



Lake Tahoe Shoreline Plan

01 Scope

Last Updated 11.21.2016

Brief Description

The Shoreline Plan needs a defined scope to focus work efforts and complete the planning process by the end of 2018 (within the existing Governors' administrations for both states).

Action Item	Date	Name
TRPA Regional Plan Implementation Committee votes in support of Scope	Done 11.16.2016	RPIC

Policy Considerations

The Shoreline Plan scope of work will focus on structures (marinas, piers, buoys, and boat ramps) to support water-dependent recreation within the shoreline and effective resource management to ensure threshold attainment. The geographic area for planning purposes would include the backshore, foreshore, and nearshore, although consideration may be given to issues within the lakezone as needed to address structures (Figure 1). The planning effort will result in new goals and policies in TRPA's Regional Plan and regulations in the TRPA Code aimed at enhancing recreation and protecting the 72-miles of Lake Tahoe's shoreline.

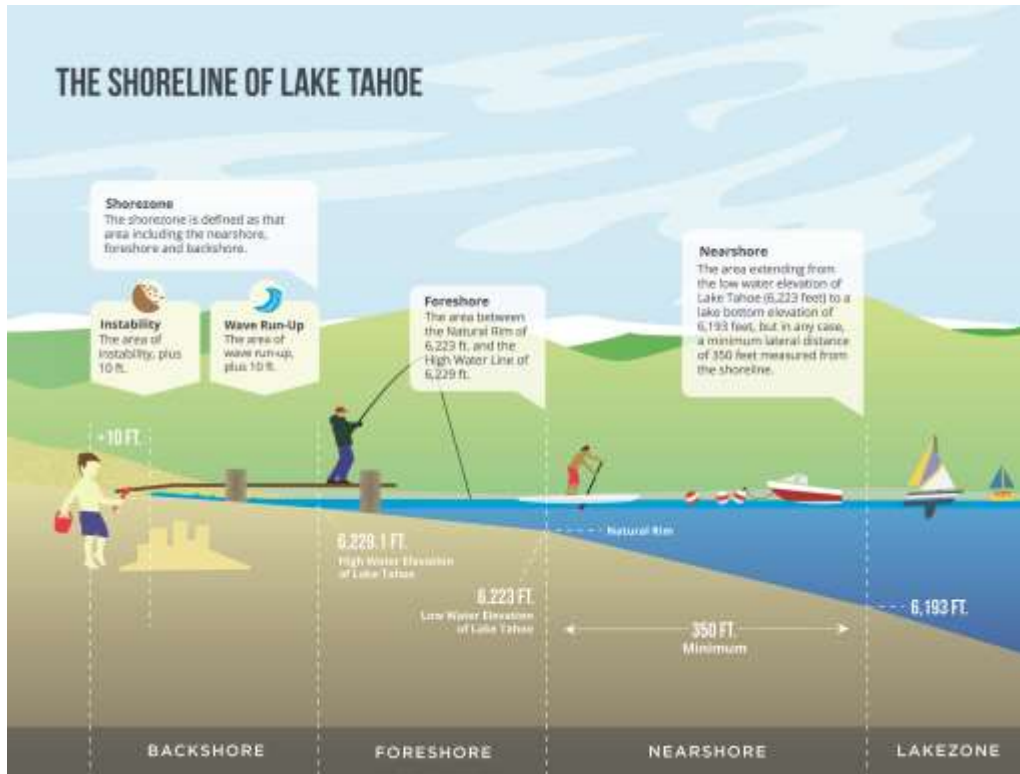


Figure 1: The Shoreline of Lake Tahoe

Shoreline Plan Scope

Boat Moorings

All forms of public and private boat moorings including buoys, buoy fields, lifts, and slips.

Boat Ramps

All forms of public and private boat ramps within and outside of marinas.

Marinas

Existing and planned capacity for boating access structures at the 14 marinas located on Lake Tahoe, 12 in California and two in Nevada.

Tahoe Keys

Clarification on what is happening in the Tahoe Keys: 1) an inventory of boating structures, 2) the amount of boating capacity, 3) roles and responsibilities of the five entities that own portions of the Tahoe Keys, and 4) the rules and regulations.

Boating, Motorized and Non-Motorized

Lake access for boats which need associated structure to safely and effectively launch.

Pier Structures

Public and private piers used for boat mooring and launching, as well as passive shoreline access and use activities such as swimming, fishing, and viewing. Private piers include both single-use and multiple-use structures.

Concessions

Concession uses, structures and activities located within the shoreline will be addressed in the Shoreline Plan. Concession structures that occur in the upland area will not be regulated through the Shoreline Plan.

Streamline Permitting

Strategies for coordinating and streamlining shoreline permitting among the multiple permitting agencies.

Low Lake Level Adaptation

Strategies for adapting lake access to low Lake levels, including but not limited to new dredging (evaluate TRPA's requirement that new dredging must be found to be beneficial to existing shorezone conditions, water quality and clarity (TRPA Code, Section 84.15.3)), pier extensions/pier headline, buoy and buoy field relocations, the use of temporary structures in lieu of permanent options listed above and directing boats to marinas and other public ramps.

Green Infrastructure

Planning for infrastructure that will support environmental goals, such as charging stations for electric boats.

Tolerance Districts and Permissible Uses

TRPA guides development around the shoreline of Lake Tahoe through the use of eight shorezone tolerance districts which were developed based on an analysis of an areas tolerance or responsiveness to disturbance or change. Within the tolerance districts, TRPA also developed appropriate permissible uses for the shoreline depending upon the level of intensity of development authorized by the designated tolerance district classification. The tolerance districts and associated permissible uses are to be carried forward into the Shoreline Plan.

Related Policy Issues

Outside the Scope of the Shoreline Plan

The Shoreline Planning Initiative will not include, but will recognize the following planning efforts. These planning efforts will inform shoreline decision making:

Upland Uses/Structures

Upland areas will be addressed through more specific subsequent levels of planning – Marina Master Plans, Area Plans or specific project applications. Upland uses and structures include a wide breadth of issues, such as parking capacity at public beaches, concession and commercial space needs, retail uses, and other associated land use amenities. Upland facility development generally requires a detailed site-specific proposal and evaluation, and does not lend itself to lake-wide programmatic review.

Aquatic Invasive Species (AIS)

The Shoreline Planning Initiative will recognize the region's ongoing basin-wide program addressing AIS as governed and guided by the Lake Tahoe AIS Management Plan for CA and NV (www.trpa.org/wp-content/uploads/01_Updated_Lake-Tahoe-AIS-Management-Plan_Final_July-2014.pdf). The Shoreline Planning Initiative will use information on boating collected at AIS inspection stations.

Transportation

The Shoreline Planning Initiative will recognize and incorporate the region's ongoing transportation and transit programs with its multiplicity of existing and developing plans (the Regional Transportation Plan (RTP); modal plans for transit, trails, and technology; implementing Corridor Plans; and local government Area Plans). These transportation plans will address public transit improvements, bike/pedestrian connections around Lake Tahoe and to/from the shoreline, as well as waterborne transit for the Lake Tahoe Region.

Nearshore Threshold and Policy Development

Compared with mid-lake water clarity, nearshore conditions and the science needed to explain nearshore ecosystem dynamics is an emerging area of scientific inquiry for the Region. The nearshore is defined as the area of the lake with a depth shallower than 30 feet or to a minimum width of 350 feet from the

shoreline (Lahontan RWQCB). A Nearshore Agency Working Group (TRPA, EPA, Lahontan RWQCB, and NDEP) is currently preparing a nearshore work plan, called the Nearshore Resource Allocation Plan (NRAP) to guide nearshore monitoring and coordination needed to understand and manage nearshore conditions. The nearshore research needed to answer all of the questions that could arise in the context of shoreline planning is unlikely to be fully available within the timeframe to complete a shoreline plan. Whatever timely information is available will be incorporated into the joint fact-finding process for shoreline planning and environmental impact documentation. But generally, the Nearshore Agency Working Group will be proceeding on a separate timeline and track from shoreline planning, looking at issues beyond the scope of the Shoreline Planning Initiative, such as stormwater runoff, coverage, fertilizer use, etc. Because the general public may have a difficult time differentiating between nearshore and shoreline planning topics, the project team is developing a strategy to discuss both in a public setting with recommendations for how to proceed with shoreline planning if desired nearshore science and information is not yet available.

Marina Master Plans

TRPA Code limits the expansion of marinas to ten new boat slips and ten new buoys until the adoption of a specific or master plan for the marina (Section 14.2.2). Three marinas have Master Plans (Tahoe Keys Marina, Tahoe City Marina, and Ski Run Marina). New or the updating of existing Master Plans that will result in increased boating capacity will not occur until new shoreline programmatic policies and implementing code are in place.

Public Health and Safety

Because permanent public health and safety access and egress to the Lake is time critical and an important public service need, TRPA staff is moving forward with public health and safety shoreline planning on an accelerated track. TRPA is planning to allow for designation of up to one Essential Public Safety Facility within each county-jurisdiction (El Dorado County, Placer County, Washoe County, and Douglas County), plus the U.S. Coast Guard Lake Tahoe Station, which is a second existing facility in Placer County. As in previous drought years, TRPA will allow first responder organizations to designate locations for temporary moorings for regional public safety purposes. The permanent locations of the designated Essential Public Safety Facilities can be an existing facility, such as a marina, pier, or buoy, or a site where a new pier could be constructed pursuant

to TRPA Code. Project applications and any necessary Code amendments will be processed consistent with this framework.

Other Lakes in the Tahoe Basin

Developing a comprehensive access plan for Lake Tahoe will be the focus of the Shoreline Planning Initiative. The Policies and Code developed for Lake Tahoe may be used as guidelines for other lakes in the Tahoe Region upon completion of the Shoreline Plan for Lake Tahoe.