

Attachment B

Process for Determining Preferred Facility Locations

Attachment B summarizes the analysis and discussion which led working group members to identify preferred public safety facility locations.

At the first workshop meeting on March 25, 2022, working group members formed breakout groups based on their quadrant of jurisdiction. Breakout groups reviewed a web map of their quadrant and identified up to five potential sites for further analysis as potential safety facility locations. TRPA staff analyzed each site identified by the breakout groups and provided a quantitative summary of site benefits including distance from the shoreline to navigable depth, response time to landward emergency facilities, and emergency vehicle access. During April and May, 2022, TRPA staff met with the quadrant groups individually to discuss potential sites in-depth and choose a preferred location. These work sessions included a review of TRPA's quantitative analysis, but the final selection of preferred locations was ultimately qualitative and determined by consensus of the group based on the needs of the participating public safety agencies and group discussion.

City of South Lake Tahoe

During the March 25 workshop meeting, the working group identified the need for two facilities in the El Dorado County quadrant given the high volume of emergency calls in the area and different needs between the agencies in the City of South Lake Tahoe and unincorporated El Dorado County. Further research by TRPA staff found that the Code of Ordinances could accommodate two dedicated facilities without an additional safety facility allocation if one facility utilized an existing public pier. El Dorado County was already considering additions to Camp Richardson pier as a potential facility location and TRPA planners found that additions could be made to the pier to accommodate public safety agencies without changing the pier's designation from public pier to safety facility. TRPA staff held a meeting with first responder agencies in the City of South Lake Tahoe to identify a preferred public safety facility location within the city limits.

Following the workshop, the working group directed TRPA staff to evaluate key factors influencing the feasibility of potential safety facility locations including distance to navigable depth in drought conditions (6219'), scenic character type, fish habitat, and drivetime from the site to the nearest hospital. Staff shared this analysis with the working group to aid in determining a preferred facility location. The following table summarizes staff's findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219'	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
Ski Run Marina	027-690-06	6,220'	260'	Yes	Feed/Cover	Yes	Dominated/ In Attainment	1:1.5
Timber Cove	027-090-25	6,219'	1,175'	Yes	Feed/Cover	No	Dominated/ In Attainment	1:1.5

Tahoe Keys Marina	022-210-044	N/A	N/A	Yes	Feed/Cover	Yes	N/A	N/A
El Dorado Beach	026-050-06	N/A	1,440'	Yes	Feed/Cover	No	Modified/ In Attainment	1:2
Lakeside Marina	029-601-001	N/A	N/A	Yes	Feed/Cover	Yes	Dominated/ In Attainment	1:1.5

A May 2nd meeting to determine the preferred safety facility location in the City of South Lake Tahoe included the City’s police and fire departments. The group discussed locations at the Tahoe Keys, Timber Cove, Eldorado Beach, Lakeside Marina, and Ski Run Marina, ultimately choosing Ski Run Marina as the preferred site. Deep water access on the south shore’s shallow shelf was a key point of discussion during the discussion. The discussion pertaining to each facility is summarized below:

- Tahoe Keys Marina- the City Fire Department currently operates out of the marina. The distance from the marina’s boat ramp to the canal and mouth of the marina leads to extended response times and makes the site less than ideal.
- Timber Cove Pier- Site benefits included its centralized location and the existing pier which the fire department already utilizes on occasion. However, the site lacks adequate parking, and the pier is too narrow for permanent safety facility operations. The pier is also very long, and its length adds to response times. Any additions, which may be necessary to access navigable water in a drought, would make Timber Cove impractically long.
- Eldorado Beach- The beach is centrally located but there is not an existing pier at the site. A new pier would need to be built impractically long to access navigable water in a drought, limiting response time and impacting recreation in the area.
- Lakeside Marina- The marina is not a central location in the City and the entrance to the marina is too narrow for a large fire boat.
- Ski Run Marina- Benefits include existing maintenance dredging at the site allowing for a much shorter pier to access navigable water. The site also has adequate parking and access and it is centrally located for quick response in the city’s jurisdiction. The marina will be undertaking several projects to update its facility in the next year and would likely benefit from a partnership with the city’s public safety agencies. The group chose Ski Run Marina as their preferred facility location and a follow up conversation with the owner of Ski Run Marina confirmed their interest in exploring a public safety facility at the marina. First responders noted that a facility at Ski Run Marina would ideally include a new pier on the east side of the channel with a boat lift and parking improvements for emergency vehicles on northeast corner of the parcel.

Eldorado County

First responders representing the El Dorado County Sheriff’s Office and the Lake Valley Fire Protection District identified Camp Richardson pier as the sole potential location for a dedicated public safety facility in unincorporated El Dorado County. As noted, TRPA planners determined that safety facility

improvements could be made to Camp Richardson pier without changing Camp Richardson’s public pier designation.

TRPA staff analyzed key factors influencing Camp Richardson’s feasibility as a potential safety facility location. The following table summarizes staff’s findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219’	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
Camp Richardson	032-110-01	6,213’	1,000’	Yes	Feed/ Cover	No	Dominated/ In Attainment	1:1.5

A May 23rd meeting with Eldorado County and Lake Valley first responders focused on improvements to Camp Richardson pier to accommodate permanent moorings for public safety vessels. The El Dorado County Sheriff’s Office already keeps one patrol boat moored at Camp Richardson and would prefer two to three boat slips to accommodate the remainder of their fleet along with moorings for jet skis and impounded boats, and a boat lift. Lake Valley Fire does not currently own a fire boat but would like to develop a slip at the site for a future fire boat. Bob Hassett of Camp Richardson attended the May 23rd meeting and confirmed that he was open to potential public safety improvements to the pier.

Placer County

During the March 25 workshop, public safety agency representatives from Placer County identified Star Harbor and Tahoe State Recreation Area in Tahoe City as potential facility sites for further consideration. The group also considered the possibility of adding to the US Coast Guard’s station at Tahoe City to create a shared facility.

TRPA staff analyzed key factors influencing the feasibility of potential safety facility locations. The following table summarizes staff’s findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219’	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
Star Harbor	094-140-061	N/A	N/A	Yes	Feed/Cover & Spawning	Yes	Modified/ Not in Attainment	1:2
Tahoe State Rec. Area	094-130-006	6,221’	N/A	Yes	Feed/Cover & Spawning	No	Modified/ Not in Attainment	1:2
USCG Station	094-130-006	6,220’	N/A	Yes	Feed/Cover & Spawning	No	Modified/ Not in Attainment	1:2

Representatives of the Placer County Sheriff’s Office, North Tahoe Fire Protection District, California State Parks, and the US Coast Guard attended an April 22nd meeting to determine the preferred safety facility location in the Placer County quadrant. The group found that the Tahoe State Recreation Area pier was the preferred site for a public safety facility. The discussion pertaining to each facility is summarized below:

- Star Harbor- Star Harbor is a protected, man-made harbor near Dollar Point with an existing small floating pier. As a protected harbor, vessels moored at Star Harbor are not subject to storm surge and maintenance dredging to access deep water is more feasible at the harbor than elsewhere on the shoreline. However, the working group found that the channel is too tight to navigate large public safety vessels and building a pier large enough to accommodate the user agencies would further limit the size of the channel. Excavation to enlarge the channel would be infeasible.
- US Coast Guard Facility- US Coast Guard vessels do not moor at the Coast Guard pier due to delayed dredging. The Coast Guard currently operates out of the Tahoe City Marina. The Coast Guards dredging permit has been on hold for several years with no timeline for completion, making the site undesirable for other public safety agencies.
- Tahoe State Recreation Area- Although the Tahoe State Recreation Area’s pier is in poor condition and in need of renovation, the pier is centrally located and close to an existing fire station in Tahoe City. The working group noted that storm surge is a problem in the area, potentially causing damage to vessels. The group suggested that an L-shaped pier with six slips could address the threat of storm surge and accommodate the agencies’ needs. Agencies will investigate other wave dampening options during the facility design process. The pier may also need to extend about 40-50 feet beyond the current pier head to reach deeper water and improvements for emergency vehicle access is needed on shore. The working group chose Tahoe State Recreation Area as their preferred facility site and the site owner, California State Parks, confirmed their interest in hosting a public safety facility.

Washoe County

Washoe County-based first responders Identified Sand Harbor State Park, Burnt Cedar Beach, Incline Beach Association, Crystal Shores East, and a Forest Service parcel North of Sand Harbor (APN 130-320-01) as potential locations for a public safety facility.

TRPA staff analyzed key factors influencing the feasibility of potential safety facility locations. The following table summarizes staff’s findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219’	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
Burnt Cedar Beach	122-162-23	N/A	60’	Yes	Feed/Cover	No	Modified/ Not in Attainment	1:2
USFS Parcel	130-320-01	N/A	10’	Yes	Feed/Cover	No	Modified/ In Attainment	1:2

Sand Harbor	130-350-01	N/A	0'	Yes	Feed/Cover	No	Modified/ Not in Attainment	N/A
Crystal Shores East	122-090-00	6,221'	N/A	No	Feed/Cover	No	Modified/ Not in Attainment	1:2
Incline Beach Assoc.	130-241-37	6,223'	N/A	No	Feed/Cover	No	Dominated/ Not in Attainment	1:2

After analysis of potential locations by TRPA staff, representatives of the Washoe County Sheriff's Office, North Lake Tahoe fire Protection District, Nevada Department of Wildlife, and Nevada State Parks met to on April 26th to select a preferred facility location. The group ~~has not yet identified a chose identified~~ ~~Burnt Cedar Beach as the~~ preferred safety facility site for the quadrant. The discussion pertaining to each ~~potential~~ facility ~~location~~ is summarized below:

- US Forest Service Parcel- The site considered (APN 130-320-01) is a narrow parcel located between Incline Village and Sand Harbor along Highway 28. The site has excellent access to deep water, but it is located on a very steep landward slope. Additional expenses would be required to determine site feasibility and to engineer emergency vehicle access if feasible, making the site less than ideal.
- Crystal Shores East- The group quickly determined that the site is too steep and narrow to accommodate emergency vehicle access.
- Incline Beach Association- The Incline Beach Association parcel has an existing pier within a stream mouth protection zone. TRPA planners found that the stream mouth protection zone could be modified to accommodate a public safety facility as the stream was manmade. Nevertheless, the group found that parking and emergency vehicle access is inadequate at the site.
- Sand Harbor State Park- Sand Harbor has an existing boat launch on the North side of the park but no pier. The park is classified as a naturally dominated landscape and shorezone preservation area, making further development very restricted. The group also identified disturbance to recreation uses as a drawback to developing a facility at Sand Harbor. Site benefits included existing infrastructure and access to deep water. Ultimately, the group determined that compromises needed to accommodate scenic and environmental needs would limit public safety agencies and make the site undesirable for first responder agencies
- Burnt Cedar Beach- Burnt Cedar Beach is a recreation site owned by the Incline Village General Improvement District (IVGID). The site does not have an existing pier but could accommodate access for emergency vehicles. The working group noted that IVGID has been a supportive partner to public safety agencies in the past ~~and identified Burnt Cedar Beach as the preferred site for a public safety facility in the quadrant~~. First responder agencies ~~should have~~ initiated discussion with IVGID regarding ~~the feasibility of~~ a potential facility at Burnt Cedar Beach.

Douglas County

Douglas County did not formally participate in the regional process of identifying preferred sites. The County Sheriff's Office and Tahoe-Douglas Fire Protection District chose Zephyr Cove pier as their preferred site for a safety facility in a separate process with the US Forest Service and are planning and designing public safety improvements to the pier.

TRPA staff independently analyzed key factors influencing Zephyr Cove's feasibility as a potential safety facility location. The following table summarizes staff's findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219'	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
Zephyr Cove	1318-10-000-002	6,217'	370'	No	Feed/ Cover	No	Dominated/ In Attainment	1:1.5