

Shoreline Plan Public Comment

Public comment submitted on the Shoreline Plan from shorelineplan.org or provided at local organizational briefings as of November 2, 2016.



Date	Name/Organization	Comment Summary
6/13/2016	Rudd Davis, SF Seaplane Adventures	Interested in ensuring seaplane operations/landings are allowed in the Shoreline Plan.
7/8/2016	Ellie Waller	Permits for recreational rentals on the beach should be addressed in the shoreline plan. It's NOT ok for concessions to block access and create scenic blight and private amenities like Martis Camp Beach Shack (and Ritz Beach Pavilion soon) need to follow the scenic rules for signage, use of public lands, etc.
7/26/2016 & 10/27/2016	Judi Allen	<p>It is VERY IMPORTANT to address the issue of shoreline PUBLIC access. I am from Hawaii where beach access is available to all on all beaches via public access trails from the streets. I am very dismayed that recently, the Tahoe Keys Association installed a wrought-iron fence with a locked gate (for key access to Keys homeowners/tenants only) at the beach next to their homeowners office & facility! We used to go to the beach there because it was safe for kids, quiet, etc. Also, at the Lakeshore Beach between Stateline Ave & the Marina - the beach is totally locked off to the public! This is ridiculous! This needs to change. Check the laws in Hawaii regarding public beach access. Even the beach-front hotels must let the public on the beach!</p> <p>AND</p> <p>One issue that bothers me greatly is that some areas of shoreline are gated off, preventing the public use of the shoreline. One such area is the beach area between Stateline and I think it is Park, in South Lake Tahoe. It is fenced off and one needs a pass from the hotels or special homeowners to be able to access this beach. This is not right!</p>

		I am originally from Hawaii where the public has access to all beaches - even the ones in front of the fancy hotels! There are no passes or charges needed. We need to make our Lake Tahoe Shoreline accessible to all - not just the privileged!
7/28/2016 & 8/5/2016	Steven Smith	Create 3 places (Sugar Pine State Park, Bliss State Park, and Secret Harbor) where there are 1,200 no wake zones for non-motorized boaters to enjoy the lake. Mark using smart buoys (e-mails attached).
8/2/2016	Cindy Donaldson, Vacation Rentals Made Easy	Provide dog access (e-mail attached).
8/5/2016	Deb Howard, Relator	Will shoreline planning look at stormwater issues, say leaky, outdated stormwater conveyance pipes near the shoreline? Will shoreline planning look at aquatic invasive species issues, say at marinas? Will shoreline planning include Fallen Leaf Lake? (provided at a shoreline briefing)
8/15/2016	Paul Palk	The Tahoe Keys POA denies all access to (what they call) is a private beach including the waterline. Is this legal? Has anyone challenged this? Are there any attorneys willing to file lawsuits against the POA?
8/15/2016	Dr. Boris & Mindy Lokshin	Consider having one day a week, like Monday, be a low speed water day. It is very loud, choppy and unsafe for small watercrafts on weekends due to overwhelming large speed boats. So many people would enjoy the quiet recreation that is also safe for the lake. Just one day a week let the lake rest, after busy weekend. 5 or 10 mph speed limit would be perfect for most sailboats, kayaks, padding, or just slow motoring.
8/29/2016 & 9/22/2016	Madonna Dunbar, Tahoe Water Supplies Association	Concerned with development and potential contamination from nearshore development, impacts from boating (especially buoy fields which are encroaching on intake infrastructure and fuel spills), AIS management issues in Tahoe and Tahoe Keys and human water

		contact recreational bacterial/viral potential contamination (letter attached).
9/19/2016	Devin Middlebrook, on behalf of Tahoe Basin Project	There is an interest in allowing for a floating science educational watercraft on Lake Tahoe.
9/29/2016	Arnold Finn, President, Global Dock & Marina Systems	Recommends using Blue Docks (letter attached).
10/13/2016	Damon Spitzer	I manage the pier and buoy field at Stillwater Cove in Crystal Bay. I am wondering about new regulations regarding lights on mooring buoys. Will lights be required on all buoys around the lake? If so, when will these regulations come into affect? If you have any literature on this, could you send it my way?
10/19/2016	Pam Emmerich, North Tahoe Public Utility District	There should be some sort of deadline for getting boats out of the water or some sort of restrictions on buoys around water intakes because two boats recently sank near the Tahoe Vista water intake, resulting in fuel/oil spills near the intake that caused the intake to be shut down for cleanup, and this is common every fall/winter as winds and waves pick up. Also, not clear on who to go to for enforcement issues of this nature.
10/28/2016	Jon Krauss	I went to the October meeting and I have to admit, didn't feel that it was a good use of my time for the following reasons. 1. The TRPA was represented by staff that were well meaning but woefully unfamiliar with the shoreline issues or for that matter, even the terminology. The staff members that are familiar with shoreline issues were not present. 2. Quite a few of the public showed up with interest in pressing projects that they wanted. Although these issues may have been recorded on the scribble sheet table cloths, I doubt if the will go any further than that. 3. I have to admit that I left the meeting with the distinct feeling that it was a show of "good faith" rather than an attempt to bring in views that differ from the

		<p>"stakeholder groups". A major contributor to this is #1, above.</p> <p>I consider my time valuable, even during the off-hours. I deal with the TRPA on a regular basis as well as many of the other regulatory agencies. I can't attend the second meeting if it's going to be a rehash of the one I attended.</p>
Summer/Fall	Local organizational briefings	<ul style="list-style-type: none"> • Concerns raised with how HOA buoy fields will be regulated under the Shoreline Plan. • Concerns raised with illegal buoys and the need for better enforcement. • Interest in more signage showing where the public can access the lake.

Brandy McMahon

From: Steven Smith <ssmith5250@hotmail.com>
Sent: Thursday, July 28, 2016 2:02 PM
To: Brandy McMahon
Subject: Proposal for "Quiet Zones" at Lake Tahoe Shore Zone

Hi Brandy,

I am a 34 year resident of the Lake Tahoe area and an avid boater, kayaker, paddle boarder and swimmer.

It has become clear to me over the years that there are several great places to swim, kayak and paddle board. These places have become very popular with the public, as well, for these types of activities. Three particular areas do stand out, in this regard, and they are:

- 1) Sugar Pine Point State Park
- 2) Bliss State Park
- 3) Secret Harbor area

However, I have also noted that there is increasing user conflict between people recreating in the waters of these areas (doing such activities as swimming, paddle boarding and kayaking) with power boats who do not slow down or respect the 600 foot no wake zone. I have seen swimmers almost run over by power boaters and have seen many people learning to paddle board knocked off their boards by very large wakes. I have also seen jet skis circling near shore at high speed creating large wakes and endangering nearby swimmers and other non-motorized water recreationalists.

I have contacted all the enforcing agencies (USCG, TRPA, Sheriff's Offices, State Park Personal) in regards to these problems and they all acknowledge to me that there really IS a BIG problem, but none of them have the enforcement resources to truly control the illegal or dangerous activity. They do their best, but it is certainly impossible to put any significant dent in the activities described above.

That got me thinking: Maybe it would be a good idea to create 3 "Quiet Zones" at the above listed 3 locations where people could recreate safely and without a lot of undue boating traffic or wakes.

There is NO place in the entire 72 miles shore zone where people can safely recreate in peace and safety.....this seems absurd if you think about it.

My idea of these "quiet zones" is kind of like a small wilderness area in the lake but boating would not be prohibited in these zones, just highly regulated with large fines for offenders. These would be areas of NO WAKE for 1200 feet from shore and a 5 mph speed limit for all craft operating within the zone.

So, since we can not truly and realistically enforce the 600 foot no wake zone in the lake (according to ALL the enforcement agencies that I spoke with), can we at least create 3 safe quiet zones which ARE in fact enforceable?

Here is how this can be done: "Smart Buoys" with teeth!

Smart buoys would be placed every 300 feet along the perimeter of these safe, quiet zones (out to 1200 feet from shore) and these buoys would have solar panels with batteries operating night lights, small 360 degree cameras and maybe even decibel meters. This would generate real time data that could be observed and/or recorded for later scanning. Boats found inside the quiet/safe zone would be ticketed heavily for violating speed or wake rules. This would certainly pay for the buoys within the first 2-3 years of use.

My proposal would allow just 3 safe places on the lake to exist for those wanting some peace and quiet, allow enforcement of the rules within these zones, and also pay for itself in a few years. It would be a win-win for everybody on the lake, but especially the increasing numbers of people who are looking to enjoy a safe, sane quiet day swimming, paddle boarding or kayaking without wakes and fast boats creating safety hazards.

This proposal could be woven into the fabric of an over-all, all encompassing, shore zone plan so that it seamlessly blends in with the rest of the master plan. If we do not do now, the proposal becomes more difficult in the future to implement and will lead to more and more lake user conflict and potential for injury.

Thanks for your consideration of my idea.

Please let me know if you have received this email!

Take care,

Steve Smith
530-277-9373

Brandy McMahon

From: Steven Smith <ssmith5250@hotmail.com>
Sent: Friday, August 05, 2016 1:45 PM
To: Brandy McMahon; Rebecca Cremeen; Joanne Marchetta
Cc: Steve Sweet; Kenneth Kasman; Nick Haven; Kimberly Caringer; Harold Singer
Subject: RE: Proposal for "Quiet Zones" at Lake Tahoe Shore Zone

Hi Brandy and Rebecca, and all TRPA Directors and Staff, and other Interested Parties,

It was nice meeting with you the other day at the TRPA meeting at your offices in South Lake Tahoe (8/3/16). Thanks much for listening to my concerns. As a 30 year Tahoe resident who is an avid boater, kayaker and SUP user I would like to add just 3 ideas that might help solve the problems at hand:

I think that many Tahoe boating issues and user conflicts could simply be addressed by a 1200 foot "no wake" zone, with this zone demarcated clearly by large yellow buoys which are well lit at night by solar lights. The buoys could be labeled "1200 foot No Wake Zone" so people really knew what they meant and what the rules were. These buoys could be placed every mile and so only about 70 total buoys would be needed.....buoys and solar lights would not be overly expensive.

(It should be noted that the current 600 foot "no wake zone" is not very effective for the most part and this is due to 2 reasons: 1) There is no way for boaters to accurately judge this distance....some feel that they are at 600 feet out when they are really 200 feet out from the shore zone. 2) With today's high powered boats specifically, designed for maximum wake production, a very large wake is produced to allow wake surfing/boarding and this easily propagates to the shore with very little loss of energy.)

I think that the real problem is not so much enforcement (or lack thereof), but that boaters really do not know the rules, and those that do know the rules can not truly judge what is 600 feet from the shore. So, these 70 buoys might just be all that is needed to keep non-motorized users safe AND cut down on noise heard at the shore zone AND prevent re-deposition of shoreline sediments into the water.....This is a 3 way triple win situation and all for a reasonable cost.

An added benefit of these buoys is that they could be numbered and a corresponding numbered map could be issued to all boaters so that navigation around the lake could be greatly enhanced. I understand that USCG "buy-in" of this idea might be difficult because they may see these buoys as a "navigation hazard", however if well marked and well lit at night, this should be a trivial concern. Also, if they actually aid in navigation, this potential hazard would certainly be outweighed by the added benefit of fewer lost boaters demanding help from the USCG.

One other point I would like to make is this: There are effective TRPA rules regarding noise levels on the lake and I think that these noise thresholds should be strictly applied and tested on all boats that have over 500 horse power engines. These are mainly the "off-shore racing type cigarette boats" and they create that extremely loud, and unpleasant, roar that echoes in a horrendous way throughout the entire lake. Yes, people have the right to have fast boats on the lake, but no, they do not have the right to disturb hundreds of other people on the lake trying to enjoy a quiet day while soaking up the pristine beauty of the lake environment. A reasonable balance needs to be struck and, so far, there is no reasonable balance.

Reference: <http://www.trpa.org/wp-content/uploads/Chapter-68.pdf>

My final thought is this: The "direct injection 2 stroke engines" need to be banned from the lake. The reason is that they produce 10 times the hydrocarbon pollution when compared to a similar HP rated 4 stroke engine. So, having 1000 direct Injection jet skis on the lake produces as much pollution as 10,000 4 stroke jet skis. With the increasing use of the lake and the increasing popularity of these jet skis, why not be proactive and stop this excess pollution before it shows up as a major problem in 5 years via some study of water pollution? Why not be logical and pro-active in protecting the lake instead of protecting the 2 stroke direct Injection industry. I really think the lake deserves priority over 2 strike engine manufacturers!

Reference: "Even the latest direct fuel-injected two-stroke motors emit 10 times as many hydrocarbons as four-strokes." <http://www.kimointernational.org/WebData/Files/RESL102D.pdf>

Please think about the above 3 suggestion, and it would be great to hear any feedback regarding these thoughts. I will hopefully see you at the next meeting. Tahoe is WORTH saving and I am happy to participate in this very necessary work.

Take care for now and thanks again for considering the above ideas,

Sincerely,

Steve Smith
Tahoe Resident

Brandy McMahon

From: Cindy Donaldson <cindy@vacasa.com>
Sent: Tuesday, August 02, 2016 9:53 AM
To: Brandy McMahon; Rebecca Cremeen
Cc: Christina (Christie) Dille
Subject: Comments on Shoreline Plan

Good morning,

I very much enjoyed hearing the TRPA presentation this morning in Tahoe City. I offer these comments as a businessperson and local homeowner.

My company offers vacation rentals to the public, and many of our guests choose to stay with us so that they can bring their canine family members on vacation with them.

I would like to suggest that you keep in mind dog access to the lake in your plans for the Shoreline, as well as your broader efforts on behalf of transportation and recreation at the Lake. It seems that dogs are becoming personae non grata more and more, but I think this is misguided. Tahoe is the best place in the world for dogs and their owners, as long as they can get to the Lake and trails.

It would really be great if there were a beach in Kings Beach where we could take our dogs, rather than the unwalkable section now designated as a dog site. Perhaps there could be a designated time frame where dogs were welcome on the beach?

On the plus side, Carnelian Bay is the absolute best beach in the world for people and dogs alike. Providing waste bags and trash receptacles ensures that owners can easily pick up after their pets. Please please do what you can to assure continued access there.

Again, I personally very much appreciated the presentation this morning. Learning more about the changing efforts of the TRPA enhanced my support for the group, and I look forward to engaging more. Please add me to any distribution lists you might have.

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Check it out - [Forbes](#) published a feature story about Vacasa and Eric Breon co-founder, which highlights Vacasa's founding story and ambitious growth plans.

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Vacation rentals made easy®



**Tahoe Water
Suppliers
Association**
Protect the Source

1220 Sweetwater Road
Incline Village, Nevada 89451
775-832-1212

TWSA Members:

Cave Rock Water System
Edgewood Water Company
Glenbrook Water Cooperative
Incline Village GID
Kingsbury GID
Lakeside Park Association
North Tahoe PUD
Round Hill GID
Skyland Water Company
South Tahoe PUD
Tahoe City PUD
Zephyr Water Utility

9/22/16

Brandy McMahon, AICP, Principal Planner
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Tahoe Regional Planning Agency
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Ms. McMahon –

The following correspondence is follow-up to our discussion at the 9/21/16 TRPA Shoreline Workshop. That discussion focused on the TWSA concerns regarding shoreline structures/buoys and recreation activities/boating impacts on drinking water quality and infrastructure.

Our main concerns include these items:

- We wish to request to TRPA to revise the Code of Ordinances section 60.3.3.1 for an enlarged Protection Zone (infrastructure buffer zone) around Lake Tahoe drinking water intakes.

Source water assessments for surface waters (DHS, 2000) recognize a recreational area on or near a surface water source as a Possible Contaminating Activity (PCA) associated with high potential risks, specifically due to microbiological contamination. Protection zones based upon fixed distance, time-of-travel, modeling or combinations of these approaches have been used to delineate areas with greatest potential impact. Our request is that the zone be enlarged from the current 600 ft. to 1,320 or more feet. This language would trigger mandatory notification to a water provider whose Lake Tahoe intake (entire line and inlet) falls within the zone of a potential shoreline development or PCA. The notification would request comments and/or potential mitigations from the affected utility, regarding the proposed development or activity.

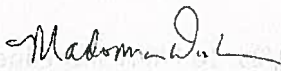
I have attached a support letter from Black and Veatch, who conducted a full Risk Assessment analysis in 2008 on PCAs at several Tahoe intakes. The full Risk Assessment report supporting this request is posted at the TRPA website at:

<http://www.trpa.org/wp-content/uploads/2008-TWSA-Tahoe-Source-Water-Protection.pdf> .

- Lakebed infrastructure damage has occurred to several water providers from anchors and 'migrating' buoys. Buoy fields over or adjacent to intakes raise concerns to potential infrastructure damage and/or water contamination from sinking boats or fuel releases.

As the Shoreline Plan moves forward, TWSA requests that considerations should be made to enhance future compliance on keeping boats on assigned buoy locations and reducing potential impacts from shorezone recreation activities by adopting the larger requested infrastructure Protection Zones.

I appreciate your interest in addressing TWSA concerns. If you have questions, please contact me directly. Thank you for the opportunity to comment.



Madonna Dunbar, TWSA Executive Director

Reference:

60.3.3. Source Water Protection Standards

To protect public health and to insure the availability of safe drinking water, TRPA shall review proposed projects identified as possible contaminating activities to source water that are located within a source water protection zone depicted on TRPA Source Water Assessment maps according to the following standards and procedures:

A. Source Water Defined

Water drawn to supply drinking water from an aquifer by a well or from a surface water body by an intake, regardless of whether such water is treated before distribution.

B. Possible Contaminating Activity Defined

Activities equivalent to TRPA primary uses identified by either the California Department of Public Health or the Nevada Bureau of Water Quality Planning, regardless of where the project is located, as having the potential to discharge contaminants to surface or groundwaters. Such uses are listed in subsection 60.3.5.

C. Source Water Protection Zone Defined

A zone delineated around drinking water sources in the following manner as depicted on the TRPA Source Water Assessment maps.

1. Protection Zone

A protection zone consisting of a fixed 600 foot radius circle shall be identified around wells, lake intakes, and springs assessed by TRPA. Protection zones shall be delineated using the best available source water location data known to TRPA. Protection zones may be located using the centroid of the parcel in which the well, lake intake, or spring is found. Protection zone delineations may be modified by TRPA as follows: Upon receipt of source water assessment information collected by the California Department of Public Health, the Nevada Bureau of Water Quality Planning, or other public agencies

responsible for conducting drinking source water assessments in accordance with state Source Water Assessment and Protection Programs and if recommended by the California Department of Public Health or the Nevada Bureau of Water Quality Planning; or upon receipt of source water assessment information provided by the property owner in which the well, spring, or lake intake is located and if the California Department of Public Health or the Nevada Bureau of Water Quality Planning concurs with the new delineation.



GLOBAL DOCK
& Marina Systems
LLC

Global Dock & Marina Systems LLC.
5685 Tappan Drive
Reno, NV 89523
530 567-2067; cell 775 219-3226

August 29, 2016

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89410

Attention: Rebecca Cremeen

Subject: Lake Tahoe Shoreline Plan

As I mentioned in my email last week, my name is Arnold Finn and I am President of Global Dock and Marina Systems, LLC, which has recently headquartered in Reno, NV.

We have over 35 years of experience designing, building and maintaining all manner of waterfront elements, from simple residential docks to commercial marinas. While with Moffatt & Nichol Engineers, in Long Beach California, I was the Project Engineer for the Downtown Long Beach Marina Feasibility Study. I also co-authored the **U.S. Army Corps of Engineers** design manual entitled **Small Craft Harbors: Design, Construction and Operation.**

On this occasion, I am writing to introduce our newest product, the Blue-Dock®. Over 20 years of focus and refinement have gone into the creation of our proprietary, "Blue" rated, floating dock system. The Blue-Dock® is made in the USA from recycled materials and is itself 100% recyclable. For a typical 100-slip marina installation, for instance, Blue-Dock® would eliminate about 66 tons of plastics from our landfills.

You might be interested to know that we are the only proprietary floating dock system designated as a "Blue" system and listed in the NOAA "Clean Marina" program as such. Therefore, we believe that this product melds perfectly with the objectives of the Fact Finding Committee relative to the Lake Tahoe Shoreline Plan. Our company understands TRPA's commitments in terms of responsible growth, innovative development and working in the best interest of the community and the environment relative to Lake Tahoe.

For the most thorough analysis of the environmental benefits of the Blue Dock®, please refer to the Tech Blue Center for Waterfront Solutions **Clean Waterfront Product Review.** This report shows why Blue-Dock® earned its "Blue" designation.

Our lightweight design and systems engineering allow the Blue-Dock® to be installed without the use of heavy equipment, using local contractors, with only hand labor and hand tools. This approach to assembly and installation supports the local economy as well as allowing for much greater delicacy when installing the system in environmentally sensitive areas.

This system does not require piling for installation and completely eliminates the need for treated timber. The inert components of Blue-Dock® eliminate leaching of harmful elements into the lake, particularly copper and arsenic, the injurious elements from pressure treated timber.

Being a bottom anchored, floating system, any Blue-Dock®, be it residential or marina, can easily be relocated as necessary to accommodate any range of lake elevation, up or down.

I am seeking an endorsement from your agency. Ideally, we would like to obtain a “pre-approved” status for our system that would streamline the permit process for shore zone projects that choose to use the Blue-Dock® in Lake Tahoe. The dock may even qualify as a guideline environmental mitigation measure for your Agency.

I will be attending subsequent meetings relative to the Shoreline Plan and would be willing to give a presentation to your technical staff regarding the technical aspects of the Blue Dock® system. I have attached a Power Point presentation for your review.

I have a Master’s Degree in Coastal Engineering, and, aside from the dock issue, may be able to help the committee with littoral zone and hydrodynamic issues at the lake shoreline.

Thank you for your consideration,

Arnold A. Finn

Arnold A. Finn
President
Global Dock and Marina Systems, LLC