated to experience impacts. However, due to construction, temporary disruptions in travel along SR 28 could periodically affect response times for law enforcement and emergency services providers (see Chapter 4, *Environmental Consequences* for details). To limit impacts on emergency service providers, personnel from emergency response services such as fire and police protection would be notified 1–2 weeks in advance of any lane or roadway closures so that alternative routes or response actions could be taken. Notification and continued access to SR 28 should ensure that response times for emergency service providers are not significantly affected during construction periods of any build alternative. Once SR 28 improvements have been completed, response times within the study area should be better than response times at present, because of improved operations of SR 28.

Community cohesion would improve under each of the build alternatives. Within the study area, SR 28 serves as a corridor that connects Kings Beach to surrounding communities and provides commercial access for residents and tourists. Most homes and neighborhoods along the SR 28 project area are located north of SR 28. Residents of these neighborhoods use vehicles to reach commercial centers or homes along SR 28, but improvements provided by each build alternative would create more pedestrian-friendly access. The SR 28 roadway would be slightly narrowed (except in Alternative 3) and include bike lanes, pedestrian crosswalks, and sidewalks, which would serve to reduce the existing physical barrier that separates the opposing sides of the commercial strip from the surrounding neighborhoods. Otherwise, none of the build alternatives is expected to impact the local population, either through growth or displacements.

Each of the build alternatives is consistent with plans and policies adopted by the Town, County, Caltrans, and the Tahoe Regional Planning Agency (TRPA). In particular, they satisfy the goals and policies set forth under the Transportation Element of the Kings Beach Community Plan that was adopted by the County and TRPA in 1996 (see Chapter 4, *Environmental Consequences* for details).

The remaining impacts for each build alternative are discussed below. For more detail, refer to Chapter 4, *Environmental Consequences*.

### **1.3.1 Alternative 2**

This alternative would create two roundabouts and have a total of three lanes. Parking and bicycle lanes and sidewalks are to be included as part of this alternative. Additionally, the six

intersections from SR 267 to Chipmunk Street would be improved to allow for greater pedestrian access and use.

Land acquisitions required for Alternative 2 would affect an estimated 145 parcels, including 24 with residential uses, 97 with commercial businesses, and 24 with no developed residential or commercial land uses. Direct land use impacts would be limited to acquisitions of a few feet of frontage or parcel property located along SR 28. These impacts, as well as indirect land use impacts, may affect parking, access, circulation, businesses, and land use. The following is a summary of impacts related to Alternative 2.

- **APN 090-123-023:** Vehicular access from the south side of the 7-Eleven building would be affected; however, access would continue to be provided on the southeast side of the building from Coon Street. The construction of this access area would displace parking spaces in front of the building, although some additional spaces would be created with closure of the SR 28 entrance.
- **APN 090-142-002:** Vehicular access along SR 28 may be lost. No break in the sidewalk is planned for the parcel, and access may be pedestrian only. This parcel has no existing buildings; therefore, the severity of impacts depends on the future use of the property.
- **APN 117-180-007/117-180-006:** Vehicular access from SR 28 to the commercial building located at 8001 and 8011 SR 28 may be affected by this alternative. Patrons of Stone's Automotive would need to access the parking lot from SR 267, as entry along SR 28 may be discontinued.
- **APN 090-071-026/090-071-025:** The commercial property located at 8079 SR 28 would lose areas south and southwest of the building that is used by customers as a parking area. Loss of this area would require customers to access parking along Secline Street or along the proposed parking lane further east on SR 28.
- **Residential Traffic:** Under Alternative 2, traffic volumes are predicted to exceed roadway capacity along SR 28 by 2028, resulting in increased traffic volumes on residential streets. This increase in traffic would exceed the County standard of 2,000 average daily trips.
- **Parking Loss:** Construction of parking lanes, sidewalks, and roadway would result in a permanent net loss of 94 public and 78 private parking spaces. In addition, during the summer season, the on-street parking ban would increase public parking loss from 94 to 202 spaces, creating a net loss of 280 parking spaces.

In addition to these effects, right-of-way acquisition and roadway improvements would result in reduced setbacks and landscaping impacts on the remaining parcels along SR 28. While some existing buildings encroach on the current right-of-way, no buildings or residences would be displaced under this alternative.

There would be no difference in impacts between Alternative 2 and its option because the changes to the sidewalk, bike lane, and landscape would occur within the right-of way and would not affect adjacent properties or parking.



### 1.3.2 Alternative 3

Alternative 3 would maintain SR 28 as a four-lane road without the inclusion of roundabouts. Sidewalks, bike lanes, and parking lanes are planned along SR 28 in both directions. Additionally, the six intersections from SR 267 to Chipmunk Street would be improved to allow for greater pedestrian access and use.

With the following exceptions, the direct land use impacts (resulting from partial acquisitions) and indirect land use impacts resulting under Alternative 3 would be similar to those described for Alternative 2. Effects on setbacks and landscaping for specific parcels could vary slightly because of differences in amounts of property required for the proposed right-of-way under Alternative 3. These impacts may affect parking, access, circulation, businesses and land use.

- **APN 090-123-008 (Sheet 10):** The existing entry to the Jenkins Building would be discontinued in this alternative. No break in the sidewalk is planned for the parcel, and access may be pedestrian only along SR 28.
- **APN 090-123-023 (Sheet 10):** Right-of-way acquisition from the business located at 8593 SR 28 (7-Eleven) would not result in access or parking changes proposed under Alternative 2. Instead, access would remain available along SR 28 and Coon Street, and no parking would be affected. Corner frontage take would be the only impact under Alternative 3.
- **APN 090-135-030 (Sheet 10):** SR 28 improvements along the area between the Kings Beach State Recreation Area and its parking lot would create a pedestrian entry and require a larger amount of frontage than under Alternative 2.
- **Residential Traffic:** There would be no significant diversion of traffic onto residential streets under this alternative in either 2008 or 2028.
- **Parking Loss:** Construction of parking lanes, sidewalks, and roadway would result in a permanent loss of 94 public and 78 private parking spaces.

As described for Alternative 2, right-of-way acquisition and roadway improvements under Alternative 3 would result in reduced setbacks and landscaping impacts on the remaining parcels along SR 28. While some existing buildings encroach on the current right-of-way, no buildings or residences would be displaced under this alternative.

### 1.3.3 Alternative 4

Alternative 4 would be identical to Alternative 2, with the exception of the omission of parking lanes. Alternative 4 would omit the parking lanes in favor of widening the sidewalk area.

With the following exceptions, the direct land use impacts (resulting from partial acquisitions) and indirect land use impacts resulting under Alternative 4 would be similar to those described for Alternative 2. However, effects on landscaping for specific parcels could vary slightly because of differences in the proposed right-of-way under Alternative 4. These impacts may affect parking, access, circulation, businesses, and land use.

- **APN 090-071-029:** SR 28 improvements would require a right-of-way acquisition that would change access to the business located at 8299 SR 28. The existing entry along SR 28 to Dave's Ski Shop and Tahoe's Paddle and Oar would be discontinued in this alternative. No break in the sidewalk is planned for the parcel, and access may be entirely pedestrian along SR 28. Access would be maintained along Deer Street and may serve as the only point of entry for customers to the building located at 8299 SR 28.
- **APN 090-134-029:** Under this alternative, SR 28 improvements would create a single break in the pavement front of the business located at 8700 SR 28 (as opposed to two under Alternative 2) that would result in a change of access for customers of this business.
- **Parking Loss:** No on-street parking spaces would be provided along SR 28, effectively prohibiting on-street parking year-round rather than solely in summer. Thus, a permanent loss of 202 public and 78 private parking spaces (280 total) would result from construction of sidewalks and roadway.

As described for Alternative 2, right-of-way acquisition and roadway improvements under Alternative 4 would result in reduced setbacks and fencing and landscaping impacts on the remaining parcels along SR 28. While some existing buildings encroach on the current right-of-way, no buildings or residences would be displaced.

## 1.4 Summary of Impacts

### 1.4.1 Alternative 2

Major direct and indirect impacts to land use, social characteristics, residential and commercial displacements, and economic activity under Alternative 2 include the following:

- Land acquisitions of several feet of frontage property that would affect 145 parcels including residences and commercial businesses
- Partial acquisitions of several feet of sliver or corner takes of 41 properties
- Increased traffic congestion, slower traffic speeds, diverted traffic, access changes, parking changes, and visual changes in the area adjacent to the project area
- Short-term construction impacts such as reduced air quality
- Inconsistency with several policies of the Kings Beach Community Plan and the Placer County General Plan
- Impacts to community cohesion would be beneficial as the project would improve access and safety
- Parking impacts to both public and private properties located along SR 28
- Potential tax revenue, business, and construction-related impacts

### **1.4.2 Alternative 2a**

Alternative 2a would result in impacts similar to or the same as those described under Alternative 2, with the addition of the following:

- Partial acquisitions of an additional 7 properties.
- One potential non-residential displacement.
- Permanent displacement of several local businesses.
- Additional local and roadside business impacts, including frontage and corner takes from a privately owned golf course.

### **1.4.3 Alternative 3**

Under Alternative 3, direct and indirect impacts to land use, consistency with local and regional plans and policies, and access would be similar to or the same as those under Alternative 2, with the exception of the impacts listed below.

- Partial acquisition of frontage or corner takes for two additional properties
- No full acquisition of parcels would take place
- Slightly reduced impacts to access, circulation, parking, and local and roadside businesses
- No relocation impacts

### **1.4.4 Alternative 4**

Under Alternative 4, conflicts with land use, consistency with local and regional plans and policies, and access would be similar to or the same as those under Alternative 2, with the exception of the impacts listed below.

- No displacements or full acquisitions
- Slightly different impacts to access and circulation, and to parking

While there is not yet a preferred alternative, one will be identified based on community involvement after the public input process is solicited.



# Chapter 2 Report Purpose and Description of the Project Alternatives

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## 2.1 Purpose of the Community Impact Assessment

The purpose of this community impact assessment (CIA) is to provide the Town, the County, Caltrans, and the public with information about the socioeconomic and community-level effects of the construction and operation of the SR 28 streetscape improvements in the Town's commercial corridor. Information about the existing conditions in the project area and a larger study area and impacts of the project alternatives within these areas are described in this report.

This assessment identifies impacts associated with land use changes, including growth inducement effects; social effects, including environmental justice issues; residential and non-residential relocations; and economic effects. This CIA was prepared according to both the guidelines for preparing CIAs and the Federal Highway Administration guidelines contained in the Caltrans Environmental Handbook, Volume 4 (1997).

## 2.2 Project Location

The project is located in the community of Kings Beach in northwestern Placer County, California (Figures 2-1 and 2-2). The latitude is approximately N39° 14' and the longitude is approximately W120° 01'.

## 2.3 Project Description

Placer County is developing a plan to implement streetscape improvements for the SR 28 commercial corridor in Kings Beach, California. Engineering plans for the four build alternatives (Sheets 1 through 20) are provided at the end of this chapter. The earliest completion date for the project would be in 2008.

### **Alternative 1**

Alternative 1 is the No-Build/No-Project Alternative. Under Alternative 1, no changes would be made to SR 28.

### **Alternative 2 (Sheets 1 through 7)**

Alternative 2 would include the following.

- One 3.6-m-wide (12-ft) traffic lane for each direction.
- One 3.6-m-wide (12-ft) dual access center turn lane.
- One 2.9-m-wide (9.5-ft) sidewalk and landscape area in each direction;
- One 1.5-meter (5 foot) bike lane on each side;
- One 2.4-m-wide (8-ft) parking lane in each direction with a summer parking ban.

- One roundabout at the intersection of SR 28/Bear Street.
- One roundabout at the intersection of SR 28/Coon Street.

The Alternative 2 option would result in the following changes to Alternative 2:

- 2.3-meter (7.5-foot) sidewalk and landscape area in each direction.
- One 2.7-m (9-ft) sidewalk, bike lane, and landscape area in each direction.
- One 1.8-m (6-ft) bike lane in each direction.

Alternative 2 includes single-lane roundabouts at Bear Street and Coon Street to improve the traffic congestion and provide smooth traffic flow. However, traffic would be reduced to one 3.6-m (12-ft) lane in each direction, with a continuous 3.6-m (12-ft) two-way left-turn lane.

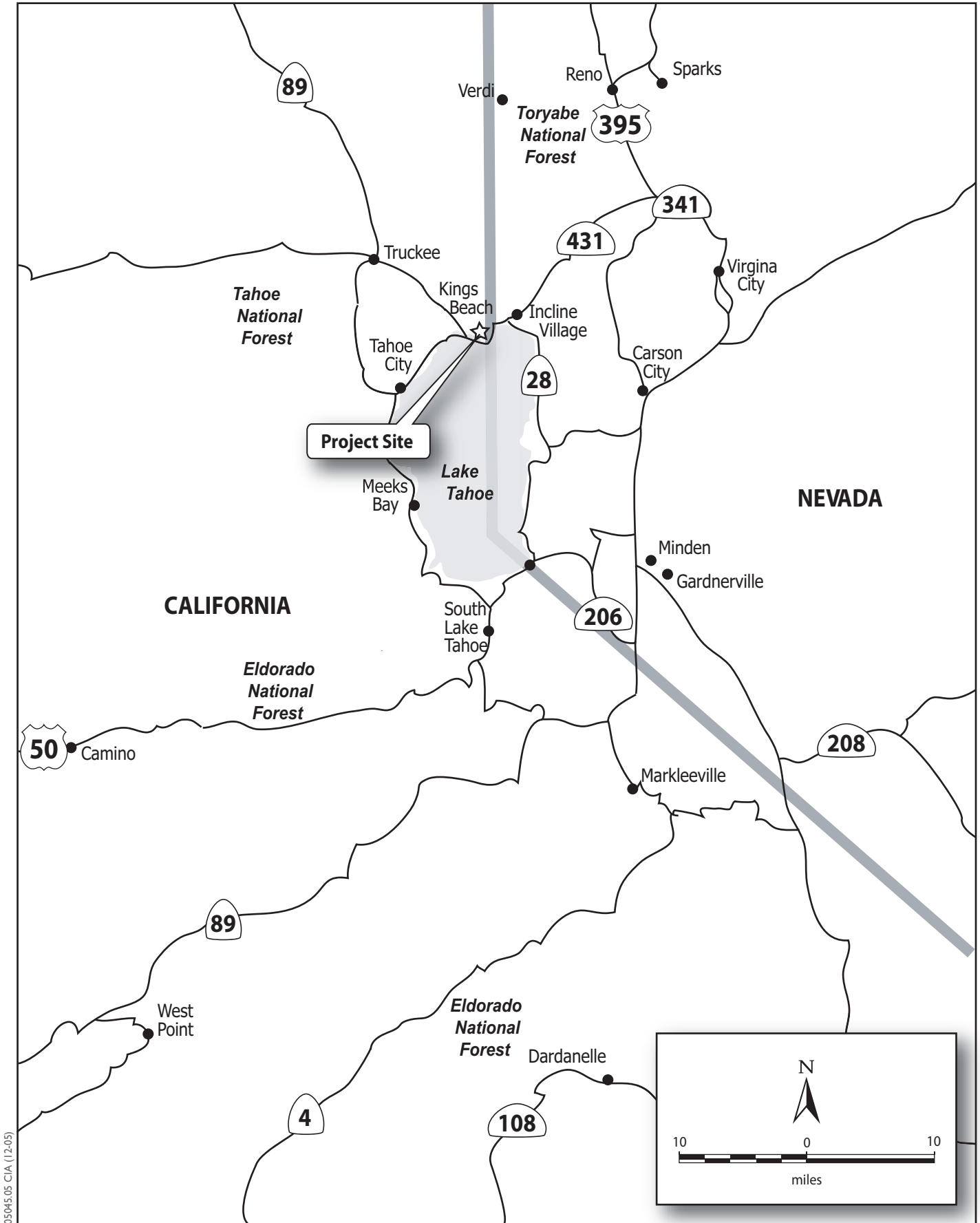
This alternative also includes parallel parking on both sides of the roadway and designated bike lanes. Pedestrian sidewalks with amenities would be widened to 2.9 m (9.5 feet) on each side. The signalized intersection with SR-267 would be maintained with four lanes and turn pockets. A transition from four lanes to two lanes would occur between SR 267 and Secline Street. A two-way left-turn lane would be provided, but parallel parking would be prohibited. Sidewalks would be 1.5 m (5 ft) wide on each side of SR 28. The standard two-lane section with two-way left-turn lane would begin east of Secline Street. Bike lanes, 2.9-m-wide (9.5-ft) sidewalks, and parallel parking would be provided east to Chipmunk Street. Parallel parking would be eliminated at driveways, bus turn outs, and within the sight lines at intersections. A 2.4-m-wide (8-ft) parking lane would be created in each direction, but on-street parking would be prohibited during the peak summer season from Independence Day to Labor Day. using signs, temporary barricades, and enforcement.

An option is also included in Alternative 2 to reduce the sidewalk width on both sides by 0.6 m (2 ft) and add this width to the parking and bike lane width throughout the project. This option would be constructed to reduce the effect of the on-street parking on through traffic.

### **Alternative 3 (Sheets 8 through 13)**

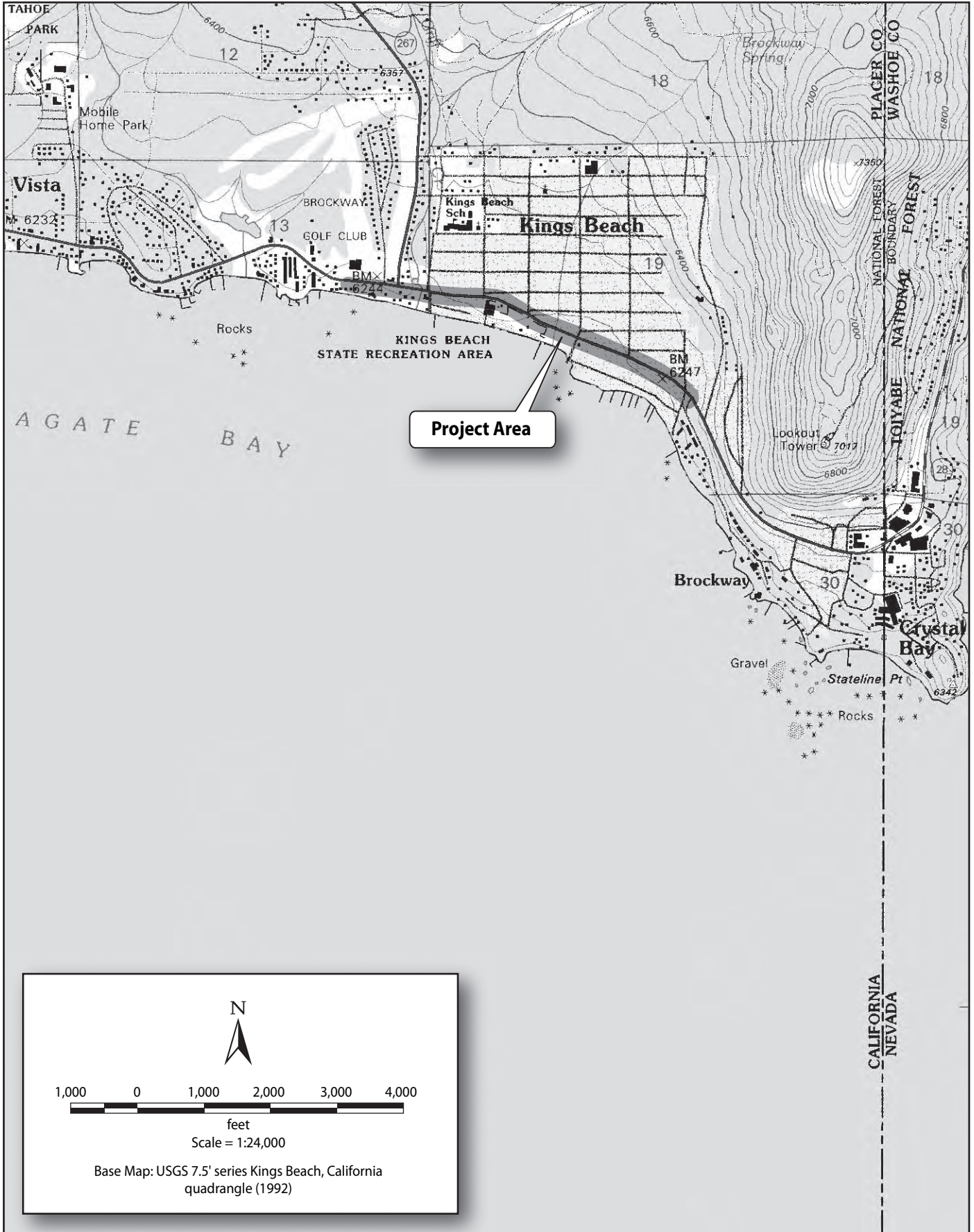
Alternative 3 would include the following.

- Two 3.3-m (11-ft) traffic lanes in each direction.
- Traffic signals at SR 267, Bear Street, and Coon Street.
- Left-turn lanes at SR 267, Bear Street, Fox Street, Coon Street, and Chipmunk Street.
- A 1.5-m (5-ft) bike lane in each direction.
- A 2.4-m (8-ft) parking lane in each direction as in Alternative 2.
- A 1.7-m (5.6-ft) sidewalk/landscape area in each direction.
- Pedestrian crossings at SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street. Only crossings at SR 267, Bear, and Coon would be controlled with signals.



05045.05 CIA (12-05)

**Figure 2-1**  
**Regional Location**



05045.05 CIA (12-05)

Improvements are included under Alternative 3 for pedestrian and bicycle access, bus stops, and parking. Under Alternative 3, SR 28 would remain a four-lane cross section roadway with two 3.3-m (11-ft) traffic lanes for the eastbound and westbound directions until just east of the Fox Street intersection. Between the Fox Street and Chipmunk Street intersections, SR 28 would become a three-lane roadway, with one traffic lane for each direction and a two-way-left-turn lane. Traffic signals would be installed at SR 267, Bear Street, and Coon Street. Left turn lanes, which are based upon traffic volumes, would be provided at SR 267, Bear Street, Fox Street, Coon Street, and Chipmunk Street. A 1.5-m (5-ft) bike lane and 2.4-m (8-ft) parking lane would be created in each direction. Along the roadway, a 1.7-m (5.6-ft) sidewalk would be installed on both sides of SR 28. Enhanced and clearly marked pedestrian crossings at each intersection (SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street) also would be included as part of this alternative. The narrow right of way width of 24.4 m (80.1 ft) would restrict the travel lanes to 3.3 m (11 ft) and the sidewalks to 1.7 m (5.6 ft) on each side.

#### **Alternative 4 (Sheets 14 through 20)**

Alternative 4 would include the following.

- A single 3.6-m (12-ft) traffic lane for each direction as in Alternative 2.
- A single 3.6-m (12-ft) dual-access center turn lane as in Alternative 2.
- No on-street parking on SR 28.
- Off-street parking provided with side street parking and newly constructed parking lots.
- A 1.5-m (5-ft) bike lane in each direction.
- A 5.3-m (17.4-ft) sidewalk landscape area in each direction.
- Roundabout at the intersection of SR 28/Bear Street as in Alternative 2.
- Roundabout at the intersection of SR 28/Coon Street as in Alternative 2.

Pedestrian crossings at SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street.

Alternative 4 is similar to Alternative 2 in that under this alternative, SR 28 would be modified from a four-lane cross section roadway to a three-lane cross section roadway. The significant difference from Alternative 2 is that parallel parking is not provided along the entire length of the project. Off-street parking would be provided for with side street parking and newly constructed parking lots to mitigate this loss. One 3.6-m (12-ft) traffic lane would be provided for the eastbound and westbound traffic, and a two-way-left-turn lane of the same width also would be included. Separate left-turn lanes would be provided at the SR 267 (except in the westbound direction) and Deer Street intersections. Along the roadway, a single 1.5-m (5-ft) bike lane would be created in each direction; however, on-street parking would not be included in this alternative. The width saved from parking spaces is incorporated into the sidewalks and planting area, making them 5.3 m (17.4 ft) wide on each side. Bus stop turnouts are provided under Alternative 4, and at these locations the sidewalk narrows to 2.9 m (9.5 ft). Two roundabouts would be created at the intersections of SR 28/Bear Street and SR 28/ Coon Street. Enhanced and clearly marked pedestrian crossings at each intersection (SR 267, Secline Street, Deer Street,



Bear Street, Coon Street, Fox Street, and Chipmunk Street) also would be included as part of this alternative.