Outlook

Re: TRPA File # ERSP2023-1834; Moody Single-Parcel Pier Project

From Kevin M Agan / Agan Consulting Corporation <kevin@aganconsulting.com>
Date Thu 3/28/2024 10:08 AM
To Brandy McMahon <bmcmahon@trpa.gov>
Cc ACC Main Office <office@aganconsulting.com>

Brandy,

Stay tuned for a response.....

Sincerely Yours,

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From: Brandy McMahon <bmcmahon@trpa.gov>
Sent: Wednesday, March 27, 2024 9:43:21 AM
To: Kevin M Agan / Agan Consulting Corporation <kevin@aganconsulting.com>
Subject: TRPA File # ERSP2023-1834; Moody Single-Parcel Pier Project

Dear Kevin,

I started reviewing the above referenced application, which includes a request to transfer a banked boat ramp on APN 1418-34-310-013 (ref. ERSP2020-1413) to the parcel located at 181 Yellow Jacket Road, Glenbrook, Douglas County, Nevada (APN 1418-10-401-004) and conversion to a single-parcel pier. The banked boat ramp is located in Scenic Shoreline Travel Route 27, Lincoln Park, which is a non-attainment scenic area, and the subject site is located in Scenic Shoreline Travel Route 26, Cave Rock, which is also a non-attainment scenic area. The boat

ramp conversion to a pier and transfer to the subject site is not allowed because the properties are not in the same scenic unit and the receiving parcel is in a non-attainment scenic unit (see TRPA Code, 84.5.2.F and 84.4.3.G.1 below).

TRPA Code, 84.5.3. F. Conversion.

A legally existing private boat ramp may be converted to a pier, provided the converted boat ramp (pier) and littoral parcel receiving the pier shall comply with the applicable eligibility and development provisions for additional piers set forth in 84.4.2 and 84.4.3, respectively, of this Chapter.

TRPA Code, 84.4.3.G

Relocation and Transfer of Existing Piers. Subject to the following provisions, a legally existing pier may be replaced with a pier in a different location on the same parcel (pier relocation) or with a pier on a different parcel (pier transfer):

1. A legally existing pier may be relocated or transferred to a littoral parcel within the same Scenic Unit or to a littoral parcel within a different Scenic Unit that is in scenic attainment. The transfer of an existing pier to a littoral parcel within another Scenic Unit that is out of attainment is prohibited.

2. A relocated or transferred pier shall conform with the applicable development standards for an additional pier set forth in subsection 84.4.3.

3. Boat lifts transferred to a different parcel as part of a pier transfer shall not be subject to the maximum number of mooring structures per parcel as set forth in subsection 84.3.2.A.

4. Both littoral parcels involved in a pier transfer (sending and receiving) shall comply with the requirements for Scenic Quality set forth in subsection 84.4.3.A.4.

5. A littoral parcel to which an existing pier is relocated or transferred (receiving parcel) shall comply with the eligibility requirements for an additional pier set forth in subsection 84.4.2.

6. A pier relocation or transfer to a less visually sensitive area, including away from a stream inlet listed in subsection 84.4.3.A.1, shall be eligible for one or more of the following:

    a. Application of development standards for a multiple-use residential pier serving two littoral parcels, as set forth in 84.4.3.C of this Section; or

    b. Additional allowable upland visible mass equal to the visible mass of the relocated or transferred pier, consistent with subsection 84.4.3.A.6, Scenic Mitigation, to be used wholly by either the sending or receiving parcel.

7. The following are required components of a pier relocation or transfer project application:

    a. The legally existing pier shall be fully removed from the sending parcel;

    b. The area of the former legally existing pier shall be restored; and

    c. For pier transfer, a deed restriction shall be placed on the sending parcel to extinguish future pier development potential.

Would you like to withdraw the application?

Sincerely,

Brandy McMahon, AICP
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Parcel and permit information can be found at LTInfo.org.

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