TAHOE REGIONAL PLANNING AGENCY

TRPA Governing Board

August 25, 2021

Agenda Item VIII. A.

Appeal of Hearings Officer approval of Stock/Johannessen New Single-Parcel Pier, 5568 North Lake Blvd., Placer County, California, APN 116-220-049, TRPA File No. ERSP2020-0074, Appeal File No. ADMIN2021-0014

TAHOE REGIONAL PLANNING AGENCY

TRPA Governing Board

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Agenda Item VIII. A.

Ex Parte Contact Disclosure

TAHOE REGIONAL PLANNING AGENCY

TRPA Governing Board

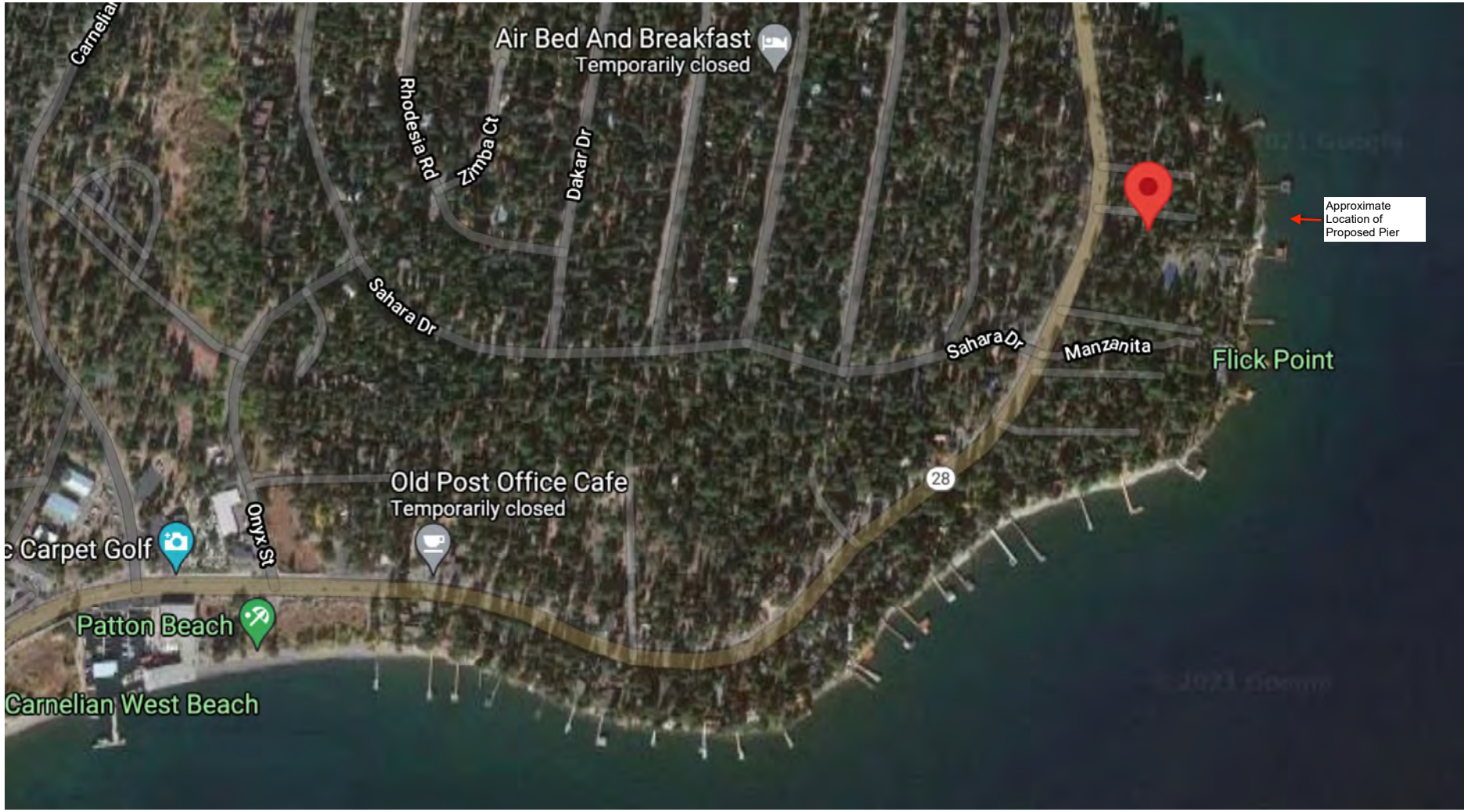
August 25, 2021

Agenda Item VIII. A.

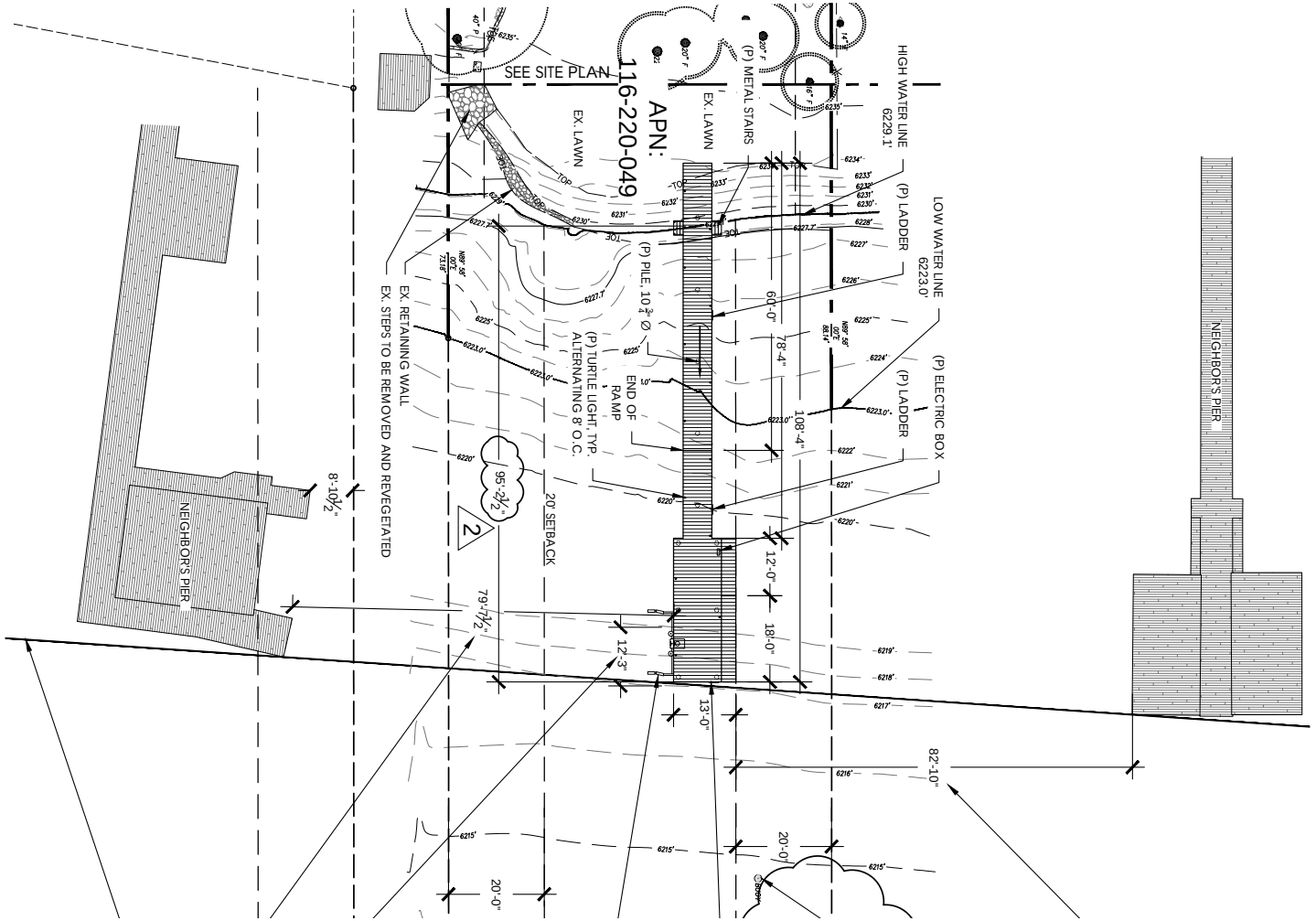
STAFF PRESENTATION

Appeal of Hearings Officer approval of Stock/Johannessen New Single-Parcel Pier, 5568 North Lake Blvd., Placer County, California, APN 116-220-049, TRPA File No. ERSP2020-0074, Appeal File No. ADMIN2021-0014

TAHOE REGIONAL PLANNING AGENCY



TAHOE REGIONAL PLANNING AGENCY



TAHOE REGIONAL PLANNING AGENCY

TRPA Code of Ordinances 80.3.2.G

Navigation and Safety. TRPA must find that the project will not adversely impact navigation or create a threat to public safety pursuant to the determination of agencies with jurisdictions over the navigable waters in the Basin.

TAHOE REGIONAL PLANNING AGENCY

TRPA Code of Ordinances 80.3.2.C

Compatibility. TRPA must find that the project is compatible with existing shorezone and lakezone uses or structures on, or in the immediate vicinity of, the littoral parcel; or that modifications of such existing uses or structures will be undertaken to assure compatibility.

TAHOE REGIONAL PLANNING AGENCY

TRPA Code of Ordinances 84.4.3.B.2.b.

Piers shall extend no farther lakeward than elevation 6,219 feet Lake Tahoe Datum or the pierhead line, whichever is more limiting, except as provided under subparagraph (c) below. Up to an additional 15 feet in length lakeward may be permitted provided if:

(i) The project applicant demonstrates that the additional length is necessary for the functionality of the pier, and

(ii) The average grade of the lake bottom beneath the additional pier length is a minimum of three percent;

TAHOE REGIONAL PLANNING AGENCY

TRPA Governing Board

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APPELLANT PRESENTATION

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Agenda Item VIII. A.

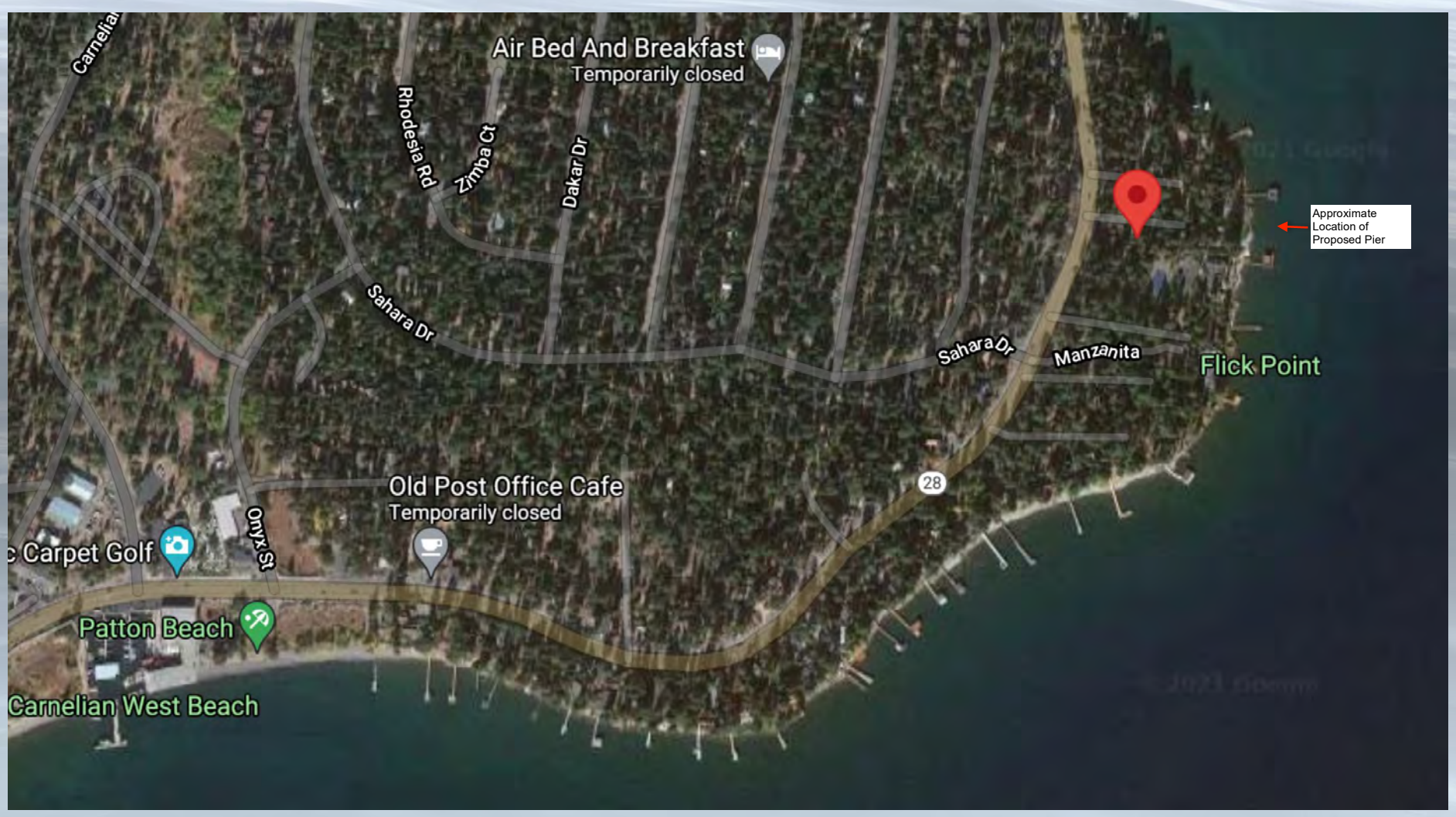
PERMITTEE PRESENTATION

Appeal of Hearings Officer approval of Stock/Johannessen New Single-Parcel Pier, 5568 North Lake Blvd., Placer County, California, APN 116-220-049, TRPA File No. ERSP2020-0074, Appeal File No. ADMIN2021-0014

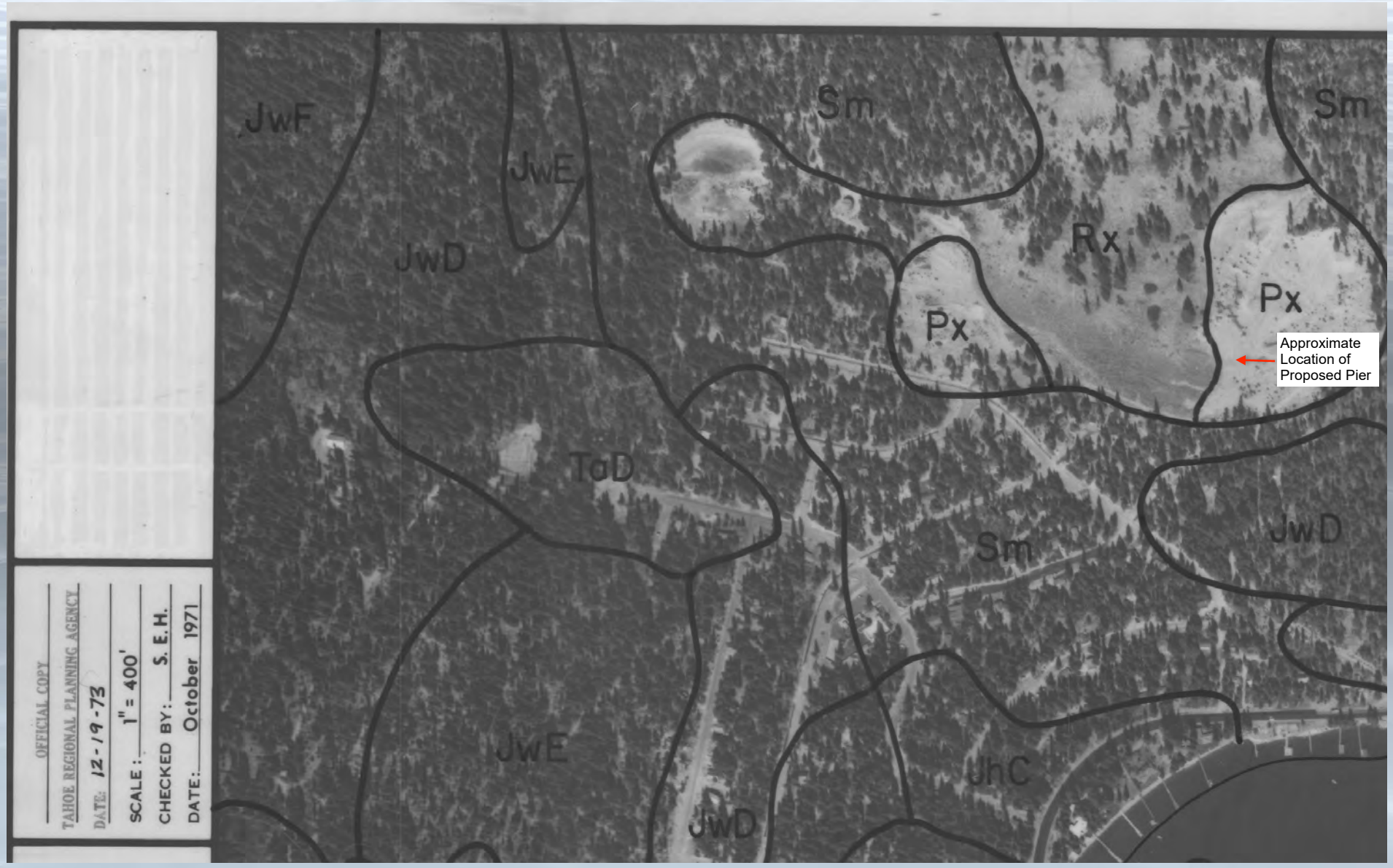
Stock-Johannessen Property
New Single-Use Pier Project
5568 North Lake Blvd., Carnelian Bay
Placer County APN: 116-220-049

Appeal of Hearings Officer Approval
TRPA Governing Board/Governing Board
August 25, 2021

Project Site and Surrounding Flick Point Area



TRPA Pier Headline Map, October 1971



Project Timeline and Neighbor Outreach

July 18, 2019: Pier lottery allocation award

January 13, 2020: TRPA Shorezone application filed

June 5, 2020: Harrosh Family initial inquiry to TRPA, proposed plans transmitted to Harrosh

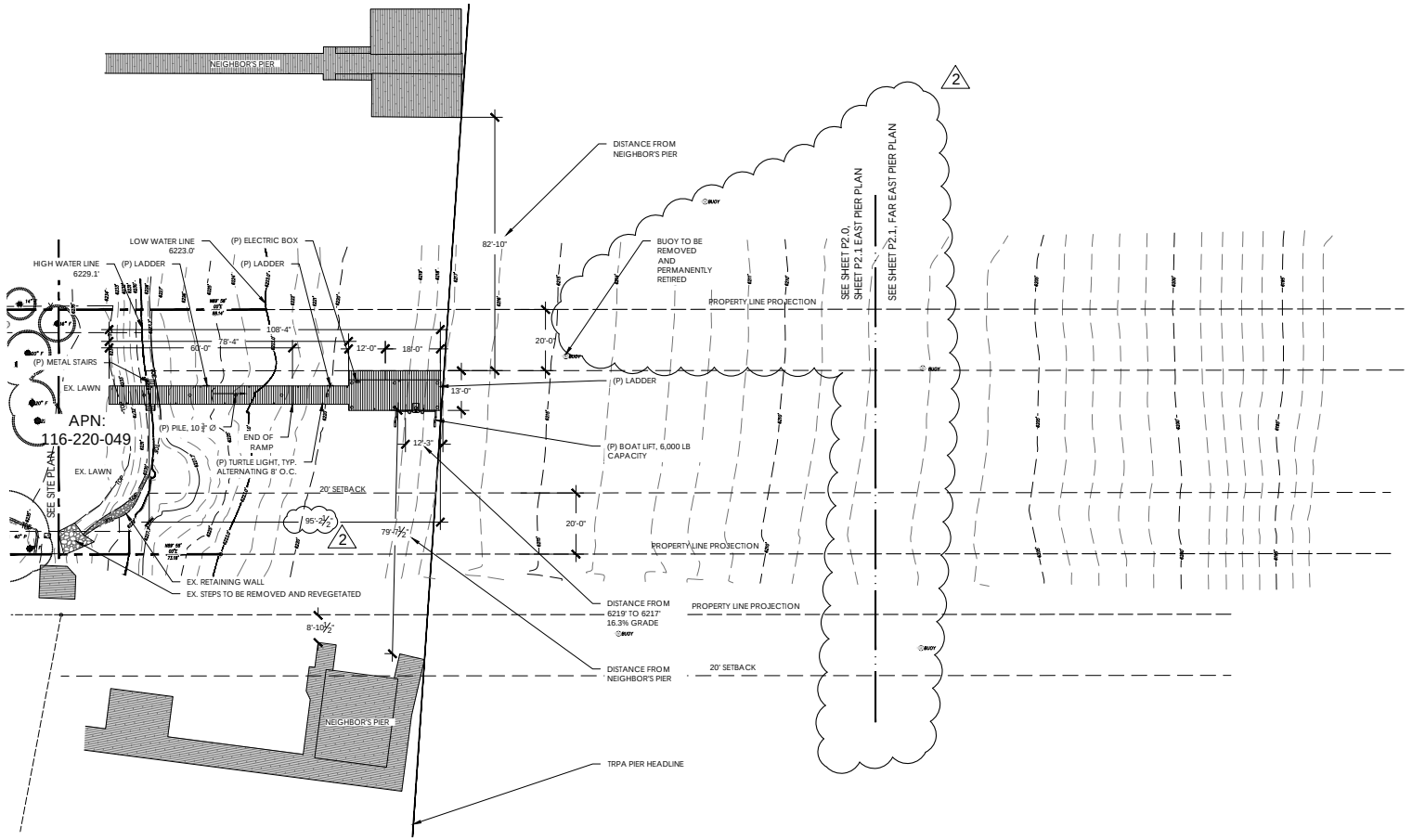
August 10, 2020: Chip Johannessen site meeting with Sam Harrosh

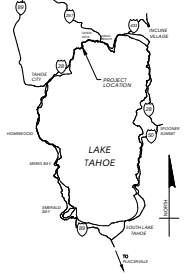
March 18, 2021: Proactive outreach to Harrosh and neighbors informing them of notice and TRPA hearing

March 31, 2021: Property owner request for continuance to April 1, 2020 TRPA hearing for continued dialogue with Harrosh and representatives

April 21, 2021: Site meeting with Harrosh and representatives

April 29, 2021: TRPA Hearings Officer Findings and Approval





VICINITY MAP
NO SCALE

1 TURTLE LIGHT DETAIL

PROPOSED PIER PLAN
SCALE: 1"=20'-0"

20 10 0 20

NORTH

COVERAGE OF PIER ABOVE HWL:	
PIER	78.5 SF
TOTAL:	78.5 SF

FOOTPRINT OF PROPOSED LAKEBED DISTURBANCE:	
STEEL PILES	6.3 SF
STEEL STAIR SUPPORTS	0.1 SF
STEEL BOAT LIFT SUPPORT	0.1 SF
TOTAL:	6.5 SF

Ogilvy Consulting
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850 North Lake Boulevard, Suite 2
Tahoe City, California 96145
530.581.8030
info @ogilvylanduse.com

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TRUCKEE, CA. 96161
28 VINE ST.
RENO, NV 89503
530.553.4000
CA. LIC. 4568, 5717
NV. LIC. 630

Stock-Johannessen
5568 North Lake Blvd.
Carnelian Bay, CA 96140
Placer County APN: 116-220-049

Date:	3/2/21
Revisions:	1 Area Calcs
Date:	11/25/20
Revisions:	1 Per TRPA
Date:	9/3/20
Revisions:	1 Per TRPA

PROPOSED PIER PLAN

JOB:

DRAWN BY: KMR

SCALE: AS NOTED

SHEET P2.0

Navigational Hazards
Shoreline Plan Analysis

The Shoreline Plan EIS determined that new piers primarily result in navigational hazards in areas currently without piers.

Existing private piers and structures drive navigational patterns, and therefore, clustering private piers reduces navigational impacts. (DEIS p. 15-18.)

Shoreline Plan DEIS Conclusion

"New private piers constructed within the required setbacks and within the pierhead line rarely constitute a navigational hazard." (DEIS p. 15-18)

Agencies With Jurisdiction Over Navigable Waters Determined the Pier Will Not Adversely Impact Navigation or Create a Threat to Public Safety

United States Coast Guard March 30, 2021, Determination:

"At Coast Guard Station Lake Tahoe, my 30' vessels would be able to navigate in the area based on the proposed plans below."

United States Army Corps of Engineers April 22, 2021, Determination:

"I have reviewed the plans and do not have any immediate concerns regarding navigation or public safety as it pertains to the Corps' scope."

Required Findings for Proposed Length to Pier Headline

2. **Development Standards.** Piers shall be constructed consistent with the following provisions as shown on Figures 84.4.3-1 and 84.4.3-2:

   a. Pier orientation shall be perpendicular to the shoreline, as feasible, according to property boundary projection lines;

   b. Piers shall extend no farther lakeward than elevation 6,219 feet Lake Tahoe Datum or the pierhead line, whichever is more limiting, except as provided under Subparagraph (c) below. Up to an additional 15 feet in length lakeward may be permitted provided if:

      (i) the project applicant demonstrates that the additional length is necessary for the functionality of the pier, and

      (ii) the average grade of the lake bottom beneath the additional pier length is a minimum of three percent;

Depth:0.56ft
2021-08-11 13:57:06

Development Standard Conformance and Conclusion

- One of the five Organizing Principles of the Shoreline Plan was to "implement predictable and consistent rules."
- The current pier development standards were adopted by the Governing Board in 2018 following an exhaustive public outreach and stakeholder participation process.
- The project as proposed was designed in conformance with all development standards under Section 84.4.3.A and the additional standards for single-use piers under Section 84.4.3.A of the TRPA Code of Ordinances.
- The additional length terminates the proposed pier at the TRPA pier headline, which is lakeward of elevation 6,219-feet, Lake Tahoe Datum. The additional length is necessary for safe navigation at periods of low water, as illustrated by the terminus of the adjoining, grandfathered pier structures and the comments from the United States Coast Guard.

Questions or Clarification

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TRPA Governing Board

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Board Member Comments

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PUBLIC COMMENT

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TAHOE REGIONAL PLANNING AGENCY

TRPA Governing Board

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Board Member Deliberation and Final Staff Recommendation

TAHOE REGIONAL PLANNING AGENCY

TRPA Governing Board

August 25, 2021

AGENDA ITEM VIII. A.

A motion to grant the appeal.