TAHOE REGIONAL PLANNING AGENCY

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STAFF REPORT

Date: June 17, 2026

To: TRPA Governing Board

From: TRPA Staff

Subject: Consideration of Proposed Amendments to TRPA Code of Ordinances Chapters 37 and 90 and the Proposed Tahoe Keys Marina Redevelopment Project, 2435 Venice Drive East, City of South Lake Tahoe, California, Assessor's Parcel Numbers 022-210-021, 022-210-032, 022-210-040, 022-210-041, 022-210-044, TRPA File Number ERSP2025-0602

Summary and Staff Recommendation:
Staff recommends that the Governing Board make the required findings, including a Finding of No Significant Effect, approve the proposed amendments to Chapters 37 and 90 of the TRPA Code of Ordinances, and approve the Tahoe Keys Marina Redevelopment Project subject to the conditions contained in the draft permit.

The Tahoe Keys Marina is an existing marina facility located within the Tahoe Keys subdivision on a man-made lagoon connected to Lake Tahoe. The marina has operated for more than 50 years and includes aging upland, shorezone, utility, parking, and stormwater infrastructure. The proposed redevelopment would comprehensively modernize the marina through construction of new marina-support buildings, replacement of aging bulkhead infrastructure, relocation of the boat ramp and fueling facilities, improved parking and circulation, new stormwater treatment systems, aquatic invasive species controls, public access amenities, and related site improvements.

Approval of the redevelopment project is contingent on adoption of associated amendments to Chapters 37 and 90 of the TRPA Code of Ordinances. The Chapter 37 amendments would allow limited additional height for qualifying marina buildings, subject to required findings, and would make a related adjustment to the existing additional-height provision for buildings that are not visible from Lake Tahoe or designated scenic highway corridors. The Chapter 90 amendment would remove Venice Drive East from the Code definition of "Major Arterial," reflecting its existing function as a local access road rather than a major through-route.

Based on the Initial Environmental Checklist, supporting technical analyses, Project Review Conformance Checklist and V(g) Findings, draft permit conditions, and other information in the record, staff recommends that the Governing Board find that the proposed Code amendments and redevelopment project, as conditioned, will not result in significant adverse environmental effects and are consistent with the TRPA Regional Plan and applicable Code requirements.

Required Motions:

Code Amendments. To amend Chapters 37 and 90 of the Code of Ordinances, the Board must make the following motions:

a. A motion to approve the required findings (Attachment A), including a Finding of No Significant Effect, for adoption of proposed amendments to Chapters 37 and 90 of the TRPA Code of Ordinances.

b. A motion to approve and adopt Ordinance 2026-__ (Attachment C), amending Ordinance 87-9 to adopt the proposed amendments to Chapters 37 and 90 of the TRPA Code of Ordinances.

Approval of the proposed Code amendments requires the affirmative votes of at least four California members and at least four Nevada members. If either motion fails, the Tahoe Keys Marina Redevelopment project cannot be considered for Governing Board approval at this time.

Project Approval. To approve the proposed Tahoe Keys Marina Redevelopment Project, the Board must make the following motions:

c. A motion to approve the required findings (Attachment A), including a Finding of No Significant Effect; and

d. A motion to approve the proposed project subject to the conditions contained in the draft permit (Attachment B).

Approval of the proposed project requires the affirmative votes of at least five California members and at least nine members overall.

Regional Plan Committee:
On March 25, 2026, the Regional Planning Committee ("RPC") held a public hearing on the proposed project and Code amendments. The item was informational only, involving no action or recommendation from the RPC. The RPC meeting may be viewed here: Regional Planning Committee March 25, 2026.

Advisory Planning Commission:
On May 13, 2026, the Advisory Planning Commission ("APC") held a public hearing on the proposed Code amendments. The APC discussed several aspects of the proposed amendments, including the rationale for an increase in allowable height, the rationale for excluding Venice Drive East from the definition of major arterials, and whether the proposed amendments could unintentionally apply to other marinas within the Basin. Overall, APC members expressed support for the proposed amendments and recognized that modest additional allowable height may help facilitate environmentally beneficial redevelopment.

During discussion, one APC member requested that staff consider further limiting the additional height allowance to marina buildings located at least 1,500 feet from the Lake Tahoe high water line, rather than the proposed 300-foot distance. Staff evaluated the suggestion and determined that it would not

result in a functional change under existing Basin conditions because the proposed 300-foot criterion already limits eligibility to the Tahoe Keys Marina. Staff therefore did not recommend revising the proposed amendment to include a 1,500-foot distance requirement. In addition to being sufficient to limit the amendment's applicability, the 300-foot distance is consistent with distance measurements used elsewhere in the TRPA Code, although those provisions address different regulatory purposes.

The APC recommended approval of the required findings and adoption of the proposed Code amendments. The APC meeting may be viewed here: https://www.trpa.gov/advisory-planning-commission-meeting-may-13-2026-hybrid-meeting/

Project Summary:
Suntex Marinas, the owner and operator of the Tahoe Keys Marina ("the Applicant" or "TKM"), is proposing redevelopment of the existing marina facility. Upland redevelopment includes new buildings, reconfigured parking and circulation, and new utilities. Waterside improvements include relocation of the existing boat ramp, replacement of the bulkhead, and formal recognition of 66 existing boat slips that exceeded the 239 slips identified in the Tahoe Keys Marina Master Plan, which was adopted in 2001 and amended in 2002. Those 66 slips were addressed in the Settlement Agreement approved by the TRPA Governing Board on November 20, 2024, which required Suntex to submit a complete project application for formal approval and recognition of the slips and preserved TRPA's discretionary review authority over that application.

Background:
The Tahoe Keys Marina is located on the eastern side of the Tahoe Keys subdivision, which was created by dredging and filling a large portion of the Upper Truckee Marsh. Planning for the Tahoe Keys began in 1955, with most construction occurring in the late 1960s and early 1970s. The marina is situated within a man-made lagoon and is connected to Lake Tahoe via a navigable channel, with the landside marina facilities located approximately 1,800 feet from the open water of Lake Tahoe. The marina has served as a major recreational access point to Lake Tahoe for more than 50 years and is the largest marina facility in the Basin. The property has experienced limited reinvestment over the years, and many existing structures and site improvements date to the original construction era. Today, the site presents an opportunity for comprehensive redevelopment to modernize aging infrastructure, improve site functionality, and incorporate updated environmental design and water quality improvements consistent with current TRPA standards and Regional Plan policies supporting environmentally beneficial redevelopment.

Suntex acquired the Tahoe Keys Marina in December 2021. Following the acquisition, TRPA conducted a verification of boat slips and upland land coverage. At that time, TRPA identified 305 operating boat slips, exceeding the 239 slips identified in the Tahoe Keys Marina Master Plan. TRPA considered the 66 operating slips in excess of the 239 slips identified in the Master Plan to be unauthorized, with Suntex disputing that position based on historical regulatory records. TRPA also determined that portions of the dock infrastructure were in poor condition and had deteriorated to the point of posing potential risks to water quality and public health and safety.

To address these issues, which Suntex acquired with the purchase of the marina, TRPA and Suntex entered into a Settlement Agreement approved by the Governing Board on November 20, 2024. The Settlement Agreement established compliance obligations related to dock reconstruction, mooring registration fees, aquatic invasive species planning and controls, Clean Marina certification, interim and permanent BMPs, water-oriented outdoor recreation concessions, formal review of the 66 existing slips,

and land coverage. Suntex has since worked cooperatively with TRPA to address the compliance items required by the Agreement. Several remaining obligations, including permanent BMP implementation and formal review of the 66 slips, are addressed through the proposed redevelopment permit. Additional information regarding the Settlement Agreement is available in the Governing Board's November 20, 2024 meeting materials.

Project Description:
The project involves the following elements:

Upland Improvements:

- Primary Marina Complex: Construction of four mixed-use two-story buildings (labeled as Buildings A, B, C, D on site plans). Uses include retail space, offices, public restrooms, restaurants, and marina support space. Total floor area is approximately 75,350 square feet. The natural grade will be raised by 2.5 feet, requiring approximately 3,550 cubic yards of imported fill.

- Public Restroom and Trash Storage Building: Construction of a 1,350-square-foot building including space for trash, recycling, food waste storage, as well as public restrooms to serve the adjacent Cove East Trail.

- Dockmaster Building: Construction of a two-story building with the following uses: harbor master office, ship store, restrooms, boat showroom, office space, general marina support, and three multi-family workforce housing units (using three existing verified multi-family residential units of use).

- Water Tank and Boat Storage Facility: Construction of a 52,600-square-foot building containing three water tanks, indoor boat storage, and office space for local law enforcement, fire, and U.S. Coast Guard personnel. The building will include two aisles with three levels of storage capability and is designed to accommodate approximately 250 boats during the summer season, allowing for on-demand boat retrieval, and up to 430 boats during winter storage operations without in-and-out access. The water tanks will connect to the existing water infrastructure to improve fire flow and pressure serving the marina facility.

- Boardwalk, Promenade, and Central Plaza: Construction of a publicly accessible boardwalk/promenade along the edge of the development, between the bulkhead and buildings. A central plaza/open space will have approximately 14,300 square feet of open space and landscaped areas to be used for gathering and community events.

- Parking and Circulation: Construction of new parking lots with three points of connection to Venice Drive East. No less than 251 parking spaces will be available, with final tabulation subject to compliance with City of South Lake Tahoe's permit conditions, including valet and paid options. No change to the alignment of Venice Drive East east of Tahoe Keys Boulevard is proposed, but the road will be re-striped.

- Stormwater Best Management Practices (BMPs): The entire marina project area will be retrofitted with BMPs, including subsurface storage and infiltration facilities, permeable pavers, and infiltration basins. When the project passes final inspection, a BMP certificate of completion

will be issued to all upland parcels in the project area. The marina previously received a Clean Marina Certificate, valid from April 25, 2024, to April 25, 2029.

- Aquatic Invasive Species (AIS) Controls: An AIS Management Plan has been approved for the marina (file MAIS2025-0007). AIS will be further addressed in the design of the project. A staging area is provided in front of the boat launch to accommodate inspections, post-launch vessel draining, and plant removal. A drain and connected infiltration basin will be located at the boat ramp so that runoff does not return to the lake or run onto Venice Drive. The marina also purchased a CD3 machine to help decontaminate vessels before or after use on the lake.

- Landscaping: A full landscape plan is included in the plan set. All dirt areas will be stabilized and revegetated as part of the project.

Waterside Improvements:

- Bulkhead Replacement: Approximately 1,600 linear feet of bulkhead will be replaced. This includes installation of new 34-foot-long sheet piles directly in front of the existing sheet piles, which will be secured to existing metal walers and reinforced with concrete caps. Existing brace pipes will be removed in many locations.

- Boat Ramp Relocation: The existing boat launch will be removed and replaced with a bulkhead wall, and a new launch will be constructed on the south side of the project area, near the dockmaster building. Space is provided adjacent to the ramp for the lift well and gantry crane. The ramp will comply with the development standards in Code of Ordinances Section 84.5.3, for length, width, gradient, and other construction standards.

- Boat Fueling Facilities Relocation: The existing fuel pumps are to be relocated to the southern end of the project area near the new boat ramp. An above-ground fuel tank is also proposed in the vicinity.

- Additional Boat Slips: Recognition of 66 existing operating boat slips in excess of the 239 slips identified in the Tahoe Keys Marina Master Plan, bringing the total number of recognized slips at the marina to 305. The 66 slips were addressed in the 2024 Settlement Agreement, which required Suntex to seek formal approval and recognition of the slips through a complete project application.

Project Objectives:

Staff has identified several expected environmental, recreational, operational, and public-safety improvements associated with the redevelopment, including:

- New and modern marina facilities, providing for a four-season destination providing recreational access to Lake Tahoe
- Protection of water quality through implementation of stormwater Best Management Practices (BMPs) and aquatic invasive species (AIS) management measures
- Public amenities, including a waterfront promenade, non-motorized recreation access, public restrooms, educational signage, and community gathering spaces

- Relocation of the existing boat ramp and gantry to improve site circulation and AIS management practices
- Replacement of an aging bulkhead
- On-site boat storage, reducing the need for vessels to be towed to off-site or to out-of-basin storage locations
- Indoor operational space for local emergency responders
- Installation of utility connections to support future electric boat charging

Proposed Code Amendments:

Code Section 37.5.2.A currently allows additional height for certain recreation uses where specific findings can be made. The proposed amendment would expand eligible uses to include marinas where the marina use is at least 300 feet landward of the high-water line of Lake Tahoe as measured from the entrance of a lagoon (man-made). Qualifying marinas would be allowed to propose buildings up to four feet higher than currently allowed under the Code, not to exceed a maximum height of 38 feet, subject to required findings.

The proposed amendment is intended to address limited circumstances where additional height may be appropriate for marina-related buildings in settings that are substantially landward from Lake Tahoe and where required findings can be made. Based on staff's review of existing marina locations and site conditions in the Basin, the proposed criteria are expected to apply only to the Tahoe Keys Marina under current conditions. The amendment would remain subject to the required height findings and would not authorize additional height for marinas generally.

Code Section 37.5.2.C currently allows up to eight additional feet of height, not to exceed a maximum of 42 feet, for buildings that are not visible from Lake Tahoe and are also not located within a TRPA-designated scenic highway corridor, subject to required findings. The existing provision allows an additional two feet of height, still not to exceed a maximum of 42 feet, for buildings that are also not visible from a TRPA-designated scenic highway corridor. The proposed amendment would increase this additional allowance to four feet, without changing any other requirement, finding, or maximum height limitation.

Chapter 90 defines "Major Arterial" for purposes of the TRPA Code. The proposed amendment would revise that definition to remove the portion of Venice Drive located east of Tahoe Keys Boulevard (*i.e.,* Venice Drive East) from the list of designated major arterials. Based on its physical configuration and function within the roadway network, this segment operates as a local access road rather than a major thoroughfare. It is a short spur off a residential roadway that terminates in a cul-de-sac, does not carry through traffic, and does not provide connectivity between major activity centers. The proposed amendment would align the Code definition more closely with the roadway's existing configuration and function within the transportation network.

Venice Drive East may have originally been included in the definition of major arterial based on historical plans for additional residential development in the Upper Truckee Marsh area before acquisition and restoration by the California Tahoe Conservancy. A City of South Lake Tahoe General Plan map from the 1960s shows Venice Drive East extending past its current dead end and connecting to residential areas on the other side of the marsh. Because those planned roadway connections were never completed, Venice Drive East does not function as a major arterial today.

Tahoe Keys Marina Master Plan:

The Tahoe Keys Marina Master Plan was adopted by the TRPA Governing Board in June 2001 and amended on May 22, 2002. In 2018, the Governing Board adopted a comprehensive updated Shoreline Plan, which eliminated the requirement for marina master plans. Under the current regulatory framework, proposed modifications or expansions of existing marinas are reviewed under TRPA Code Section 84.6 and other applicable Code provisions.

The proposed Tahoe Keys Marina Redevelopment Project is therefore being reviewed under the current TRPA Code, including Section 84.6, rather than through amendment of the 2001/2002 Master Plan, as Suntex has elected not to implement the Tahoe Keys Marina Master Plan. If approved, the project permit and conditions of approval would supersede the Tahoe Keys Marina Master Plan and become the controlling TRPA approval for the redeveloped marina facilities, waterside improvements, upland improvements, development rights, parking and circulation, water quality controls, aquatic invasive species controls, and related operational requirements. Future modifications to the marina would be reviewed under the applicable TRPA Code provisions in effect at the time of application, unless otherwise specified in the permit.

Issues Discussion:

1. Height: The project includes building heights that exceed the limits in TRPA Code Section 37.4; therefore, approval of the proposed buildings is contingent upon adoption of the associated amendments to TRPA Code Chapter 37 (Height). The additional height supports the functional design of the redevelopment, including two-story accessory commercial buildings and an indoor boat storage facility, while complying with the City of South Lake Tahoe's minimum 5:12 roof pitch requirement. Due to site constraints, the buildings are designed with two stories to reduce the project's impervious footprint and provide sufficient area for stormwater treatment facilities. In addition, underground parking is not feasible due to high groundwater conditions, requiring portions of the site to remain available for surface parking.

   The following table compares the allowed and proposed building heights with respect to the proposed code amendments:

Building	Currently Allowed	Allowed Under Proposed Code	Proposed
A	30'6"	38'	34'5"
B	30'7"	38'	33'10"
C	30'6"	38'	33'1"
D	30'6"	38'	33'6"
Dockmaster	30'6"	38'	36'6"
Public Restroom	30'6"	38'	24'
Boat Storage	30'6"	42'	42'

2. Scenic Quality: The marina redevelopment will modify an already developed area where existing facilities are aging, do not offer sufficient screening of storage and repair areas, and lack consistency in architectural design. The project will modify certain views but is expected to result in an overall improvement to the site's visual character. Structures are designed with modern "mountain"

architecture, using earth-tone colors, in line with TRPA design guidelines. In addition, the project replaces existing outdoor boat storage with enclosed facilities, resulting in a more organized, visually cohesive site. While portions of the project may be partially visible from Lake Tahoe (Shoreline Unit 33), the marina buildings are located approximately 1,800 feet from the open water of Lake Tahoe, and the visual change will be limited and distant, with no reduction in scenic threshold ratings. The proposed structures will not be visible from TRPA-designated scenic roadway units, designated public recreation areas, or designated scenic bike paths.

Although only public recreation areas identified in the 1993 Lake Tahoe Basin Scenic Resource Evaluation have established numerical thresholds, TRPA's environmental review also considers scenic impacts from other public viewpoints, including the Cove East Trail. A detailed Scenic Analysis prepared by Hauge Brueck Associates, dated December 10, 2025, evaluated the project's effects on ridgeline views from nearby public viewpoints. The analysis concluded that the project would not result in significant adverse scenic impacts because modifications to ridgeline views would be limited and localized, while the redevelopment would improve the overall visual character of the marina site. While some views of Basin ridgelines from Venice Drive, the Cove East Trail, and nearby condominiums would be partially altered, those changes are confined to viewpoints close to the proposed buildings and do not affect the majority of available views along the travel routes. From most viewpoints, the buildings remain relatively low in elevation compared to the surrounding mountain ridgelines, which rise to approximately 9,000 to 10,800 feet.

A landscape plan will be implemented as part of the project to help screen the buildings and blend the redevelopment with the surrounding natural environment, while avoiding taller tree species in locations that could unnecessarily obstruct ridgeline views.

Exterior lighting would be replaced throughout the project area and would comply with TRPA standards with respect to light intensity, brightness, and dark sky view protection. Lighting would be designed for purposes of illumination only. All exterior lights will be directed downward, use cutoff shields, and be limited in intensity to minimize light spillover.

Mobility/Vehicle Miles Traveled/Parking:
LSC Transportation Consultants prepared a Transportation Analysis to evaluate the potential traffic, Vehicle Miles Traveled (VMT), and parking impacts associated with the Tahoe Keys Marina Redevelopment Project. The analysis evaluated existing and proposed marina operations, including marina slips, dry boat storage, charter operations, restaurants, office space, retail uses, employee housing, and supporting marina facilities. Existing conditions were established using field data collected during the summer of 2025, supplemented by Institute of Transportation Engineers (ITE) trip generation rates and site-specific operational information. Internal trip capture, non-auto travel, charter shuttle operations, and paid parking were incorporated into the analysis to reflect anticipated project operations.

The analysis estimates that the existing marina generates approximately 1,664 daily vehicle trips on a peak summer day. Under proposed conditions, the project is expected to generate approximately 1,839 daily vehicle trips, representing a net increase of 175 daily trips, which is an 11 percent increase. Peak hour traffic increases are limited, with no change during the AM peak hour and an increase of approximately 37 trips during the PM peak hour.

Vehicle Miles Traveled was evaluated in accordance with the TRPA Project Impact Assessment (PIA) Guidelines. Although not all marina uses are currently operating, all uses that have operated for more than 90 consecutive days within the previous 60 months were treated as existing uses for purposes of the VMT analysis. The analysis converted peak-day trip generation into average annual daily trips to account for seasonal variations in marina operations and applied TRPA's average trip length for PIA Zone 14. Existing marina operations generate approximately 5,644 average annual daily VMT, while the proposed project is estimated to generate approximately 5,862 average annual daily VMT, resulting in a net increase of 218 daily VMT, a four percent increase. Because the increase is substantially below TRPA's low-VMT screening threshold of 715 daily VMT, the project qualifies as a low-VMT generating project and is considered to have a less-than-significant transportation impact.

Parking demand was evaluated using the City of South Lake Tahoe parking standards. The analysis considered marina operations, dry boat storage, charter activities, restaurants, office space, employee housing, and employee parking demand. After accounting for internal trip capture, non-auto travel, and shared parking among land uses with differing peak demand periods, the project is estimated to require approximately 291 parking spaces during peak summer conditions. The redevelopment provides a minimum of 251 paid parking spaces (with final tabulation subject to compliance with the City of South Lake Tahoe's permit conditions), including 69 valet parking spaces, resulting in an initial parking shortfall of approximately 40 spaces. To address this shortfall, the project includes an employee parking management program intended to increase carpooling and non-auto travel and limit employee parking demand. With implementation of this program, the parking shortfall is reduced to approximately five spaces during the busiest summer peak periods, a condition that is expected to occur infrequently and is considered negligible by the traffic analysis.

3. Grading and Groundwater Interception:

The marina was originally constructed on fill material placed during the dredging of the Upper Truckee Marsh and the development of the Tahoe Keys subdivision. As a result, groundwater is naturally high throughout the project area. Based on engineering and geotechnical analysis, groundwater is estimated to occur within several feet of the existing ground surface. The site lies approximately 2 to 4 feet above the surface elevation of Lake Tahoe and is influenced by lake levels and surrounding wetland conditions.

The project includes imported fill to raise finished grades approximately 2.5 feet above existing elevations. Certain project components, including pile foundations and elevator shafts, will require limited excavation or construction below groundwater levels to satisfy structural and building code requirements. The proposed pile foundation system was selected, in part, to minimize subsurface disturbance compared to conventional slab or mat foundation systems. Unlike a continuous below-grade foundation, the pile system reduces the extent of excavation and allows groundwater to move between and around the piles, thereby minimizing interference with shallow groundwater movement.

As conditioned, construction activities involving groundwater will be required to comply with applicable geotechnical recommendations, dewatering and discharge requirements, stormwater controls, and permit conditions intended to prevent erosion, sediment transport, turbidity, or discharge of untreated water to the marina lagoon, Lake Tahoe, or adjacent wetland areas. Based on the engineering and geotechnical analyses, the limited nature of the below-ground construction, and the required construction controls, staff finds that the project has been designed to minimize

groundwater disturbance and avoid significant adverse groundwater impacts, as further discussed in the Chapter 33 findings in Attachment A.

4. Land Coverage:
   A coverage verification was completed for the upland project area (parcels 022-210-032, 022-210-040, 022-210-041) and a total of 287,252 square feet of coverage is considered legally existing. The project will use 285,904 square feet of coverage, reflecting an overall reduction from current conditions. An excess coverage mitigation fee is required as a condition of approval, as is payment of a water quality mitigation fee per the terms of the 2024 Settlement Agreement. The applicant will deed restrict the three upland parcels as a project area for coverage purposes as a condition of approval.

5. Water-Oriented Outdoor Recreation Concessions:
   An interim concessions plan is currently in place to manage ongoing water-oriented outdoor recreation concession operations at the marina while Suntex prepares a complete application for a permanent concession operation permit. The interim plan was required by the 2024 Settlement Agreement and does not constitute final approval of the concession operations. As a condition of project approval and pursuant to the Settlement Agreement, the applicant must submit an application for a permanent concession operation permit no later than October 1, 2027. The permit will include a detailed inventory of concessionaires, services provided, mooring allocations assigned to each operator, and the types of motorized watercraft in use, and will ensure continued compliance with TRPA regulations governing water-oriented outdoor recreation concessions. Annual reporting and payment of applicable motorized boat rental concession fees will be required through the concessions permit.

6. Aquatic Invasive Species (AIS) Control:
   TRPA approved an Aquatic Invasive Species (AIS) Management Plan in November 2025 under file MAIS2025-0007. The plan includes staff training, public education, and marina procedures for AIS inspections and prevention. Additional AIS management measures will be implemented as part of the proposed redevelopment.

   The project design includes a large staging area adjacent to the boat launch to accommodate seal inspections, post-launch vessel draining, and removal of aquatic plant material. Runoff from vessels exiting the water will be captured through a drain connected to an infiltration basin, preventing discharge to Lake Tahoe or onto Venice Drive. The marina has also acquired a Clean, Drain, Dry, Dispose (CD3) machine to support non-motorized vessel cleaning before and after lake use.

   Permit conditions require additional construction-related AIS controls to prevent the introduction of new invasive species from equipment entering the water and to minimize the spread of AIS during in-water work. These measures include equipment decontamination, visual inspections, removal and proper containment of plant fragments, and protection of storm drain inlets.

7. Water Quality Best Management Practices:
   The proposed redevelopment of the Tahoe Keys Marina implements stormwater controls designed not only to bring the site into compliance with TRPA 20-year, 1-hour storm requirements but also to treat runoff volumes that exceed standard TRPA and Lahontan Regional Water Quality Control Board requirements.

Permanent improvements include installation of a subsurface stormwater storage and infiltration system beneath the approximately 14,300-square-foot Basin Plaza, permeable paving, landscaped infiltration areas, and upgraded drainage infrastructure. These features are designed to capture, treat, and infiltrate runoff on-site while reducing the potential for untreated discharges to the marina lagoon and Lake Tahoe. The project also reduces land coverage by 1,348 square feet, further supporting water quality improvements.

All phases of construction will be subject to a site-specific Stormwater Pollution Prevention Plan (SWPPP) and Spill Prevention and Response Plan. Temporary BMPs will be maintained throughout construction to control erosion, sediment transport, and accidental releases. For relocation of the boat launch and replacement of the bulkhead, temporary sheet pile perimeters and turbidity curtains will be used to isolate in-water work areas and minimize turbidity. Additional measures include protection of storm drain inlets, removal and containment of aquatic invasive species fragments from work areas, and seasonal limitations on grading and soil disturbance to reduce erosion risks.

Implementation of these permanent and temporary BMPs fulfills the obligations established under the 2024 Settlement Agreement. Upon completion of the redevelopment project, the marina will transition from its current interim BMP status to a permanent BMP Certificate, building upon its existing Clean Marina Certification.

8. Development Rights:

Residential Units of Use: Three multi-family residential units of use are legally existing within the project area and will be reconstructed as part of the proposed project. The units will be located on the second floor of the Dockmaster Building and will include two two-bedroom units and one three-bedroom unit. The units are designated for workforce housing.

Commercial Floor Area: Commercial Floor Area (CFA) is associated with primary commercial uses that operate independently from marina operations, such as a fine-dining restaurant advertised separately from the marina and patronized by the general public, or office space not associated with marina operations. Uses that are accessory to the marina do not require CFA, including boat storage, marina operational office space, and accessory retail uses.

The existing marina uses include commercial spaces not associated with marina operations, including a radio station, fitness studio, and private offices. As a result, the verified CFA for the existing facility is 49,809 square feet. The proposed redevelopment includes 31,507 square feet of CFA. The reduction reflects the removal of independent commercial tenants and a greater emphasis on uses that are accessory to marina operations, such as boat storage, marina-serving retail, and operational space. As a result of the reduction, 18,302 sf of CFA will be banked onsite.

People At One Time: TRPA measures recreation capacity in terms of People At One Time ("PAOT"). Under the TRPA Marina Master Plan Guidelines, one boat in a slip, on a mooring buoy, or stored in dry storage represents one PAOT. Certain primary uses associated with marina operations also require PAOT allocations, including boat ramps and commercial boating activities. Based on these factors, the marina was previously assigned a total recreation capacity of 339 PAOTs.

The proposed project requires allocation of 166 Summer Day-Use PAOTs associated with the 66 existing operating boat slips proposed for formal recognition and 100 new summer-use dry boat

storage spaces. Although Plan Area Statement 102 does not include a reserve of unallocated PAOTs, TRPA Code Section 11.6.1 allows additional recreation capacity beyond that identified in a plan area statement to be drawn from a basin-wide reserve pool established for summer day-use recreation. TRPA's pool of Summer Day-Use PAOTs reserved pool for marinas has a balance of 1,771 PAOTs. The redevelopment permit will allocate 166 PAOTs from the marina pool to the project. The need for additional PAOT allocations associated with water-oriented concessions and commercial boating operations will be evaluated separately through the forthcoming water-oriented concessions permit.

Development Rights Summary

Category	Existing	Proposed	Net Change
Residential	3 units of use	3 units of use	0
CFA	49,809 sq. ft.	31,507 sq. ft.	-18,302 sq. ft.
Coverage	287,252 sq. ft.	285,904 sq. ft.	-1,348 sq. ft.
Recognized boat slips	239	305	+66 recognized slips; no increase over existing operating slips
PAOTs	339	505	+166

Governing Board Review:
The proposed project requires Governing Board review and approval pursuant to TRPA Code Section 2.2.2.F.1.d (Shorezone), which applies to marina expansions; Section 2.2.2.E (Recreation), which applies to recreation projects involving new facilities or additions exceeding 3,000 square feet of building floor area, 3,500 square feet of land coverage, or allocation of Persons at One Time (PAOT); and Section 2.2.2.A.1.c (General Projects or Matters), which requires review and approval of plan amendments, ordinances, and resolutions.

Environmental Review:
The applicant prepared an Initial Environmental Checklist (IEC) to analyze potential environmental impacts of the proposed Code amendments and redevelopment project. TRPA staff reviewed the IEC, supporting technical analyses, project plans, and draft permit conditions, and independently evaluated whether the proposed code amendments and project, as conditioned, may result in significant environmental effects. Additionally, TRPA staff completed a Project Review Conformance Checklist and V(g) Findings. Based on that review, staff recommends that the Governing Board make a Finding of No Significant Effect. The IEC and V(g) Findings are provided as Attachments D and E, respectively.

Regional Plan Compliance:
The proposed project, as conditioned in the draft permit, is consistent with the TRPA Goals and Policies, Plan Area Statement 102: Tahoe Keys Special Area #1, TRPA Design Review Guidelines, and TRPA Code of Ordinances, including all required findings.

Public Noticing:
TRPA notified property owners within 300 feet of the project area that the Governing Board would review and consider approval of this project.

Shoreline Review Committee: TRPA facilitates monthly Shoreline Review Committee ("SRC") meetings for agencies with permitting jurisdiction along the shoreline and within Lake Tahoe to coordinate project permitting. The project was reviewed and discussed at SRC on May 21, 2026. The project is currently under review by U.S. Army Corps of Engineers and the Lahontan Regional Water Quality Control Board. The California State Lands Commission determined that it does not have jurisdiction over the proposed project area and therefore had no comments.

Contact Information:
For questions regarding this agenda item, please contact Julie Roll, Principal Planner, at (775) 589-5247 or jroll@trpa.gov.

Contributing Public Comment:
- Written: Please submit comments by 3 p.m. the day before the meeting.
- Email: You may email comments to publiccomment@trpa.gov. Include meeting details and agenda item in the subject line or write "General Comment" for non-agenda items.
- You may also send by mail, fax to (775) 588-4527, or drop off in person at 128 Market Street.

Attachments:

A. Required Findings/Rationale
B. Draft Permit
C. Ordinance 2026-__
   - Exhibit 1: Proposed Amendments to Chapters 37 and 90 of the TRPA Code of Ordinances
D. Initial Environmental Checklist
E. V(g) Findings
F. Proposed Site Plans, Floor Plans, Building Elevations
   - Part 1
   - Part 2
G. Vicinity Map

Attachment A

Required Findings/Rationale

Attachment B
Draft Permit

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

June 24, 2026

Eric Metz
Tahoe Keys SMI, LLC
17330 Preston Road, Suite 100c
Dallas, TX 75252
Eric.metz@suntex.com

TAHOE KEYS MARINA REDEVELOPMENT PROJECT
2435 VENICE DRIVE, CITY OF SOUTH LAKE TAHOE, CALIFORNIA
ASSESSOR PARCEL NUMBERS 022-210-021, 022-210-032, 022-210-040, 022-210-041, 022-210-044
TRPA FILE NUMBER ERSP2025-0602

Dear Mr. Metz:

TRPA has approved the project as referenced above, subject to the attached conditions. Please see the attached permit with special conditions specific to the project and standard conditions listed in Attachment R. Pursuant to Rule 11.2 of the TRPA Rules of Procedure, this permit may be appealed within twenty-one (21) days of the date of this correspondence.

NEXT STEPS

1. **REVIEW, SIGN, AND RETURN:** A permittee acceptance signature is required on page one of the attached permit. The signature must correspond to the permittee as listed at the top of page one. Signatures of permitting consultants assisting with the project are not acceptable. Most often, the permittee is the property owner. By signing the conditional permit, the permittee agrees that they will abide by all conditions of the permit.

   If the permittee(s) accepts and agrees to comply with the permit conditions as stated, print and sign the "Permittee's Acceptance" block on the page one of the permit, and email the signed copy to the planner below within twenty-one (21) calendar days of issuance. Digital signatures are not currently accepted by TRPA.

   Should the permittee fail to return the signed permit within twenty-one (21) calendar days of issuance, the permit will be subject to nullification.

2. **PROVIDE DOCUMENTATION AND PAY FEES (*AS APPLICABLE*):** TRPA will acknowledge (or finalize) the conditional permit only after all pre-construction standard and special conditions of approval have been satisfied. Please review any "prior to acknowledgment" conditions in the attached permit and any attachments of standard conditions. Pre-construction conditions may include site preparation, revisions to plans, and/or mitigation or security fees required of the permittee.

   When ready, e-mail a written response explaining how the special conditions of approval are addressed, all required documents, and final plans for electronic stamping to the planner listed below. Once the planner has confirmed that all items have been received and all required changes

have been made, they will contact you to confirm your method of fee and security payment, invoice the required fees, and notify you when fees are ready to be paid.
Fees may be paid online by credit card or e-check, or by mailing a check to TRPA. TRPA is unable to accept credit card payments for securities. Please see Attachment J: Security Procedures for acceptable forms of payment.

PAY ONLINE:

1. Log onto the Accela Citizen Access database.
2. Search for application by the TRPA File Number or parcel number.
3. Click 'Pay Fees Due'.

PAY BY MAIL or IN PERSON:

TRPA
Attn: (Assigned Planner as listed below)
P.O. Box 5310
128 Market Street
Stateline, NV 89449-5310

Please include the TRPA File Number.

4. **PERMIT ACKNOWLEDGEMENT:** This is the final phase of the TRPA permit approval process. TRPA is "acknowledging" that the permittee has accepted the conditions of the permit and satisfied all pre-construction requirements. The planner will review the provided documentation, sign the permit, and stamp the final plan set as provided by the permittee. The signed permit and plan set will be emailed to the permittee or listed representative and be made available online through the TRPA Parcel Tracker. It is the permittee's responsibility to apply for and receive approval from any and all other agencies as applicable to their project. (e.g. a local building permit)

5. **REQUEST A PRE-GRADE INSPECTION:** Prior to any site disturbance, grading, or construction, an applicant or their representative will need to request a TRPA pre-grade inspection online. This is an on-site meeting between the TRPA Compliance Inspector and permittee and/or contractor to review the installation of Temporary Best Management Practices (BMPs) required to be in place during construction, review permit conditions, and discuss general construction practices and schedule. All construction projects, except for work that is exempt or qualified exempt, require a pre-grade inspection. Project construction shall begin prior to the expiration date listed on page one of the permit. Carefully review the permit and attachments regarding information on permit expiration and construction schedules.

If you have questions, please contact me by phone at (775) 589-5247or by e-mail at jroll@trpa.gov.

Sincerely,

Julie Roll
Principal Planner

PROJECT DESCRIPTION: Tahoe Keys Marina Redevelopment Project

APN: 022-210-021, 022-210-032, 022-210-040, 022-210-041, 022-210-044

PERMITTEE: Tahoe Keys SMI, LLC FILE #: ERSP2025-0602

COUNTY/LOCATION: 2435 Venice Drive East, City of South Lake Tahoe

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on June 24, 2026, subject to the standard conditions of approval attached hereto (Attachments Q and S) and the special conditions found in this permit.

This permit shall expire on June 24, 2029 without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO DEMOLITION, CONSTRUCTION, OR GRADING SHALL COMMENCE UNTIL:

(1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;

(2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT;

(3) THE PERMITTEE OBTAINS APPROPRIATE CITY PERMITS. TRPA'S ACKNOWLEDGEMENT MAY BE NECESSARY TO OBTAIN A CITY PERMIT. THE CITY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND

(4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

_____ _____

TRPA Executive Director/Designee Date

PERMITTEES' ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date_____

(PERMIT CONTINUED ON NEXT PAGE)

APN 022-210-021, 022-210-032, 022-210-040, 022-210-041, 022-210-044
FILE NO. ERSP2025-0602

Security Posted (1): Amount $TBD Posted

Security Administrative Fee (2): Amount $264

Water Quality Mitigation Fee (3): Amount $83,465.64

Mobility Mitigation Fee (4): Amount $5,177.50

Excess Coverage Mitigation Fee (5): Amount $TBD

Notes:
(1) See Special Condition 5.A
(2) Subject to change. See filing fee schedule for current administrative fee.
(3) See Special Condition 5.B
(4) See Special Condition 5.C
(5) See Special Condition 5.D

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The Permittee has complied with all pre-construction conditions of approval as of this date and is eligible for a county building permit:

_____ _____

TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This permit specifically authorizes redevelopment of the Tahoe Keys Marina, including improvements to both the upland and waterside facilities. The existing upland development will be demolished and replaced with new buildings, parking areas, and utilities. The project includes the following elements:

   Upland Improvements

   A. Primary Marina Complex: Construction of four mixed-use two-story buildings (labeled as Buildings A, B, C, D on site plans). Uses include retail space, offices, public restrooms, restaurants, and marina support space. Total floor area is approximately 75,350 square feet. The natural grade will be raised by 2.5 feet, requiring approximately 3,550 cubic yards of imported fill.

   B. Public Restroom and Trash Storage Building: Construction of a 1,350 square foot building including space for trash, recycling, food waste storage, as well as public restrooms to serve the adjacent Cove East Trail.

C. Dockmaster Building: Construction of a two-story building with the following uses: harbor master office, ship store, restrooms, boat showroom, office space, general marina support, and three multi-family workforce housing units (using three existing verified multi-family residential units of use)

D. Water Tank and Boat Storage Facility: Construction of a 52,600-square-foot building containing three water tanks, indoor boat storage, and office space for local law enforcement, fire, and U.S. Coast Guard personnel. The building will include two aisles with three to four levels of storage capability and is designed to accommodate approximately 250 boats during the summer season, allowing for on-demand boat retrieval, and up to 430 boats during winter storage operations without in-and-out access. The water tanks will connect to the existing water infrastructure to improve fire flow and pressure serving the marina facility.

E. Boardwalk, Promenade, and Central Plaza: Construction of a publicly accessible boardwalk/promenade along the edge of the development, between the bulkhead and buildings. A central plaza will provide approximately 14,300 square feet of landscaped gathering space for community events.

F. Public launching and storage of non-motorized watercraft is provided as part of the proposed project. Storage racks are provided in multiple locations within the project area and are available for public use on a first-come first served basis.

G. Parking and Circulation: Construction of new parking lots, adjacent to the proposed buildings, with three points of connection to Venice Drive. No less than 251 parking spaces will be provided, with final tabulation subject to compliance with the City of South Lake Tahoe's design review permit conditions, including valet and paid options. No change to the alignment of Venice Drive east of Tahoe Keys Boulevard is proposed, but the road will be restriped to include a bike lane.

H. Stormwater Best Management Practices (BMPs): The entire marina project area will be retrofitted with BMPs, including subsurface storage and infiltration facilities, permeable pavers, and infiltration basins. When the project passes final inspection, a BMP certificate of completion will be issued for all upland parcels in the project area. The marina previously received a Clean Marina Certificate, valid from April 25, 2024, to April 25, 2029.

I. Aquatic Invasive Species (AIS) Controls: An AIS Management Plan has been approved for the marina (file MAIS2025-0007). The proposed project incorporates additional AIS control features. A staging area is provided in front of the boat launch to accommodate inspections, post-launch vessel draining, and plant removal. A drain and connected infiltration basin will be located at the boat ramp so that runoff doesn't return to the lake or run onto Venice Drive. The marina has acquired and will utilize a CD3 machine to clean vessels before or after use on the lake.

J. Landscaping- A full landscape plan is included in the plan set. All bare dirt areas will be stabilized and revegetated as part of the project.

Waterside Improvements

K. Bulkhead Replacement: Approximately 1,600 linear feet of bulkhead will be replaced. This includes installation of new 34-foot-long sheet piles directly in front of the existing sheet piles, which will be secured to existing metal walers and reinforced with concrete caps. Existing brace pipes will be removed in many locations.

L. Boat Ramp Relocation: The existing boat launch will be removed and replaced with a bulkhead wall, and a new boat launch will be constructed on the south side of the project area, near the dockmaster building. Space is provided adjacent to the ramp for the lift well and gantry crane. The ramp will comply with the development standards in Code of Ordinances Section 84.5.3.

M. Boat Fueling Facilities Relocation: The existing fuel pumps are to be relocated to the southern end of the project area near the new boat ramp. An above-ground fuel tank is also proposed in the vicinity.

N. Additional Boat Slips: Upon receipt of the 10 additional mooring allocations (see condition 8), this permit will formally authorize the 66 additional boat slips, per the 2024 Settlement Agreement between Tahoe Keys SMI, LLC and TRPA, bringing the total slips authorized to 305. There are no other moorings authorized in the project area.

2. The Standard Conditions of Approval listed in Attachment Q and Attachment S shall apply to this permit.

3. Upland parcels 022-210-040, 022-240-032, and 022-210-041 are verified as land capability Class 6 and have 287,252 square feet of verified existing coverage. The project will use 285,904 square feet of coverage, and 1,348 square feet of Class 6 coverage will be banked on-site as a result of the project. These parcels will be deed-restricted as a formal project area as part of this project.

4. The following development rights are associated with this project:

Commercial Floor Area: Commercial Floor Area is allocated to primary commercial uses that are not accessory to the marina. Per file VBOU2024-1159, 48,809 square feet of Commercial Floor Area is verified in this project area. The project uses 31,507 square feet, and the remaining 18,302 square feet (Class 6) will be banked on-site for future use. The Commercial Floor Area calculations are as follows:

Location	Use	Square Feet
Building B	Office Space	8,763
Building C	Restaurant	9,551
Building D	Restaurant	13,193
Total Project		31,507
Banked		18,302

Residential Units of Use: Three existing multi-family residential units of use are verified as legally existing within the project area. All three units will be reconstructed as part of the redevelopment

and used for workforce housing. The units will be located on the second floor of the Dockmaster Building and will include two two-bedroom units and one three-bedroom unit.

People At One Time: The proposed project includes the addition of 66 boat slips and 100 summer-use dry boat storage spaces, which requires the allocation of 166 Summer Day-Use PAOTs from the marina reserved summer day-use pool.

5. Prior to permit acknowledgement, the following conditions of approval must be satisfied:

   A. The security required under Standard Condition I.B. of Attachment Q shall be equal to 110% of the estimated BMP cost and shall be determined upon the permittee's submittal of required Best Management Practices plan and related cost estimate. In no case shall the security be less than $10,000. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.

   B. Per the terms of the 2024 Settlement Agreement between TRPA and Suntex, TRPA recognizes a maximum of 153,059 square feet of existing land coverage on APN 022-021-040, provided that a water quality mitigation fee of $1.86 per square foot is paid for every square foot of coverage over 108,185 square feet. Therefore, a water quality mitigation fee of $83,465.64 shall be paid to TRPA. This fee is based on the creation of 44,874 square feet of land coverage at a rate of $1.86/square foot.

   C. The permittee shall submit a $5,177.50 mobility mitigation fee. This fee is based on the project's 218 average daily vehicle miles traveled, charged at $23.75 per average vehicle mile traveled. All projects involving new or modified development allocations must pay a mobility mitigation fee based on the project's unmitigated Vehicle Miles Traveled (VMT). This money is passed on to the local jurisdiction in which the fee was collected to be used for projects that reduce VMT.

   D. The project area has 189,586 square feet of excess land coverage. The permittee shall mitigate a portion or all of the excess land coverage on this property by removing coverage within Hydrologic Transfer Area 5 (Upper Truckee) or by submitting an excess coverage mitigation fee. To calculate the amount of excess coverage to be removed, use the following formula:

      Estimated project construction cost multiplied by the fee percentage of .05% (as identified in Table A of Subsection 30.6.1.C, Chapter 30 of the TRPA Code of Ordinances) divided by the mitigation factor of 8. If you choose this option, please revise your final site plans and land coverage calculations to account for the permanent coverage removal.

      An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage. The excess coverage mitigation fee shall be calculated as follows:

      Coverage reduction square footage (as determined by formula above) multiplied by the coverage mitigation cost fee of $8.50 for projects within Hydrologic Transfer Area 5 (Upper Truckee). Please provide a construction cost estimate by your licensed contractor, architect or engineer. In no case shall the mitigation fee be less than $200.00.

   E. The plans shall be revised as follows:

i. Update the coverage reference plan (sheet L0.4) to change the Basin Plaza from synthetic turf to real grass or landscaping (i.e. not creating land coverage).
ii. Provide a table of existing, proposed, and banked Commercial Floor Area.
iii. Include a final foundation plan
iv. Label the location of public access for non-motorized boaters
v. Identify the locations of all publicly accessible bike racks
vi. Provide a dedicated area for public use of the CD3 machine for non-motorized watercraft to become clean, drain, and dry shall be identified on the plans, and its functional operation shall be maintained by the permittee.
vii. Identify a dedicated area for boaters leaving the water to pull drain plugs and remove attached vegetation. This area shall not allow drained water to reach any water body. Drains that lead to an infiltration area are recommended.
viii. Dedicated areas to be used for educational events shall be identified on the plans. This area shall be available for government, non-profit, and educational entities to provide information on aquatic invasive species, water quality, and boating safety.
ix. Include a grading plan showing the amount of material to be excavated for construction of the boat ramp.
x. Indicate the location for the temporary dewatering and storage of excavated material.

F. Outdoor lighting for commercial uses shall not exceed 2,500 lumens per light and the total lighting shall not exceed 100,000 lumens per acre. Commercial uses shall reduce outdoor lighting to 50 percent or less of operational lighting levels after business hours. Motion-detection lighting or similar technology, activated on-site, may increase lighting levels to 100 percent temporarily. Provide a lighting plan that includes the following:
   i. Plans indicating the location on the premises, and the type of illumination devices, fixtures, lamps, supports, reflectors, and construction details;
   ii. Description of illuminating devices, fixtures, lamps, supports, reflectors, and other devices. The description may include, but is not limited to, catalog cuts by manufacturers, and drawings; and
   iii. A table showing the total number of proposed exterior lights by fixture type, degrees Kelvin, Lumens per fixture, and lamp type.

G. The permittee shall prepare a Stormwater Pollution Prevention Plan (SWPPP) that, at a minimum, identifies potential pollutant sources and includes specific measures to prevent the discharge of sediment, fuels, chemicals, concrete washout, or other pollutants to surface water, groundwater, storm drain systems, or adjacent properties. The SWPPP shall specifically include a dewatering plan and measures to prevent/minimize sediment and contaminant releases into groundwater or surface water during excavations, and methods to clean up releases if they do occur All approved measures shall be implemented and maintained for the duration of construction.

H. Water quality controls shall be consistent with the TRPA Handbook of Best Management Practices, the Lahontan Regional Water Quality Control Board, and City of South Lake Tahoe requirements for erosion control. Water quality controls shall ensure that runoff quality meets or surpasses TRPA water quality objectives.

I. The permittee shall submit a water quality monitoring plan for review and approval. The plan shall describe water quality monitoring for three phases of construction related to in-lake work (bulkhead replacement, boat ramp relocation) 1) pre-construction monitoring to establish baseline conditions, 2) during demolition and reconstruction activities, and 3) post-construction, prior to removal of turbidity curtains. Discharge shall not exceed the limits allowed by Lahontan Regional Water Quality Control Board or those listed in TRPA Code Section 60.1.3. If the test results indicate suspended material in excess of what is outlined in the monitoring plan, all construction-related activities shall cease immediately and the TRPA Compliance inspector shall be notified within two hours.

J. The permittee shall provide the TRPA with the latest recorded grant deeds for all upland parcels within the project area (022-210-040, 022-240-032, and 022-210-041). Once these grant deeds have been received, TRPA will prepare a project area deed restriction that will permanently treat land coverage for these parcels as though the parcels had been consolidated. The total allowable land coverage for the parcels combined is 153,059 square feet.

K. Construction methodology plan for both the upland and waterside portions of the project. The plan shall include construction sequencing, use of staging areas, dust control procedures, construction noise control techniques, construction BMP details, access plan for both upland and in-water work, and any other relevant construction-related details.

L. The permittee shall provide a Spill Prevention Plan for the use of any hazardous materials or equipment (i.e., fuel, epoxy glue, other volatile substances, welding and torch equipment, etc.), for construction activities occurring adjacent to and within the lake. The Plan shall require absorbent sheets/pads to be available at all times. A contact list of all emergency response agencies shall be available at the project site at all times during construction.

M. The permittee shall submit a project construction completion schedule prior to commencement of construction, including an approximate timeline for all phases of construction.

N. The permittee shall submit a final stormwater Best Management Practices plan, including the following:
   i. Final location, design, and layout of roof drainage systems and conveyance facilities.
   ii. Maintenance ports on all subsurface systems
   iii. Final snow storage locations
   iv. Final calculations demonstrating that the proposed infiltration facilities are sized accordingly for the slope and soil type of the property and will capture and infiltrate a 20 year/1-hour storm event.

O. A BMP Inspection and Maintenance Plan shall be submitted detailing necessary maintenance activity and schedules for all BMPs installed on the property. All BMPs shall be maintained subject to the Inspection and Maintenance Plan approved as part of this permit. All maintenance activities shall be recorded in a corresponding maintenance log. This log shall be maintained for the life of the property and made available for inspection by TRPA staff. If this log is not complete, TRPA will assume that maintenance has not been performed and reserves the right to revoke the BMP Certificate of Completion.

P. The permittee shall submit a fertilizer management plan in accordance with the standards required in Section 60.1.8 of the TRPA Code of Ordinances for TRPA review and approval.

Q. Prior to commencement of operations, the permittee shall submit for TRPA review and approval an Employer-Based Trip Reduction Program, pursuant to TRPA Code of Ordinances Section 65.5.2, to reduce automobile trips associated with Tahoe Keys Marina commuting employees (including employees for primary/accessory uses operating out of the marina). The plan shall include specific details on the proposed trip reduction policies (educational materials encouraging alternative commute modes, secure bicycle parking for at least 5% of the number of employees, preferential carpool parking, vanpool subsidies, etc.), designation of an Employee Transportation Coordinator who will organize, implement, and report on the Employer-Based Trip Reduction Program, and specific annual reporting protocols. (see also special condition 11.A)

R. A preconstruction survey for special status plants and wildlife, including raptor and migratory birds, Tahoe yellow cress, Sierra Nevada yellow-legged frog, Lahontan Cutthroat Trout, and other species identified in the initial biological survey area, shall be conducted by a qualified biologist no more than three days prior to the onset of construction activities. If any special status species (or sign of presence) are identified, the applicant shall consult with TRPA, USFWS, and/or CDFW, as appropriate, depending on species status, to determine and implement appropriate measures to achieve no net loss of occupied habitat or individuals.

S. Provide a final revised set of site plans (including BMP plans and foundation plans) for stamping.

6. The Tahoe Keys Marina contains 305 operational boat slips (239 slips recognized through the Master Plan and 66 additional slips). Pursuant to the 2024 Settlement Agreement between TRPA and Suntex, the permittee was required to submit a complete permit application for the 66 additional slips no later than October 1, 2027. The current redevelopment application satisfies that requirement and includes the request for formal TRPA approval of the 66 additional slips.

7. This permit authorizes 56 additional boat slips utilizing the mooring allocations received in 2025, allocation numbers TRPA-25-MOOR-016 through TRPA-25-MOOR-071, for a total of 295 boat slips permitted.

8. The permittee shall apply for the remaining 10 mooring allocations in the 2026 TRPA mooring lottery. If the full 10 allocations are not secured in the 2026 lottery, the permittee shall apply for the remaining balance in the 2027 mooring lottery and not later than October 1, 2027.Upon receipt of the remaining 10 mooring allocations, all 305 operational boat slips will be fully authorized.

9. Pursuant to the 2024 Settlement Agreement between TRPA and Suntex, the permittee may continue to utilize all 305 operational slips while diligently pursuing Special Condition 6 satisfaction above.

10. Only one watercraft shall be moored at each of the 305 boat slips pursuant to TRPA Code 84.3.2.B.

11. All motorized concession watercraft must be moored in authorized boat slips. Concessionaires shall not use the boat storage building or boat ramp for daily launching and retrieval.

12. Pursuant to the 2024 Settlement Agreement between TRPA and Suntex, the permittee shall submit a separate permit application addressing water-oriented concessions, commercial boating, and tour boat operations no later than October 1, 2027, using the applicable TRPA marina application and associated concessions submittal checklist. Annual motorized boat rental concession fees will be assessed through the concessions permit based on the number and type of motorized watercraft. The permit shall also identify the number and location of slips dedicated to public service watercraft (first responders, AIS control/monitoring, and research, etc.).

13. The following Aquatic Invasive Species (AIS) control strategies shall be implemented during construction:

    A. To prevent the introduction of new AIS into the marina, all equipment that will touch the water must be inspected for AIS and decontaminated by Tahoe Watercraft Inspection staff before the start of construction. Re-inspection and decontamination at the end of the project are also required to prevent the spread of AIS from Tahoe Keys Marina to other locations.

    B. Collect (by hand or skim) floating plant fragments resulting from in-lake work and properly dispose of them in a secure dumpster or haul to a disposal location (e.g. South Tahoe Refuse).

    C. Any drainage inlets near where AIS plant materials or fouled equipment are temporarily stored or staged shall be modified to prevent the flow of contaminated water back into the Marina or onto Venice Drive. A mesh size of 250 microns (no. 60 mesh) is sufficient to prevent the spread of AIS. After completion of the project, the mesh or other modifications shall be secured and disposed of to limit plant fragment spread to waterbodies or the roadway.

    D. Any vehicle used to haul AIS materials for disposal must be secured to ensure no AIS can fall out of the trailer during transport.

    E. Any dredge spoils produced by the project shall have a double layer of containment while being temporarily stored in the upland project area. Once the spoils have dried, they shall be transported and disposed of at an approved location outside of the Tahoe Basin. No dredged material may be stockpiled outside of a designated dewatering area. The dredged material may be immediately transported off-site (without dewatering) if sealed trucks are used.
    Any barge or other vessel used during construction must have an inspection seal prior to launching. No vessels may be drained where the water can flow back into the lagoon or onto Venice Drive.

14. The following long-term Aquatic Invasive Species (AIS) control strategies shall be implemented:

    A. The permittee shall operate and maintain AIS containment and fragment collection equipment (including but not limited to a bubble curtain) located at the boating channel in good working order. The bubble curtain shall be equipped with a monitoring system that automatically notifies designated permittee representatives and TRPA staff in the event of a malfunction or interruption in operation. Repair or corrective action shall commence within 24 hours of notification, and the equipment shall be returned to operation as soon as feasible.

    B. The permittee shall implement and maintain an invasive plant fragment skimming program within the boating channel or contract for such services to be performed by a qualified entity.

Fragment skimming shall occur concurrently with aquatic invasive plant harvesting activities and shall be increased during periods of peak boating activity, including holidays and other high-use periods, to minimize the transport of invasive plant fragments.

C. The permittee shall participate in and support ongoing coordination efforts addressing long-term aquatic invasive plant management within the Tahoe Keys lagoon system. At a minimum, the permittee shall designate a representative, attend coordination meetings upon request, and document participation in collaborative invasive species management planning and implementation efforts.

D. The permittee shall continue to submit an annual AIS Management Plan.

15. The applicant shall comply with the following construction-related conditions of approval:

A. All standard conditions of approval in Attachment Q and Attachment S.

B. Any discovery of a TRPA-sensitive species or species of interest shall be reported to the TRPA Compliance Inspector, and all construction shall cease immediately. Any discovery of nests, dens, or plant communities shall be protected in accordance with TRPA guidelines.

C. If buried cultural resources are discovered during the course of construction activities, construction operations shall immediately stop in the vicinity of the artifacts and the California State Historic Preservation Office and TRPA, shall be notified. At the discretion of the California State Historic Preservation Office, construction may proceed provided reasonable efforts are made to minimize harm to the resource until a determination of significance is made. Cultural resources could consist of, but not be limited to, artifacts of stone, bone, wood, shell, or other materials, or features, including hearths, structural remains, or dumps. If human burials are encountered, all work in the area will stop immediately and the County Coroner shall be notified. If the remains are determined to be Native American in origin, the State Native American Heritage Commission and the appropriate Native American organization, pursuant to the requirements of the Native American Graves Protection and Repatriation Act of 1990 Section 3(d), shall be notified. Following notification, and upon certification that the notification has been received, the undertaking may resume after 30 days.

D. Loose piles of soil, silt, clay, sand, debris, or other earthen material shall be covered to prevent the discharge of these materials.

E. Any soil tracked off site during construction shall be immediately cleaned up with a mechanical street sweeper.

16. Annual reporting on the approved Employer-Based Trip Reduction Program, required per special condition 5.Q., shall be submitted no later than April 1 of each year.

17. Once redeveloped, all on-site parking will be paid parking, with parking enforcement, as a continuing operational policy.

DRAFT

18. Accessory uses that are not allocated Commercial Floor Area must comply with Code Section 50.6.1.A.2, and may not be advertised separately from the primary marina use, except for one 20 square foot projecting or building sign.

19. No signage is approved under this permit. Any future application for signage shall include educational signage at appropriate public access locations describing Aquatic Invasive Species (AIS) prevention measures to reduce the introduction and spread of AIS, consistent with City of South Lake Tahoe and TRPA sign standards.

20. Photos shall be provided to the TRPA Compliance Inspector taken during the construction of any subsurface BMP's or of any trenching and backfilling with gravel.

21. All BMPs shall be maintained subject to the Inspection and Maintenance Plan approved as part of this permit. All maintenance activities shall be recorded in a corresponding maintenance log. This log shall be maintained for the life of the property and made available for inspection by TRPA staff. If this log is not complete, TRPA will assume that maintenance has not been performed and reserves the right to revoke the BMP Certificate of Completion.

22. It is the Permittee's responsibility to receive all necessary authorization and/or permission from the appropriate agencies for the proposed project.

23. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.

24. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board including individual members, its Planning Commission including individual members, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, administrative appeal, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

    Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over their settlement, compromise or other disposition. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

The permittee and its agent(s) agree that the indemnification obligations assumed under the permit shall survive expiration of the permit or completion of the project.

END OF PERMIT

DRAFT

Attachment C
Ordinance 2026-__

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE NO. 2026-_____

AN ORDINANCE AMENDING ORDINANCE 87-9, AS PREVIOUSLY AMENDED, TO ADOPT AMENDMENTS TO TRPA'S CODE OF ORDINANCES

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.0 Findings

1.10 The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region.

1.15 The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.

1.20 The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.

1.25 Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.

1.30 In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances ("Code").

1.35 Through this Ordinance, the TRPA Governing Board will adopt amendments to the TRPA Code of Ordinances to allow additional building height as specified and to remove Venice Drive East from the definition of Major Arterial.

1.40 TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.

1.45 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.0 Amendment of TRPA Code of Ordinances

2.10 Ordinance 87-9, as previously amended, is hereby amended as shown in Exhibit 1.

Section 3.0 Interpretation and Severability

3.10 The provisions of this ordinance adopted hereby shall be liberally construed to effectuate their purpose. If any section, clause, provision, or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this

ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

Section 4.0 Effective Date

4.10 The provisions of this ordinance shall be effective 60 days after adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this ____ day of _____, 2026, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Hayley Williamson, Chair
Tahoe Regional Planning Agency
Governing Board

Attachment C
Exhibit 1
Proposed Amendments to Chapters 37 and 90 of the TRPA Code of Ordinances

Exhibit 1: Draft Amendment Language

37.5.2. Additional Building Height for Public Service, Tourist Accommodation, and Certain Recreation Buildings

TRPA may approve building heights greater than those set forth in Section 37.4 for buildings whose primary use is public service, tourist accommodation, or certain recreation uses as follows:

A. Additional Building Height With Required Findings

The maximum heights specified in Table 37.4.1-1 may be increased by up to four feet, but not to exceed a maximum height of 38 feet, provided TRPA makes the following findings in Section 37.7:

1. For tourist accommodation buildings: findings 1, 2, and 3;

2. For public service buildings: findings 1, 2, 3, and 4; and

3. For certain recreation uses, including downhill ski facilities, cross country skiing facilities, marinas where the marina use is at least 300 feet landward of the high-water line of Lake Tahoe as measured from the entrance of a lagoon (man-made),or recreation uses whose primary recreation use is participant sports facilities, recreation centers, or sports assembly: findings 1, 2, 3, 4, and 7.

C. Additional Building Height for Public Service and Certain Recreation Buildings That Are Not Visible From Lake Tahoe and That Are Not Located Within or Are Not Visible From Designated Scenic Highway Corridors

The maximum building heights specified in Table 37.4.1-1 may be increased by up to eight feet, but not to exceed a maximum of 42 feet, if the building will not be visible from Lake Tahoe and the building is not located within a TRPA-designated scenic highway corridor pursuant to Section 66.2: *Establishment of Scenic Highway Corridors*, provided TRPA makes findings 1, 3, 4, 7, and 8 in Section 37.7. An additional four feet, not to exceed a maximum of 42 feet, may be earned if the building meets the criteria and findings set forth above and is not visible from a TRPA-designated scenic highway corridor pursuant to Section 66.2.

Chapter 90

Major Arterial

U.S. Highway 50; S.R. 89, California; S.R. 28, Nevada and California; S.R. 267, California; S.R. 431, Mt. Rose, Nevada; S.R. 207, Kingsbury Grade, Nevada; Loop Road (Lake Parkway, Montreal Road from the state line to Park Avenue, Park Avenue from Montreal Road to Pine Boulevard, and Pine Boulevard to the state line); Ski Run; Pioneer Trail; Al Tahoe Boulevard; Lake Tahoe Boulevard; Fallen Leaf Lake Road; Tahoe Keys Boulevard; Lake Shore and Country Club Drive, Incline Village, Nevada; Sierra Boulevard; Black Bart; Venice Drive (excluding Venice Drive East); and Village Boulevard.

Attachment D

Initial Environmental Checklist

Attachment E
V(g) Findings

PROJECT REVIEW CONFORMANCE CHECKLIST & V (g) FINDINGS

(Commercial/Tourist Accommodation/Public Service/Recreation/Resource Mngt.)

Project Name: Tahoe Keys Marina Redevelopment

Project Type: Recreation/Marina Expansion

APN / Project Number: 022-210-032, et.al., ERSP2025-0602

Project Review Planner: Julie Roll Date of Review: 6/8/26

NOTE: if the answer to question b. on any of the following questions is *no*, please provide a written justification on a separate sheet for making the findings required in subsections 4.4.1 and 4.4.2 of the code. If the answer to question b. is yes or if no answer is required, this checklist shall serve as justifications for making said findings. Any positive impacts of the project on the thresholds that have not been addressed in these questions should also be noted.

CATEGORY: AIR QUALITY

THRESHOLD: CARBON MONOXIDE (CO) INDICATOR: (CO) 8-hr. avg. Stateline CA station

1.	a.	Does the project generate new vehicle trips?	Y ☒ N ☐
	b.	If yes, is the project consistent with Subsection 65.2.4.B.1?	Y ☒ N ☐
2.	a.	Does the project create new points of vehicular access?	Y ☒ N ☐
	b.	If yes, is the project consistent with Subsection 34.3.2?	Y ☒ N ☐
3.	a.	Does the project include combustion appliances?	Y ☒ N ☐
	b.	If yes, is the project consistent with Subsection 65.1.4?	Y ☒ N ☐
4.	a.	Does the project include a new stationary source of CO?	Y ☒ N ☐
	b.	If yes, is the project consistent with Subsection 65.1.6?	Y ☒ N ☐

THRESHOLD: OZONE INDICATOR: Ozone, 1-hr. avg. Lk. Tahoe Blvd station

1.	a.	Does the project increase regional VMT?	Y ☐ N ☒
	b.	If yes, is the project consistent with Subsection 65.2.4?	Y ☐ N ☐
2.	a.	Does the project include new gas/oil space/water heaters?	Y ☒ N ☐
	b.	If yes, is the project consistent with Subsection 65.1.4?	Y ☒ N ☐
3.	a.	Does the project include a new stationary source of NO^2?	Y ☒ N ☐
	b.	If yes, is the project consistent with Subsection 65.1.6?	Y ☒ N ☐

THRESHOLD: PARTICULATE MATTER INDICATOR: Part. Matter, 24-hr. avg. Lk. Tahoe Blvd station

1.	a.	Does the project increase airborne dust emissions?	Y ☐ N ☒
	b.	If yes, is the project consistent with Subsection 60.4.3?	Y ☐ N ☐
2.	a.	Does the project include a new stationary source of particulate matter?	Y ☐ N ☒
	b.	If yes, is the project consistent with Subsection 65.1.6?	Y ☐ N ☐

3. a. Refer to question 1, Ozone, above.

THRESHOLD: VISIBILITY INDICATOR: miles of visibility, veg and subregional path

1. a. Refer to questions 1-3, Particulate Matter, above.

THRESHOLD: TRAFFIC VOLUME INDICATOR: traffic volume, US 50 at Park Ave.
US 50 CORRIDOR, WINTER, 4pm-12am Jan.-Mar. avg., 4pm-12am

1. a. Refer to question 1, CO, above.

THRESHOLD: NO^2 EMISSIONS INDICATOR: VMT

1. a. Refer to questions 1-2, VMT, below.

THRESHOLD: WOOD SMOKE INDICATOR: number of wood heaters

1. a. Does the project include any new wood heaters? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.1.4.B? Y ☐ N ☐

THRESHOLD: VMT INDICATOR: changes in number of trips and avg. trip length

1. a. Does the project increase average trip length? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.2.4.B? Y ☐ N ☐

2. a. refer to question 1, CO, above.

CATEGORY: WATER QUALITY

THRESHOLD: TURBIDITY INDICATOR: turbidity of indicator stations

1. a. Does the project increase impervious coverage or create permanent soil disturbance? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.2.3? Y ☒ N ☐

2. a. Does the project create temporary soil disturbance? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.4.3? Y ☒ N ☐

3. a. Does the project require the use of fertilizer? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 60.1.8? Y ☐ N ☐

4. a. Does the project include domestic wastewater discharge to the surface or groundwater? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 60.1.3.B? Y ☐ N ☐

5. a. Does the project disturb or encroach on an existing SEZ? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 30.5? Y ☐ N ☐

THRESHOLD: CLARITY, WINTER (IN LAKE)
INDICATOR: secch depth, Dec.-Mar. avg. TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: PHYTOPLANKTON PRIMARY PRODUCTIVITY (IN LAKE)
INDICATOR: phyto, primary productivity, ann. Avg., TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: DIN LOAD, SURFACE RUNOFF
INDICATOR: DIN x discharge, tributary network annual total 1

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN LOAD, GROUNDWATER
INDICATOR: DIN x discharge, grndwtr. Network, annual total

1. a. Refer to questions 2 & 3, turbidity, above.

THRESHOLD: DIN LOAD, ATMOSPHERIC
INDICATOR: NO3 + HNO, annual avg. Lake Tahoe Blvd station

1. a. Refer to question 4, turbidity, above.

THRESHOLD: NUTRIENT LOADS, GENERAL INDICATOR: sol. P x discharge sol. Fe x

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: TOTAL N, P, Fe, (trib.) CA ONLY INDICATOR: single reading, tributary network

1. a. Refer to questions 1, 2, 3, and 5, turbidity, above.

THRESHOLD: DIN; SOL, P, Fe, SS (trib.) NV ONLY INDICATOR: single reading tributary network

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN, SOL, P, Fe, SS, GREASE/OIL DISCHARGED TO SURFACE WATER FROM RUNOFF
INDICATOR: single reading runoff sites

1. a. Does the project route impervious surface runoff directly into Lake Tahoe or a major tributary? Y ☐ N ☒
   b. If yes, is the discharge structure consistent with BMP handbook? Y ☐ N ☐

2. a. Does the project create large impervious areas (e.g. parking lots) which may serve as a source of airborne pollutants, grease or oil? Y ☒ N ☐
   b. If yes, is the project consistent with Subsections 60.4.3, 60.4.6, 60.4.9? Y ☒ N ☐

THRESHOLD: TOTAL N, TOTAL P, TOTAL Fe TURBIDITY, GREASE/OIL DISCHARGE TO GRDWTR FROM RUNOFF
INDICATOR: single reading runoff site

1. a. Does the project include infiltration devices to infiltrate impervious surface runoff directly underground? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.4.6? Y ☒ N ☐

CATEGORY: SOIL CONSERVATION

THESHOLD: IMPERVIOUS COVERAGE — INDICATOR: area or coverage

1. a. Does the project include new or relocated coverage? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 30.4, 30.5, 30.6? Y ☒ N ☐

THRESHOLD: NATURALLY-FUNCTIONING SEZ — INDICATOR: area of SEZ

1. a. Does the project disturb or encroach on a naturally-functioning SEZ? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 30.5? Y ☐ N ☐

CATEGORY: VEGETATION

THRESHOLD: PLANT & STRUCTURAL DIVERSITY — INDICATOR: plant & structural diversity

1. a. Does the project create a change in diversity? Y ☐ N ☒
   b. If yes, does the project include vegetation management techniques to increase diversity (reveg., thinning)? Y ☐ N ☐

THRESHOLD: MEADOW & RIPARIAN VEGETATION — INDICATOR: area of meadow & riparian veg.

1. a. Refer to question 5, turbidity, above.

THRESHOLD: DECIDUOUS RIPARIAN VEGETATION — INDICATOR: area of riparian vegetation

1. a. Refer to question 5, turbidity, above.

THRESHOLD: SHRUB ASSOCIATION — INDICATOR: area of shrub association

1. a. Does the project create an increase in the areal extent of the shrub association? Y ☐ N ☒
   b. If yes, has the additional area been calculated, and a determination been made that the total area is less than or equal to 25%? Y ☐ N ☐

THRESHOLD: YELLOW PINE ASSOCIATION (not mature) — INDICATOR: area of yellow pine assoc.

1. a. Does the project create a change in the areal extent of the immature yellow pine association? Y ☐ N ☒
   b. If yes, has the additional area been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y ☐ N ☐

THRESHOLD: RED FIR ASSOCIATION — INDICATOR: area of red fir assoc.

1. a. Does the project create a change in the areal extent of the immature red fir association? Y ☐ N ☒
   b. If yes, has the additional are been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y ☐ N ☐

THRESHOLD: FOREST OPENINGS — INDICATOR: size and location of forest openings

1. a. Does the project create new forest openings? Y ☐ N ☒
   b. If yes, is the new opening less than 8 acres? Y ☐ N ☐

2. a. Does the project create new forest openings adjacent to other openings? Y ☐ N ☒
   b. If yes, are the resultant adjacent openings not of the same relative age class or successional stage? Y ☐ N ☐

THRESHOLD: UNCOMMON PLANT COMMUNITITES — INDICATOR: habitat sites

1. a. Will the project impact the habitats for the deepwater sphagnum bog, Osgood Swamp, or the Freel Peak Cushing Plant Community? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these plant communities? Y ☐ N ☐

THRESHOLD: SENSITIVE VEGETATION — INDICATOR: number of habitat sites

1. a. Will the project impact the habitats of the Carex paucifructus, the Lewis pyomaea longipetala, the Draba asterophora v., or the Rorippa subumbellata? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these plant communities? Y ☐ N ☐

CATEGORY: WILDLIFE

THRESHOLD: SPECIAL INTEREST SPECIES — INDICATOR: number of habitat sites

1. a. Will the project result in the loss, modification or increased disturbance of habitat site for goshawk, osprey, bald eagle, (winter and nesting), golden eagle, peregrine falcon, waterfowl, or deer, as mapped on official TRPA maps? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these habitat sites? Y ☐ N ☐

CATEGORY: FISHERIES

THRESHOLD: EXCELLENT STREAM HABITAT — INDICATOR: sites of excellent stream habitat

1. a. Does the project include stream channelization, stream dredging, removal of rock or gravel from a stream, culverts, bridges, or water diversions affecting a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, have modifications been included in the project to offset impacts on stream habitat and contribute to the upgrading of stream habitat? Y ☐ N ☐

2. a. Will the project result in siltation, urban runoff, snow disposal, or litter that may affect water quality in a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y ☐ N ☐

THRESHOLD: GOOD STREAM HABITAT — INDICATOR: miles of good stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: MARGIANL STREAM HABITAT — INDICATOR: miles of marginal stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: INSTREAM FLOWS — INDICATOR: increase flows

1.	a.	Does the project include new water diversions?	Y ☐	N ☒
	b.	If yes, is there evidence in the record to indicate that flows will remain within adopted TRPA standards or, in the absence of adopted standards, that flows will not be diminished?	Y ☐	N ☐
2.	a.	Does the project include new coverage or disturbance that could contribute to uncontrolled runoff reaching a stream identified as fish habitat?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsections 60.4.3 and 60.4.6?	Y ☐	N ☐
3.	a.	Refer to question 5, turbidity, above.		

THRESHOLD: LAKE HABITAT — INDICATOR: area of excellent habitat

1.	a.	Does the project include development in the shorezone, removal of rock or gravel from the lake, or removal of vegetation in the shorezone?	Y ☒	N ☐
	b.	If yes, is the project consistent with Chapters 80-86?	Y ☒	N ☐
2.	a.	Does the project increase the potential for siltation, runoff, or erosion entering Lake Tahoe?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsections 60.4.3 and 60.4.6?	Y ☐	N ☐

CATEGORY: NOISE

THRESHOLD: SINGLE EVENT, AIRCRAFT, DAYTIME
INDICATOR: dBA, LMAX, TRPA ref. points, 8am-8pm, single reading

1.	a.	Does the project involve the commercial or private operation of aircraft?	Y ☐	N ☒
	b.	If yes, does the project comply with the Interim Service Agreement affecting aircraft operations at the South Lake Tahoe Airport, or will the project meet the TRPA noise thresholds, or is the project exempt under Code section 68.9?	Y ☐	N ☐

THRESHOLD: SINGLE EVENT, AIRCRAFT, NIGHTTIME
INDICATOR: dBA, LMAX, TRPA ref. points, 8am-8pm, single reading

1.	a.	Refer to question 1, single event, aircraft, above.	

THRESHOLD: SINGLE-EVENT, BOATS — INDICATOR: dBA, LMAX, at 50 ft., single reading

1.	a.	Does the project involve a marina or boat launching facility?	Y ☒	N ☐
	b.	If yes, is the project consistent with Subsection 68.3?	Y ☒	N ☐

THRESHOLD: SINGLE-EVENT, MOTOR VEHICLE LESS THAN 6,000 LBS. CVM
INDICATOR: dBA, LMAX, at 50 ft., single reading

1.	a.	Does the project include the operation of fleet vehicles or other commercial vehicles?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsection 68.3?	Y ☐	N ☐

THRESHOLD: SINGLE-EVENT, MOTOR VEHICLE GREATER THAN 6,000 LBS. CVM
INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Refer to question 1, single event, motor vehicle, above.

THRESHOLD: SINGLE-EVENT, MOTORCYCLE INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of motorcycles for lease or rent or the operation of a motorcycle course? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☐

THRESHOLD: SINGLE-EVENT, ORVS INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of ORVs for rent or lease or the operation of an ORV course? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☐

THESHOLD: SINGLE-EVENT, SNOWMOBILES INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of snowmobiles for rent or lease or the operation of a snowmobile course? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☐

THRESHOLD: COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

1. a. Does the project involve the creation of a new or relocated land use? Y ☐ N ☒
   b. If yes, is the project consistent with the applicable plan area statement? Y ☐ N ☐

2. a. Is the project located within a transportation corridor as mapped on TRPA maps? Y ☐ N ☒
   b. If yes, does the project include components to reduce the transmission of noise from the corridor, in accordance with the TRPA Design Review Guidelines? Y ☐ N ☐

3. a. Does the project involve a use or activity for which TRPA has received a CNEL related noise complaint and for which TRPA has required remedial action in accordance with Chapter 68? Y ☐ N ☒
   b. If yes, is the project consistent with the remedial action plan? Y ☐ N ☐

CATEGORY: SCENIC RESOURCES

THRESHOLD: ROADWAY AND SHORELINE RATINGS

1. a. Is the project located within, or visible from, a roadway or shoreline unit targeted for scenic upgrading? Y ☐ N ☒
   b. If yes, is the project consistent with the TRPA Scenic Quality Implementation Program (SQUIP)? Y ☐ N ☐

2. a. Is the project located within, or visible from, a roadway or shoreline unit not targeted for scenic upgrading? Y ☐ N ☒
   b. If yes, is there evidence in the record that the project will not cause a significant decrease in scenic quality, and is the project consistent with the TRPA Design Review Guidelines? Y ☐ N ☐

CATEGORY: RECREATION

THRESHOLD: PRESERVE AND ENHANCE THE HIGH QUALITY RECREATION EXPERIENCE
INDICATOR: dispersed rec. capacity

1. a. Is the project located in a conservation or recreation plan area? Y ☒ N ☐
   b. If yes, is the project consistent with the applicable plan area statement? Y ☒ N ☐

THRESHOLD: ESTABLISH FAIR SHARE OF CAPACITY FOR OUTDOOR RECREATION AVAILABLE TO THE GENERAL PUBLIC
INDICATOR: PAOTs

1. a. Does the project require an allocation of PAOTs? Y ☒ N ☐
   b. If yes, is the recreational opportunity involved available to the public? Y ☒ N ☐

CATEGORY: CODE/RULES OF PROCEDURE REQUIREMENTS

1. Does the project require Governing Board Review (Chapter 2)? Y ☒ N ☐

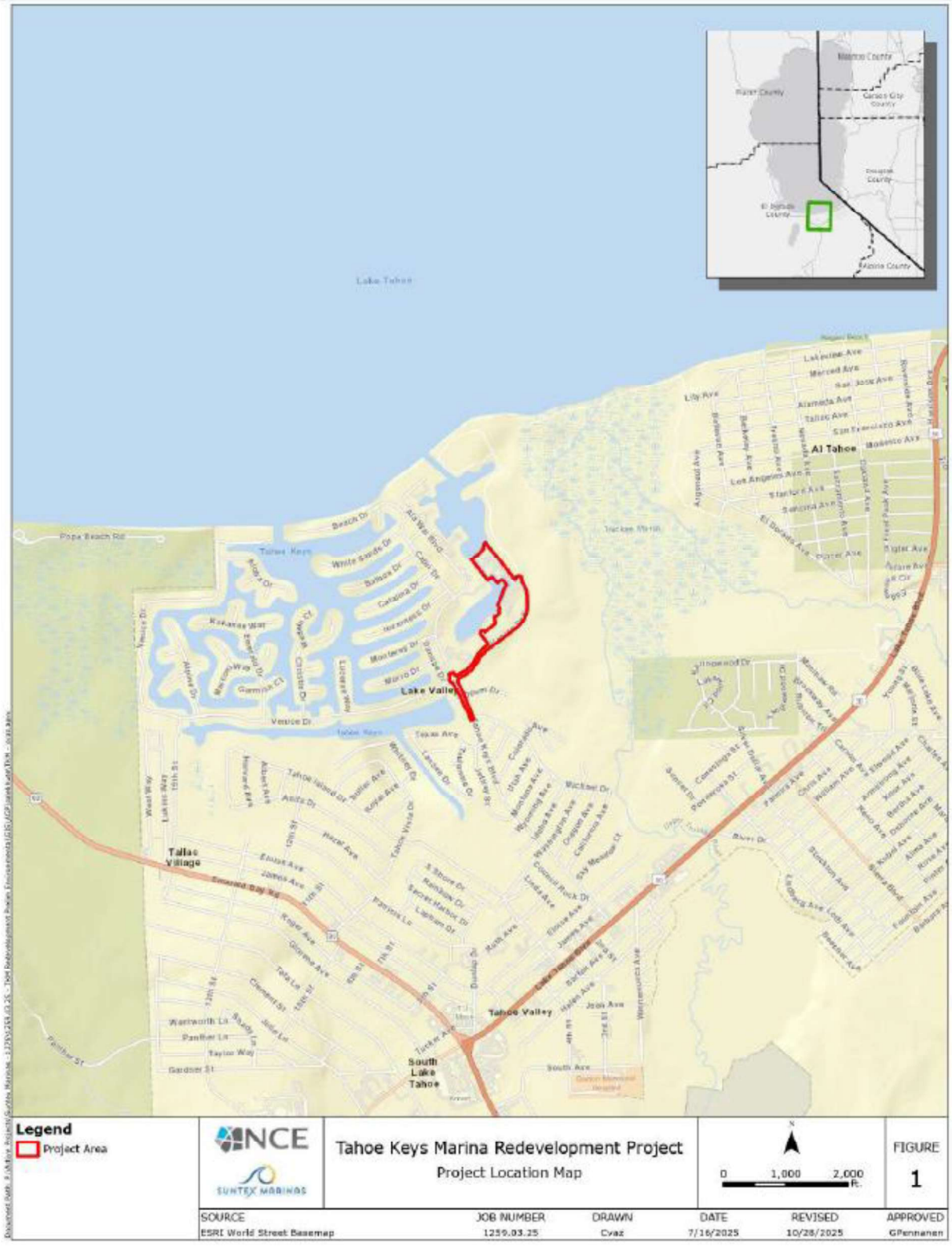
5. Does the project require notice to adjacent property owners (Art. XII Rules of Procedure)? Y ☒ N ☐

6. Is the project consistent with the following:

Chapter 2	(Project Review)	N/A ☐	Y ☒	N ☐
Chapter 6	(Tracking-Data Sheets/Log Book)	N/A ☐	Y ☒	N ☐
Chapter 21	(Permissible Uses)	N/A ☐	Y ☒	N ☐
Chapter 22	(Temporary Uses)	N/A ☒	Y ☐	N ☐
Chapter 30	(Coverage)	N/A ☐	Y ☒	N ☐
Chapter 31	(Density)	N/A ☐	Y ☒	N ☐
Chapter 32	(Basic Service)	N/A ☐	Y ☒	N ☐
Chapter 33.3	(Grading)	N/A ☐	Y ☒	N ☐
Chapter 33.4	(Special Reports)	N/A ☐	Y ☒	N ☐
Chapter 33.5	(Construction Schedule)	N/A ☐	Y ☒	N ☐
Chapter 33.6	(Vegetation Protection)	N/A ☐	Y ☒	N ☐
Chapter 34	(Driveways)	N/A ☐	Y ☒	N ☐
Chapter 34	(Parking)	N/A ☐	Y ☒	N ☐
Chapter 35	(Natural Hazards-Floodplain)	N/A ☐	Y ☒	N ☐
Chapter 36	(Design Standards)	N/A ☐	Y ☒	N ☐
Chapter 37	(Height)	N/A ☐	Y ☒	N ☐
Chapter 38	(Signs)	N/A ☒	Y ☐	N ☐
Chapter 50	(Allocations)	N/A ☐	Y ☒	N ☐
Chapter 51	(Transfers)	N/A ☒	Y ☐	N ☐
Chapter 52	(Bonus Units-MFD only)	N/A ☒	Y ☐	N ☐
Chapter 53	(IPES)	N/A ☒	Y ☐	N ☐
Chapter 60	(BMP's)	N/A ☐	Y ☒	N ☐
Chapter 60.1	(Water Quality)	N/A ☐	Y ☒	N ☐
Chapter 60.2	(Water Quality Mitigation)	N/A ☐	Y ☒	N ☐
Chapter 61.1	(Tree Removal)	N/A ☐	Y ☒	N ☐
Chapter 61.3.6	(Sensitive Plants/Fire Hazard)	N/A ☐	Y ☒	N ☐
Chapter 61.4	(Revegetation)	N/A ☐	Y ☒	N ☐
Chapter 62	(Wildlife)	N/A ☐	Y ☒	N ☐
Chapter 63	(Fish)	N/A ☐	Y ☒	N ☐
Chapter 65.1	(Air Quality)	N/A ☐	Y ☒	N ☐
Chapter 65.2	(Traffic/Air Quality Mitigation)	N/A ☐	Y ☒	N ☐
Chapter 67	(Historic Resource)	N/A ☒	Y ☐	N ☐

Attachment F
Proposed Site Plans, Floor Plans, Building Elevations
Part 1
Part 2

Attachment G
Vicinity Map


Lake Tahoe
Placer County
Carson City County
Douglas County
El Dorado County
Alpine County
Al Tahoe
Tahoe Keys
Pope Beach Rd
Beach Dr
Ala Wai Blvd
White Sands Dr
Bimini Dr
Catalina Dr
Monterey Dr
Mario Dr
Kokanee Way
Garnish Ct
Venice Dr
Lake Valley
Texas Ave
Tahoe Island Dr
Tallac Village
Emerald Bay Rd
Tahoe Valley
South Lake Tahoe
Lake Tahoe Blvd
Legend
Project Area
NCE
SUNTEX MARINAS
Tahoe Keys Marina Redevelopment Project
Project Location Map
N
0
1,000
2,000
Ft.
FIGURE
1
SOURCE
ESRI World Street Basemap
JOB NUMBER
1259.03.25
DRAWN
Cvaz
DATE
7/16/2025
REVISED
10/28/2025
APPROVED
GPennanen