



## Shoreline Plan Workshop Series #2

Nov. 3, 2016 | Tahoe Regional Planning Agency, Stateline CA

### Summary Notes

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#### Overview

On November 3, 2016, more than 40 community members gathered at the Tahoe Regional Planning Agency offices in South Lake Tahoe to learn about the Lake Tahoe Shoreline Plan and participate in the project by providing ideas, comments, and questions at breakout sessions that focused on the following five policy topic areas:

1. Boating
2. Low Lake Level Adaptation
3. Access Issues
4. Marinas
5. Piers

The Tahoe Regional Planning Agency hosted the meeting and Freshtracks Communications, a Truckee-based outreach firm, provided facilitation ([www.fresh-tracks.org](http://www.fresh-tracks.org)).

Following is a summary of the ideas, comments, and questions captured at the table discussions at the workshop. Please note that participants shared many ideas, and the team from Freshtracks did their best to record the comments as written down by table hosts. Following is a summary of the meetings comments. To review the full set of comments, please see the document called, Workshop #2 Raw Notes listed on the [www.shorelineplan.org](http://www.shorelineplan.org) website.

#### Meeting Format

The two-hour meeting included a 30-minute overview presentation (posted on [www.shorelineplan.org](http://www.shorelineplan.org)) followed by table breakout discussions on the five policy topic areas. A table facilitator hosted participants in small group discussions and recorded ideas from the three, approximately 20-minute, table discussions with various stakeholders. Participants circulated among different topical areas, contributing on a variety of tables. In short, hundreds of ideas were captured and organized in the following notes and are also shared in a separate "raw notes" document.



## **How TRPA will Consider Feedback**

The Tahoe Regional Planning Agency's Governing Board will make the final decisions on the Shoreline Plan. The Shoreline Steering Committee and TRPA staff will use participant feedback to inform the planning process over the next few months. Additionally, questions and comments will help improve communications moving forward. Summary notes from this and future workshops will be posted on the project website: [www.shorelineplan.org](http://www.shorelineplan.org).

## **Organization of Summary Notes**

- I. Key Themes (pages 2-4)
- II. Questions Collected Per Theme Area (pages 4-5)

### **I. Key Themes**

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#### **1. Policy Topic: Boating**

- Safety, education and enforcement:
  - Many comments on visitor education, no-wake zones and enforcement as solutions to issues
  - Safety and aesthetic impact of fast, loud boats is an issue
  - Clarify safe distances between boats
  - Potentially develop daily bulletin like the Sierra Avalanche Center for boating conditions and advisories
- Ideas on how to have greater emphasis on non-motorized boating:
  - Suggestion of motor-free days or times in the summer
  - Smartphone application for navigation to reduce scenic impact of signs and buoys
  - Separate launch facilities for non-motorized boating

#### **2. Policy Topic: Low Lake Level Adaptation**

- Safety: access for first responders is a concern due to low lake level
- Impact to local businesses: river outflow on Truckee rafting operations, access to the lake for businesses catering to tourists
- Environmental: plan for climate change, plan for shallow, warm water invasive species



- Recreation: requires flexibility, look at models on reservoir lakes
- Adaptation: temporary ramps, temporary floating pier extensions (lower visual impact than full pier extensions, buoy field movement)

### **3. Policy Topic: Access Issues**

- Safety: Road crossing, long distances from parking to access along roadway, steep slopes, etc. all raise safety concerns
- Motorized vs. non-motorized: Less emphasis is placed on non-motorized access. Create specific launches, storage facilities for non-motorized craft (facilitates alternative transportation and transit use)
- Education/signage: Create better signage and education for public access, along with safety education at access points
- Enforcement: Stop illegal no-trespassing signs and fences blocking public access, often abused below high water mark, enforce no-wake zones
- Transportation and parking: Parking is a limiting factor; improve paths, trails, transit, and water shuttles (create more options and better educate on existing options). Use parking meters to control parking and raise funds for lake-benefiting programs.
- Other agencies: Caltrans, Nevada Division of Transportation Forest Service, and other land managers need to be involved in access issues.
- Environment: Access and environment must be balanced – suggest setting tipping point or limit for visitors, similar to a Total Maximum Daily Load

### **4. Policy Topic: Marinas**

- Planning: Define marina expansion, address private and public marinas equitably, require flexibility, adaptation to changing boat size, environmental best practices
- Loss of capacity: Low water renders buoys unusable and adds to more users at marinas
- Demand: Marinas address demand of non-lakefront property owners, visitors, etc., and should therefore be given higher priority
- Dredging: Environmental impacts, standard dredging depths, incremental dredging vs. all at once, greater depths to reduce number of times dredged
- Environmental practices: AIS, renewable energy use, incentives for environmental practices



- Adaptation: set a lower limit to dredging and water levels, create moveable services to move with water levels

### **5. Policy Topic: Piers**

- Public, private, and multi-use pier definitions: Clarify definitions, give preference to most beneficial/lower impact options
- Public access: higher priority, support water taxis, consider easements through private property to create access
- Temporary piers: temporarily extend piers with floating piers to gain access in low lake levels
- Environmental: myth vs. fact on fish populations, littoral drift, no one-size-fits-all prescription for piers

## **II. Questions Collected at the Meeting**

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### **Questions re: Boating**

- Who is responsible for no-wake zone enforcement?
- What are safe distances between boats in the water?

### **Questions re: Low Lake Level Adaptation**

- What are long-term environmental impacts of dredging? Deeper one-time vs. multiple shallower dredging?

### **Questions re: Access**

- Who enforces public access where illegally prevented?
- What public transit options on and off the water already exist?
- Where do people with boat trailers park?
- How do people with kayaks, canoes, paddleboards etc. use public transit?
- What are public agencies like Forest Service and State Parks role in this?
- What is the capacity for access at the lake for environmental degradation?

### **Questions re: Marinas**

- What role does upland (dry) storage play in marina master plan guidelines?



- How does the TRPA pier head line affect a marina's ability to expand/modify
- Is this plan an appropriate place to address the problem of street drainage into marinas?
- How can this plan manage/limit need to go to deeper water farther out into the lake? How deep is too deep, how far is too far?

**Questions re: Piers**

- How long is too long?
- Could TRPA model permitting off of the Army Corps of Engineers?
- What about parking near public piers?

**Questions re: Overall**

- How will all this be paid for?
- What is the tipping point for Lake Tahoe? Are we loving it to death?