

From: Gavin Feiger <gavin@keptahoebblue.org>
Sent: 11/19/2024 3:46:42 PM
To: Public Comment <PublicComment@trpa.gov>; Hayley Williamson <hayley.a.williamson@gmail.com>; Tiffany Good <tgood@trpa.gov>; Julie Regan <jregan@trpa.gov>; Graham St.Michel <gstmichel@trpa.gov>
Cc: DarcieGoodman-Collins <Darcie@keptahoebblue.org>;
Subject: Comments on Keys Marina - Legal Committee Item 3 and Governing Board Item VI.A
Attachments: [image001.png](#), [2024.11.19 LTSLT Comments on TRPA-TKM \(Suntex\) Settlement Agreement.pdf](#)

Good afternoon,

Please find our brief comments attached for the Tahoe Keys Marina/Suntex-TRPA settlement agenda item at Legal Committee and Governing Board today. As always, we're happy to talk in more detail any time. I told Suntex that we would be submitting these comments.

And – Graham – welcome officially I guess (I would have copied John on this).

Gavin Feiger

Policy Director, League to Save Lake Tahoe

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League to Save Lake Tahoe

November 19, 2024

Tahoe Regional Planning Agency
128 Market St.
Stateline, NV 89448

Dear Legal Committee and Governing Board Members,

As you know, the League to Save Lake Tahoe (League) and the Tahoe Regional Planning Agency (TRPA) have a settlement agreement from 2002¹ that includes most of the issues discussed in the separate settlement agreement between TRPA and Suntex that is on the Legal Committee and Governing Board agendas today.

The League has been in discussions with TRPA, starting October, 2023², and Suntex staff starting in January, 2024.

We are satisfied with the terms of the TRPA-Suntex settlement agreement proposed for November 20, 2024, except for one aspect – transportation system impact mitigation. The 2000 Master Plan requested 150 additional slips, and proposed at least 4 traffic mitigation measures. The settlement agreement approved by the TRPA Governing Board in May 2002 included an amended Master Plan in which the request for 150 additional slips was removed.³ Because the additional slips were not included in the amended Master Plan, the mitigation measures for those slips were appropriately removed.

We are requesting that TRPA make it clear that traffic/parking mitigation measures for the 66 additional slips shall be included when Suntex submits complete applications for approval of the additional boat slips, and applications for approval of water-oriented concession operations, in conformance with all necessary requirements, by October 2027.

The League appreciates TRPA's diligence in following the terms of the League-TRPA settlement agreement, and appreciates Suntex's willingness to work toward a solution to problems they inherited. We look forward to working together to identify appropriate traffic and/or parking mitigation measures when the 66 additional slips are permitted.

Sincerely,



Gavin Feiger
Policy Director

¹ *League to Save Lake Tahoe vs Tahoe Regional Planning Agency*, settlement agreement, May 21, 2002. Can be accessed at: [2002 LTSLT v. TRPA Settlement Agreement](#)

² Email to TRPA staff, October 30, 2023. Attached.

³ TRPA Governing Board, May 21, 2002, pg. 114 (PDF page 142) accessed at <https://www.trpa.gov/wp-content/uploads/documents/archive/2002-MAY.pdf>

From: Gavin Feiger <gavin@keptahoebblue.org>

Sent: Monday, October 30, 2023 1:40 PM

To: Tiffany Good <tgood@trpa.gov>; John Marshall <jmarshall@trpa.gov>;
jesse@keptahoebblue.org

Subject: TKM slip rehabilitation and future expansions

Tiffany and John,

Thank you for taking the time to walk through the past, current, and potential future issues with the TKM marina and upland facilities expansions. Our team chatted and here's what we are thinking:

Slips

- 239 slips are allowed under our 2001 settlement. It sounds like you are seeing 305 slips based on your visit for verification.
 - *Does this include "side ties" – boats moored to bulkheads and other structures outside of slips?*
 - 1. All boats need to be in a slip, and there needs to be enough onsite vehicle parking to accommodate those. Based on parking and the 2001 settlement, we currently support 239 slips as in 2001 master plan, AND getting all parking onsite (i.e. no overflow on Venice Drive).
 - 2. We could be amendable to allowing the marina to refurbish all slips to reduce current environmental impacts by improve slip material type, IF they complete all of the following:
 - a. Implement the 15 required environmental improvements (Code 84.6.2.B.3.b.i-xv)
 - b. Adopt an AIS Management Plan (Code 84.6.2.B.1).
 - i. And commit to cost-sharing to ensure implementation.
 - c. Pay their back mooring fees (2019 to current) for slips above the permitted 239
 - d. Implement parking management and transportation mitigation actions.
 - i. Recommend implementing at least "half" of the traffic mitigation that was originally included in the 2000 Master Plan (Traf-2, Traf-3, and Traf-4). *Note: I have not been able to find these except in reference:*
(b) Delete mitigation measures Traf-2 (Highway 50/ Venice improvements), Traf-3 (Highway 50/ Keys improvements), and Traf-4 (South "Y" improvements) because they mitigate the traffic increase resulting from the slip expansion; and
2. Alternatively, or in tandem with above, are some other ideas for mitigation:
 - 1. Contribute financially to transit operations if available
 - 2. Provide shuttle from popular overnight destinations such as Stateline and Ski run, and The Y Transit Center.
 - 3. *Parking management – all marina parking must be onsite, no spillover (especially trailers) onto Venice Drive or Keys Boulevard.*
- b. Additionally, the slips above the 239 permitted must come from the pool of 330 reserved for marinas in the 2018 Shoreline Plan.

Upland Facilities

Comprehensive planning must be conducted in lieu of a Marina Master Plan (e.g. Specific Plan), ideally with a phased approach to project implementation and adaptive management. The planning must include marina uses which will address potential water quality (sediment and nutrients), traffic, and AIS impacts. TKM's upland plans must be submitted as one large project of specific plan (not piecemeal) and include

any changes to the marina from its current status. If TKM can't meet these conditions, they need a new master plan for the entire property - upland and marina uses.

- After meeting the above conditions, in order to rehabilitate the permitted and illegal nonconforming slips, TKM shall identify how many slips will be for concessions, or how many will be for private, to help begin planning for upland improvements comprehensively.

Gavin Feiger

Policy Director, League to Save Lake Tahoe

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