



Proposed Action for William Kent Campground BMP Retrofit and Administrative Site Redevelopment

US Forest Service Pacific Southwest Region
Lake Tahoe Basin Management Unit
Placer County, California

Desired Condition

The desired condition at William Kent Campground, beach, and administrative site is to provide a high quality recreation setting and comply with established water quality protection Best Management Practices (BMPs). All developed amenities should meet current construction standards and provide universal access for persons with disabilities, consistent with Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) and the Architectural Barriers Act (ABA). Improvements to the stream channel are desired to reduce erosion and improve water quality. A new fire station and administrative space are desired to improve the fire response, visitor information services, and administrative presence on the west shore of Lake Tahoe and to provide appropriate facilities for these functions.

Background

The US Forest Service facilities at William Kent are located approximately one mile south of Sunnyside-Tahoe City on Hwy 89/W Lake Blvd, Section 24, Township 15N, Range 16E. The property covers 22 acres and consists of the William Kent Campground, the William Kent administrative site that currently contains the William Kent House and Garage, and the William Kent day use beach area. The administrative site is just west of the campground visitor check-in building on the north side of the campground road. Refer to **Figure 1** for the project area location.

The William Kent Campground is a US Forest Service recreation facility, managed by the Lake Tahoe Basin Management Unit (LTBMU), and operated under special use permit. The campground originally dates back to 1924, but the current infrastructure dates to the 1960's. The campground is bounded by private residences to the North, South, and West. Hwy 89 splits the campground and the beach facility. All facilities within the project area are owned by the US Forest Service.

Proposed actions associated with the redevelopment of the Administrative Site includes the decommissioning of the Meeks Bay Fire Station and the construction of a new



administrative facility that includes an engine station, offices for Forest Service employees, and a public information station at the William Kent Site.

Proposed Action

Improvements in Best Management Practices (BMPs) are proposed to bring the William Kent Campground, William Kent beach, and William Kent administrative site into compliance with water quality protection and accessibility requirements. This includes implementation of water quality protection BMPs where appropriate to reduce stormwater runoff volume, reduce peak flow levels, reduce the amount of sediment and pollutants reaching Lake Tahoe, as well as to provide for universal accessibility consistent with the Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) and Architectural Barriers Act (ABA).

Campground and Beach Facilities:

This project will occur in two Phases. Phase I utilizes the existing campground configuration, but removes a major portion of asphalt that lies within the Stream Environment Zone (SEZ) and restores a large section of the stream channel. Phase II involves reconfiguring the entire campsite to be outside of the SEZ and redeveloping the beach site to daylight the stormwater pipe.

Phase I (See Figure 1):

- Remove approximately 80% of the paved surfaces within the SEZ totaling approximately 36,700 square feet of asphalt removed.
- Construct a minimal amount of new roadway surface outside of the SEZ to maintain the vehicular circulation pattern and to create new spurs and yurt sites to offset the loss of the campground spurs from the SEZ.
- Construct all new spurs to meet FSORAG accessibility requirements; 16' wide by approximately 40' long.
- Widen the existing road in locations where turning radii are not wide enough to accommodate large vehicles and emergency vehicles.
- Reduce campground spurs from 95 to 92 sites in Phase I.
- Relocate the entry kiosk to within the campground to ease congestion near the Hwy 89 intersection. The existing kiosk will be decommissioned or repurposed elsewhere.
- Relocate the RV dump site to an area that is not within the SEZ and allows for easier vehicular circulation.
- Retain existing restrooms and water system.
- Construct small infiltration basins and vegetated swales along the roadways and in areas where water flows from paved surfaces into the SEZ to prevent any campground pavement runoff from contributing to the water volume of the stream.
- Restore and re-contour the SEZ and stream channel in areas where the paved surfaces are removed to permit the water to spread out over the SEZ and allow for infiltration and to reduce the flow volume and velocity.

- Plant native vegetation in eroded and disturbed areas.
- Stabilize slopes in the campground with boulder placement and revegetation where needed.
- Stabilize the beach slope with boulder or log terraces where needed.
- Replace the signage along Hwy 89 and in the campground to improve wayfinding for vehicles and pedestrians.
- Install electrical hookups in the eastern campground loop.

Phase II (See Figure 3):

- Bring all facilities within the campground up to FSORAG and ABA accessibility guidelines.
- Remove and reconfigure all paved surfaces (with the exception of the roadways added in Phase I) into four one-way loops connected to a two-way spine for a total of 81 campsites.
- Relocate the entry kiosk to the two-way road to allow for drive-up traffic on both sides.
- Install electrical hook-ups to the middle loop and yurt loop.
- Construct the two eastern loops to have 16' wide by 60' long spurs to accommodate large vehicles and tow-behind trailers.
- Create the third loop from the entrance to be primarily a yurt loop. The loop allows for drop off of supplies and then the vehicles are parked in the designated spaces along the main road, with the exception of two sites that have accessible parking spaces adjacent to the yurts.
- Construct the far western non-utility loop to have 16' wide by 40' long spurs.
- Remove the six existing restrooms and replace with four accessible shower/bathroom facilities, one serving each loop.
- Relocate the waste dump station to high capability land.
- Widen the campground entrance road at the Hwy 89 intersection to allow for a designated emergency vehicle lane.
- Create overflow parking on high capability lands outside the SEZ.
- Create an accessible pathway from the beach parking to the waterfront.
- Daylight the stormwater pipe on the beach and stabilize the beach slope.
- Reconfigure and restore the stream and SEZ in the areas where additional pavement is removed.
- Reduce the stream crossings from 8 to 2 and the paved surfaces are removed from 95% of the SEZ in the campground area.

Administrative Site (See Figure 3):

A new fire station/administrative building and associated parking are proposed on the site of the William Kent House and Garage. The preliminary proposal includes a fire station with an administrative office to serve the north and west shores of Lake Tahoe. This fire station would replace the engine station at Meeks Bay, and would also provide an administrative presence for the LTBMU in this

area of the basin. The existing William Kent house and garage are proposed to be decommissioned. The fire station and barracks at Meeks Bay would be decommissioned or repurposed for use at the Meeks Bay Resort. BMPs and measures to improve vehicular circulation would then be installed on the former engine station site.

- Administrative building will contain two bays for a Type III fire engine, offices for the fire personnel, a kitchen and meeting area, bathrooms and showers, office space for other forest service employees, and a public entrance area for visitors.
- Design of the building is to be similar to the USFS Spooner Fire Station on Hwy 50 on the east side of Lake Tahoe.
- Administrative facility parking lot would have room for six spaces dedicated to the fire crew, eight spaces for office employees, and four spaces for public visitors, including two accessible spaces.
- Operation of the facility would occur 365 days a year. The standard hours of fire station operation are between the hours of 9:00am and 6:30pm.

Existing Conditions

The William Kent house was built in 1935 and it is believed that the garage was constructed around that time as well. It was determined that both structures are not eligible for inclusion in the National Register of Historic Places. Both structures are not candidates for renovation due to the lack of adequate structural integrity, the extent of deferred maintenance, and the challenge involved in reconstruction to make them accessible to people with disabilities.

The engine station at Meeks Bay, as described in the 2003 *Meeks Bay Resort Campground Rehabilitation Project* Decision Memo, will be replaced to alleviate health, safety, and accessibility problems. The Decision Memo describes replacing the engine station on the same site. The site is extremely small and will allow for very little parking and maneuverability, as well as provide for little capacity for adaptability in the future. The site does not have a year-round water source, which limits the use of the facility during winter months. Also, the function of the engine station in that location is redundant due to the presence of a Meeks Bay Fire Protection District Engine Station less than 1500 feet to the south on Hwy 89.

Recent analysis concluded that the Meeks Bay site is not the optimal location for an engine station or barracks. If the engine station is moved, there is no need for barracks for fire personnel, and the location and seasonality of the barracks are not well suited to serve other LTBMU employees. The regional checklist was followed for the demolition of buildings that have reached the end of their design life. Feasibility of repurposing is currently being studied.

The William Kent Campground was originally constructed in 1924. The current road and camping spur design was implemented in 1963 with 95 spurs. Six flush toilet restroom facilities were constructed in 1969. No major upgrades to the facilities have occurred since then. The restroom facilities have structural health and safety concerns, and also do not meet Forest Service accessibility standards. The camping spurs do not meet Forest Service accessibility guidelines. The small paved footprint of the camping spurs has led to off-pavement vehicular traffic and parking in areas where physical barriers are not present. Destruction of vegetation, soil compaction and erosion has resulted. The small turning radii, counterintuitive circulation patterns and poor wayfinding mechanisms on the site often result in vehicles driving the wrong way on the one way roads, traffic congestion, and damage to trees along the roads.

A small visitor center/campground check-in sits at the entrance to the campground. The only parking for the structure is a pull-off for short term parking on the main campground access road. Once the pull-off becomes full, parking along the road edges occurs, which causes erosion, vegetation destruction, and vehicle stacking. The path to the kiosk does not meet Forest Service accessibility guidelines.

William Kent Beach has approximately 150 linear feet of pebble shoreline. It is one of the few public beaches on the western shore of Lake Tahoe. The parking lot has 9 parking spaces that are almost always full during the summer and fall months. The elevation change along the beach occurs rapidly, resulting in a steep slope that is not accessible and readily erodes directly into the lake. A stormwater pipe discharges onto the steep beach slope and the water then flows into Lake Tahoe. The outflow path below the pipes and the wall supporting the pipes has been almost completely undermined by erosion.

The stormwater pipe collects the water from an ephemeral stream channel that runs through the campground. The area surrounding the channel is classified as a stream environment zone (SEZ). The stream is fed via two stormwater channels that collect water from the neighborhoods to the north and west of the site. The resulting stream is highly disturbed and channelized.

Purpose and Need:

The purpose of the project is to improve water quality and stream zone function, enhance the recreational experience, improve fire response on the West and North shores, and address health and safety issues at the William Kent campground and administrative facility

There is a need to improve stormwater infiltration and increase water quality due to conditions such as:

- Coverage and compaction within the SEZ and low capability soils.
- Less than optimal stormwater controls due to absence of BMPs to capture and infiltrate stormwater.
- Untreated storm water outflow at the William Kent Beach.

There is a need to improve the recreation experience and accessibility of the site due to:

- Absence of efficiently designed FSORAG compliant campsites and amenities.
- Inadequate facility location identification and sense of entry.
- Need for better privacy and screening within the campground facility.
- Inadequate or sub-optimal range of camping experiences, such as with yurt units, showers in the restrooms, and electric utility hook-up sites.
- Inadequate safe and efficient pedestrian and vehicular circulation within the campground and connecting to the beach site.
- Less than desirable visual character of the site.

There is a need to improve the condition of Forest Service facilities relating to health and safety codes due to:

- The William Kent Estate house and garage is identified for removal in the 2004 Facilities Master Plan.
- The Meeks Bay Engine Station and barracks are no longer adequate for the size and mission of the fire engine module.
- There is no accessible administrative building and fire station that meets the function and needs of the LTBMU on the North and/or West shores.
- The six restroom facilities in the campground are not upgraded to current standards.
- The campground check-in kiosk is not efficiently located.
- Fire response to the north and west shores of Lake Tahoe is not optimized due to current location of facility.

Decision Framework

The LTBMU Forest Supervisor will decide whether to implement the William Kent Campground BMP Retrofit and Administrative Site Redevelopment project and amend the special use permit to reflect changes as proposed, whether to implement an alternate proposal, or whether to take no action at this time. This decision would only affect National Forest System lands. Coordination and permitting through CalTrans would be required to implement changes within the Highway 89 Right-of-Way.

The Forest Supervisor expects to make a decision on the project in early summer 2011. Implementation of phase I campground and beach BMPs could begin as early as September 2011. The administrative site redevelopment could begin in 2012. Depending on construction funding, implementation is anticipated to be completed by 2013.

Project Design Features:

Recreation and Access

- The existing kiosk would not be removed until the new kiosk is installed and vehicular access is available.

- Safety buffers would be provided around the construction site (i.e. signing and temporary fencing).
- Hazard trees (i.e. those with sufficient height to reach a road or campsite) would be identified and removed as necessary as part of the project.
- Existing bathrooms would remain in operation until the new bathroom facilities are opened and accessible.

Scenic Resources

- New building facilities would be designed to blend with and enhance the existing landscape through the use of native materials and neutral colors. The design will be consistent with the USFS Built Environment Image Guide.
- Removal of large trees would be minimized to maintain the natural character of the site.

Heritage Resources

- If any previously unrecorded cultural resources are discovered during project monitoring or project construction, all project-related activities would cease immediately in the vicinity of such discoveries, the Forest Service would begin the consultation process, as outlined in Section 800.13 of the Advisory Council on Historic Preservation regulations “Protection of Historic Properties” (36 CFR Part 800).

Soil and Ground Disturbance

- Project activities would occur within the TRPA grading ordinance season (May 01 - October 15). If grading or movement outside of this window becomes necessary (i.e. to finish BMP’s, etc.) a standard grading exemption permit request would be submitted to TRPA and LWQCB for approval. During periods of inclement weather, operations would be shut down until conditions are sufficiently dry and stable to allow construction to continue without the threat of substantial erosion, sedimentation, or offsite sediment transport.
- Erosion control and prevention of sediment transport for this project would be implemented in accordance with; *USDA, Water Quality Management for Forest System Lands in California -Best Management Practices* (USDA 2000).
- Provision for hazardous materials spill kits would be included in the contract specifications.
- Staging of materials and equipment would be limited to existing disturbed areas outside the SEZ (where soil is already compacted and vegetation has been cleared). Following project completion, any areas used for staging and not intended for continued vehicular use would be tilled, seeded, and mulched.

- Rock, soil and other earthen material, removed during grading operations, may be stockpiled and used for construction activities. Consistent with BMP requirements, measures would be employed that prevent stockpiled material from entering the stream channel or otherwise adversely affecting ground water, such as with the use of fiber logs, covering with tarps, etc.
- Riparian/stream/SEZ and soil restoration activities would be developed where appropriate. These actions could include restoring roads or trails inside or adjacent to SEZs and restoring stream bed and banks to promote additional riparian habitat establishment and increased hydrologic function. Appropriate restoration actions, methods, locations, and amount would be developed based on the types and magnitude of disturbance within the SEZ, as well as site-specific and watershed-level opportunities and constraints for SEZ enhancement.
- Infiltration basins and vegetated swales would be installed to intercept stormwater flowing from the campground into the SEZ. BMPs would be designed for the 1 inch 1 hour event, and the 2 inch 24 hour rainfall event.

Botany/Non-Native Invasive Plant Species

- Surveys of sensitive plants have already been conducted and no sensitive species were found, however existing surveys expire in July 2011. New TES surveys are planned for FY11 prior to implementation. If any sensitive plants or special interest plants are found they would be flagged and avoided.
- Include non-native invasive species prevention measures in project contract. The noxious weed coordinator would be consulted for clause terminology (found in the LTBMU noxious weeds risk assessment).
- All construction and earth-moving equipment would be sanitized free of non-native invasive plant species before moving into the project area. Equipment would be considered free of non-native invasive plant species when visual inspection by the Contracting Officer's Representative does not reveal soil, seeds, plant material, or other such debris.
- Equipment would be cleaned prior to moving to other National Forest System lands.
- All gravel, fill, or other materials would be required to be weed-free. Obtain certified weed-free materials from gravel pits and fill sources that have been certified weed free or have been surveyed and approved by the LTBMU Forest Botanist.
- All mulches would be weed free.
- Staging areas for equipment, materials, or crews would not be situated in areas infested by non-native invasive species. Areas containing non-native invasive species would be "flagged and avoided" before implementation.

- Cheatgrass infestations affected by project activities would be treated and covered with weed matting prior to and during project implementation. Treatment may include chemical or hand methods, depending on the size of the infestation (see 2010 TIPS EA).
 - Staging areas for equipment, materials, or crews will be designated in parking lot areas away from cheatgrass and noxious weed infestations.
- Disturbed areas will be revegetated with weed free native seed mix approved by LTBMU Forest Botanist or a professional appointed by the Forest Botanist who has knowledge on local flora.
- After the project is completed, all disturbed project areas will be monitored for 3 years to ensure non-native invasive species do not spread and additional non-native invasive species do not become established in areas affected by the project.

Wildlife

- No limited operating periods currently apply to this project. If special status wildlife species are detected in the project vicinity, limited operating periods would be implemented as determined by the project biologist (LTBMU FP standards and guidelines page IV-10, IV-27, IV-90, Forest Order 19-86-99; SNFPA 2004 standards and guidelines 57, 62, 76, 77, 78, 79, 83, 85, 88; TRPA Code of Ordinances, Chapter 78).
- Currently, no northern goshawk or California spotted owl PACs occur within the project area. Any sightings of threatened, endangered, candidate, sensitive, management indicator, or special interest species would be reported to the project biologist. Nests, dens, and sensitive plants would be protected with flagging, fencing, or limited operating periods in accordance with management direction in the Lake Tahoe Basin Management Unit Forest Plan as amended. Species identification, known locations, and protection procedures for both plants and animals would be brought up during a pre-construction meeting.
- Minimize the removal of larger trees as required for an efficient road system. Species preference for retention would be given to large cedars, then pines, and finally to firs. Structural preference would be given to live trees with spreading branch structure, large diameter broken tops, or cavities in the bole for wildlife habitat (LTBMU FP IV-26.1, SNFPA 51.11).
- Snags would be retained for wildlife unless deemed a hazard tree according to the Region 5 Hazard Tree Protocol.
- Retain existing logs, or create down logs for a desired density of 5 logs per acre in forested upland, and 10 logs per acre in the stream environment zone. Preference would be given to snags that have to be felled for public safety, then to the largest logs available in a variety of decay stages for wildlife habitat (LTBMU FP IV-26, LTBMU FP IV-39, SNFPA 51.10, TRPA 78.2D).
- Use bear-proof garbage dumpsters or remove all trash associated with the project daily.

- Ground and vegetation disturbance would be minimized during implementation of the proposed action to avoid or minimize loss of native vegetation and disturbance to terrestrial wildlife habitat.

Engineering

- Building construction would incorporate “green” sustainable construction features to the extent possible (i.e. sourcing sustainably produced or local materials, utilizing passive solar, integrating energy-saving technologies, etc).
- Paved surfaces around structures that do not require vehicular circulation would be designed with porous paving systems or gravel where allowable to enhance infiltration of stormwater.
- Building structures would have roofline drip trenches or other BMPs to catch and slow stormwater flowing from the roof.

Monitoring

The following is a preliminary list of monitoring items that would be carried forward as a part of the project implementation.

1. The William Kent Campground BMP Retrofit and Administrative Site Renovation project would be included in the pool of projects for random BMP evaluations under the Best Management Practices Evaluation Program (BMPEP) program. Each year the LTBMU completes evaluations for the BMPEP as part of the Pacific Southwest Region’s effort to evaluate the implementation and effectiveness of BMPs created for protecting soil and water resources associated with Forest Service management activities.
2. Monitoring to ensure that all contract items including temporary BMPs, design features, and permit requirements are being followed, will be provided by the Forest Service Contracting Officer’s Representative following protocols established for public works contract administration.

Figure 1:

