

3.4 INDIVIDUALS

**Letter
I1**

From: [WordPress](#)
To: [Shoreline Plan](#)
Subject: Shoreline Plan EIS Comment
Date: Monday, July 9, 2018 4:53:48 PM

From: paul adams <post2pa@outlook.com>
 Subject: I vote for Alternative 4 - REDUCE LAKESHORE DEVELOPMENT AND PRESERVE THE WILD AND NATURAL APPEARANCE OF THE LAKESHORE

Message Body:

I am against more development along the shoreline, it will destroy the natural habitat and environment.

I have to keep this short as am up against timeline.

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This e-mail was sent from a contact form on Shoreline Plan (<http://shorelineplan.org>)

I1-1

**Letter
I1**

Paul Adams
 July 9, 2018

I1-1

The comment does not support shoreline development and expresses support for Alternative 4. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1 of this Final EIS, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I2</p>

From: trixie8040@aol.com
To: [Shoreline Plan](#)
Subject: Fwd: Lake Tahoe Shoreline Plan and You
Date: Thursday, July 5, 2018 10:50:45 AM
Attachments: ShorelinePlanBoats.ipq

How come no one groomed / raked the beach with sand cleaning equipment? When the lake was low, high weeds and algae formed on the beach front.

I2-1

-----Original Message-----

From: Tahoe Keys POA <info@tahoekeyspoa.org>
 To: Dr. C.H & C.C. Wong <trixie8040@aol.com>
 Sent: Thu, Jul 5, 2018 9:41 am
 Subject: Lake Tahoe Shoreline Plan and You

Dear TKPOA Property Owners,

As an avid boater and lake-focused community, we wanted to remind all of you that the deadline to submit comments on the Lake Tahoe Shoreline Plan is fast approaching and your comments on the environmental document are appreciated. The deadline to submit comments on the Draft Environmental Report for Lake Tahoe Shoreline Plan is July 9, 2018 at 5pm.

To review the materials including the Executive Summary of the Shoreline Plan environmental report, go to: www.shorelineplan.org. You can submit comments right on the website.

The Shoreline Plan aims to improve public recreation access to the lake, protect the environment and the scenic beauty along the 72-miles of Lake Tahoe's shores. The focus of the plan is creating a comprehensive system for managing built structures along the shores of Lake Tahoe (docks, piers, buoys, marinas, slips) that balances the needs of non-motorized users, boaters, the environment and the scenic experience.

We hope you will share your comments about the Shoreline Plan before the deadline on July 9, 2018 at 5pm.

Best,

Tahoe Keys Property Owners Association

Letter
I2

Anonymous
July 5, 2018

I2-1

The comment questions why the beach was not raked/groomed with sand cleaning equipment when the lake was low. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I3</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Tuesday, June 26, 2018 3:31 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: David Antonucci <dcantonucci@msn.com>
 Subject: Comment on Cited Length of Shoreline

Message Body:

Paragraph 1, of Section 2.2, page 2-1 states that the shoreline of Lake Tahoe is 72 miles. This figure is incorrect. The length of Lake Tahoe shoreline is 75.1 miles. Some locations including the 2016 State of the Lake and the attached table from the Lake Tahoe Shorezone Ordinance Amendments Draft EIS – July 2004 confirm this number. According to the footnote, the TRPA GIS unit prepared this table in 2004. There has been no change to the natural shoreline length since preparation of this table nor since 1865 when the Public Land Survey first measured the length of shoreline.

I3-1

Letter
I3

David Antonucci
June 26, 2018

I3-1

The comment states that the length of Lake Tahoe's shoreline is incorrectly identified in the Draft EIS and should be 75.1 miles. The comment is correct in that the University of California, Davis, Tahoe Environmental Research Center identifies the length of shoreline as approximately 75 miles in the *2018 State of the Lake Report* (Tahoe Environmental Research Center 2018). The proposed Shoreline Plan and the Draft EIS state that the shoreline is approximately 72 miles long. All analyses that quantify the distance around the shoreline or size of the lake incorporate geographic information system analysis based on the best available remote-sensing data at the lake level appropriate for each particular analysis. The shoreline length varies by lake level, and the difference between 75 and 72 miles is small. For these reasons, the conclusions would not be affected if the environmental analysis assumed that the shoreline was 75 miles long.

**Letter
I4**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 5:33 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Karen Bachand <karenbachand@gmail.com>
Subject: No More Docks

Message Body:

I have vacationed in Tahoe, at a family cabin, built in the early seventies, on and off for fifty years. Our family used to regularly swim and play in the Lake. There were markers always from the shores where boats were not allowed to pass through. Time went on and I found myself hiking to Sugar Pine Point everyday during my vacation. It became apparent, upon frequent visits, that more boats were docking ashore each year. Where I used to swim in the Lake, now there were boats everywhere, illegally "parked." It shocked and dismayed me that so many were coming into the "shore" area. How could this be happening with no reprimand whatsoever?

The last thing that Tahoe needs are more docks, which will exponentially increase boat traffic. Lake Tahoe is not a freeway. Please be mindful of not listening to the few when so many other voices lay unheard.

I4-1

**Letter
I4**

Karen Bachand
July 9, 2018

I4-1

The comment notes an observed increase in the number of boats, especially in the shore area, over the last 50 years and states that additional docks will only increase boat traffic. The Draft EIS analyzes the expected changes in boating activity that would occur under each Shoreline Plan alternative. Refer to Master Response 3 – Motorized Boat Use Assumptions, in Section 3.1, which provides additional details on expected changes in boating activity.

Letter I5

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 1:41 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Marguerite Bachand <bachandm@earthlink.net>
Subject: Tahoe Shoreline Plan

Message Body:

Our family owns a cabin in Lake Tahoe and have been vacationing there regularly since 1970. Therefore, we have seen the change over time with all the motorized boats illegally shored at beaches, and the increased boat traffic that brings with it noise pollution and harm to the Lake ecosystem. I am dismayed that a minority of individuals who happen to be boat owners and lakefront property owners are allowed to apparently dominate the decisions that are clearly in their short-term interests, rather than that of the broader public who should have a right to enjoy the Lake in equal part.

Lake Tahoe is a national treasure and it is really in everyone's best interest, including the long term, local economy that Lake Tahoe supports, to protect its well being so that our children and future generations have access to, and can enjoy, this unique and precious Lake. When our family is visiting the beaches of Lake Tahoe we are now continually wary of and/or dodging boats to the point where I question if swimming in the Lake is safe (or clean). Is this the future we want for Lake Tahoe?

Please take a stand for Lake Tahoe and the less moneyed interests of the average individuals who value the Lake and want to enjoy and protect it. I am against the increase of private piers along the shoreline and would support increased enforcement of regulations related to boat and marine vehicle use.

I5-1

Letter
I5

Marguerite Bachand
July 9, 2018

I5-1

The comment states that there has been an increase in boat traffic and associated noise pollution since 1970, which harms the ecosystem. The commenter does not support the increase in the number of private piers along the shoreline and supports increased enforcement of boating regulations. The Draft EIS analyzes the expected changes in boating activity that would occur under each Shoreline Plan alternative. Refer to Master Response 3 – Motorized Boat Use Assumptions, in Section 3.1, which provides additional details on expected changes in boating activity.

Refer also to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I6</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 12:55 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Philip BAchand <phil.bachand@gmail.com>
 Subject: Too many piers already and too poor of regulatory enforcement

Message Body:

I have been vacationing at Tahoe since 1970 and have worked professionally on water quality issues. Boat and marine craft owners are a small minority at the Lake but have a outsized influence. They commonly illegally park on public beaches, are hazards to kayakers and paddleboard users (my son was nearly run over at Sugar Pine Point State Park 3 years ago while paddleboarding), have been a source of invasive species and the subsequent and irreversible damage to the Lake's ecosystem, and cause noise pollution. It seems that there are sufficient piers and boats already at the Lake. I am against the increase in private piers along the shoreline and believe regulatory enforcement of boat and marine vehicle use at the Lake and funding for it should increase.

I6-1

**Letter
I6**

Philip Bachand
 July 9, 2018

I6-1

The comment states that boats are hazardous to recreationists using nonmotorized watercraft, are a source of invasive species introduction to the lake, and cause noise pollution. The comment does not support increased pier construction that would increase boat use. The Draft EIS evaluates the effects of boating on public health and safety, recreation, invasive species, and noise in Chapters 15, 8, 5, and 12, respectively.

Refer also to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter 17</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 11:18 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Thomas Bachand <pa@thomasbachand.com>
 Subject: Tahoe's Shores Belong to the Public, Not Private Interests

Message Body:

I have been visiting Lake Tahoe for over 50 years and am author of the best selling monograph "Lake Tahoe: A Fragile Beauty," published by Chronicle Books.

It is disheartening to see Tahoe governed by development interests. While the TRPA website states that "Preservation of the environment is a cause that is now widely supported by both residents and visitors to the Lake Tahoe Region," the Steering Committee for the Shoreline Plan includes just two private special interest groups: Lake Tahoe Marina Association and Tahoe Lakefront Owners' Association. The rest of the steering committee members are public entities. Does not Tahoe's shoreline belong to all Californians and Nevadans? Why are these private parties allowed to influence a national treasure such as Tahoe's shoreline?

17-1

It is obvious to anyone that visits Lake Tahoe that motor boating interests dominate Lake Tahoe's waters and shoreline. The clutter of pier development encroaches every shoreline view. One cannot swim or paddle along the shore without dodging piers and boats. Even on public beaches one must step around boats moored illegally. Rangers, lacking enforcement resources, ignore these transgressions. Just like the din of motor boats that can be heard miles from the shore, the damaging impacts of boats, whether it be invasive species, damaged wetlands, or shoreline erosion, affect the entire basin and all those that visit or reside there.

It is an abomination that the Shoreline Plan does not have the courage to at least maintain the moratorium on pier development, let alone phase out private piers altogether. Instead, the plan increases pier development, perhaps, for as few as 135 property owners! This is but a tiny fraction of Tahoe's 20 million annual visitors. How does this benefit the public, the vast majority of which do not engage in boating? Why is the state in the business of allowing private property owners to infringe upon the public right-of-way?

17-2

By accommodating private property owners and boating interests, the Shoreline Plan disadvantages all the other groups that seek an untrammelled shoreline, whether they be hikers, bikers, skiers, sunbathers, paddlers, artists, or the majority of homeowners who don't reside on the shore, nor own a boat. It is long-since time to manage Tahoe's shore for all Californians and not just a small minority.

Letter
17

Thomas Bachand
July 9, 2018

- | | |
|------|--|
| 17-1 | The comment questions the composition of the Steering Committee and why the only private groups are the Lake Tahoe Marina Association and the Tahoe Lakefront Owners' Association. This comment pertains to the process used to develop the proposed Shoreline Plan. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered. |
| 17-2 | The comment expresses the opinion that the Shoreline Plan should maintain the moratorium on pier development and that private development should not be allowed in publicly owned water. It states that the Shoreline Plan accommodates lakefront property owners to the |

disadvantage of others. This comment also refers to the merits of the plan itself. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered. See also the response to comment A1-1, which provides additional detail on the purpose of the Shoreline Plan relative to private lands.

Letter
I8

From: WordPress <noreply@shorelineplan.org>
Sent: Thursday, July 5, 2018 3:09 PM
To: Shoreline Plan
Subject: CONTACT FORM

From: Laurelee Barnes
Email: RemaxBarnes@gmail.com

Message Body:

I am in favor of adding more buoys and upgrades and additions of public piers.
Laurelee Barnes, 2073 Traverse Ct., SLT.

I8-1

Letter
I8

Laurelee Barnes
August 12, 2018

I8-1

The comment supports additional buoys, as well as upgrades and additions to public piers. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter 19</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 1:55 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Cody Bass <codybass@me.com>
 Subject: Building Material's/Public Use on Piers\Gasoline and Sanitary Equipment

Message Body:

I believe that TRPA must require that all structures built on the shore of Lake Tahoe must meet the highest green building standards available. As you see with most all new development in modern cities through out the world, the majority require developers to become high level certified with organizations such as US Green Building Council, how in the most beautiful place on earth these standards are not being required?

Any structure that is built over the water should have strict requirements on the types of building material that can be used. I believe if you research you would find that a LEED Platinum certification would most likely fulfill those requirements of products and design fit to not disturb the environment, especially with building products as they break down. Simply requiring that instead of having to constantly keep up on the best environmental designs and building products as the council is constantly researching the best green products and design, The advantage far outweighs the requirement on a property owner to comply with the standard, it creates a better environment for the entire globe along with ensuring the preservation of Lake Tahoe, and setting a good example for future generations. I believe this should be mandated for all new development in Lake Tahoe, but its unconscious-able that you would not mandate on shoreline projects.

19-1

As I think its great that we are looking to allow more people to access the lake, I think we must add points in the rubric for selection of who's granted commercial piers, that they come with easements for public access that are irrevocable. What we have seen the private owner due with the longest pier on Lake Tahoe (Timber Cove) closing it too the public after years of public access is not benefiting our community or the goal of expanding public access to the lake. I believe that if someone is able to build a pier and make money on top of what we all own a piece of, they should have to allow for public access. Please consider either completely requiring the public easement, or make the points through the application process weigh heavy.

19-2

As 128 piers is a lot of piers, I am sure there will still be a competitive process for the selection of who gets those piers and who gets them first, of which I plan to apply. Because this process may be competitive I have thought about working with my neighbor on doing a shared pier. Those arrangements should be given higher points, but also prioritized for processing.

19-3

With the current state of many of the South Shore's marinas that are on the lake shore, the equipment for gas and sanitary waste is seriously outdated and it should be required they be brought to the highest environmental standard. Any marina that is not within a harbor should be required to update their equipment every three years as technology improves rapidly yet these pumps and storage facilities have not been touched since the ninety's.

19-4

Very thankful for TRPA and the great work constantly happening to improve the most beautiful place on earth!

Cody L. Bass
 (530) 542-0420

**Letter
I9****Cody Bass**
July 9, 2018

- I9-1 The comment recommends that all structures along the shore meet the highest green building standards available. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I9-2 The comment states that when commercial piers are permitted, public access to the pier should be mandatory. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I9-3 The comment states that shared piers should be prioritized in the permitting process. Prioritization of private pier applications is discussed on page 2-31 of the Draft EIS. Priority would be given to applications that serve the greatest number of users.
- I9-4 The comment states that the gas and sanitary waste equipment at the South Shore marinas is outdated and needs to be upgraded to the highest environmental standard. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I10**

From: Veronika Behlmer <gogettom@icloud.com>
Sent: Wednesday, May 9, 2018 3:22 PM
To: Shoreline Plan
Subject: 138 new piers -oh no

If we want to keep Tahoe's appearance pristine, how does adding 138 new piers work toward this goal? In addition, according to NPR, only 10 would be public. Will looking at the coastline with more piers improve the visual appearance of the lake? I think not. This is like constructing a cell phone tower on the Yosemite Valley floor. Yes I know that Tahoe is not a national park.

If 128 piers are private, it leaves one to wonder are the few rich and powerful going to degrade the pristine beauty of the lake at the expense of the many?

Please, reduce the number of piers to 8- 10 that are public.

Tom Behlmer
 Grass Valley CA

I10-1

**Letter
I10**

Veronika Behlmer
May 9, 2018

I10-1

The comment contends that increasing the number of private piers on Lake Tahoe would degrade the beauty of the lake and supports only eight to 10 new public piers. The Draft EIS evaluates the scenic effects of new piers under each alternative in Chapter 9, "Scenic Resources." Refer also to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

Letter I11

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 4:26 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Taylor Bennett <taylor.bennett4@icloud.com>
 Subject: Draft EIS and Shoreline Plan

Message Body:
 TRPA planners,

I'm opposed to any increase in shoreline structures (piers, buoys, moorings, boat ramps) or increased access for motorized recreation of any kind on Lake Tahoe. There is already far too much motorized traffic on Lake Tahoe, impacting its beauty and the peaceful enjoyment of the lake by non-motorized users. The proposed shoreline plan would greatly increase the amount of unsightly structures and motorized traffic on the lake, further eroding opportunities for non-motorized recreation.

From my personal experience, motorized and non-motorized recreation on the Lake are fundamentally incompatible. The first time I went sailing on a friend's Sunfish, launched from a beach in South Lake Tahoe, I was set upon by a trio of jet-skiers who circled me as if I was their prey. One of them drove his jet-ski towards me and turned at the last moment, spraying me with his wake, and then the three of them sped away, laughing at what great sport they'd had. This is obviously anecdotal information, but it is representative of the conflicts that are routinely encountered by non-motorized recreational users of unique natural resources such as Lake Tahoe.

It has been reported that private special interest groups, including marinas and shore front property owners, were given a seat at the table at recent planning and scoping meetings for the Shoreline Plan. The senior planner, Brandy McMahon, was quoted as saying "We have a set of organizing principles that we're following, and that's really to create a fair and reasonable system of access that would accommodate all users of Lake Tahoe" (Tahoe Daily Tribune, July 22, 2017, accessed at <https://www.tahoe-dailytribune.com/news/proposed-shoreline-plan-could-allow-138-new-piers-in-lake-tahoe/> on July 9, 2018). This statement is self-refuting because there is no "fair and reasonable" system of access that increases the amount of motorized traffic and development of shoreline structures on the lake without further degrading the limited opportunities for enjoyment of non-motorized recreation on the lake. The authors of the proposed Shoreline plan don't appear to have adequately taken into consideration the concerns of those who enjoy non-motorized uses of the lake, nor the consequences of shoreline development for the longer-term sustainability of this unique resource. The proposed Shoreline Plan authorizes further degradation of the irreplaceable natural beauty of Lake Tahoe for the benefit of very few privileged private interests.

Sincerely,

Taylor Bennett

I11-1

**Letter
I11****Taylor Bennett**
July 9, 2018

I11-1

The comment does not support any increase in the number of shoreline structures or increased access for motorized recreation on Lake Tahoe. It suggests that the Shoreline Plan does not consider the concerns of those who enjoy nonmotorized use of the lake or the consequences of shoreline development. Nonmotorized recreation is analyzed in Chapter 8, "Recreation." The impacts of shoreline development are analyzed in Chapters 4–17. Refer also to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I12**

From: WordPress <noreply@shorelineplan.org>
Sent: Sunday, May 13, 2018 10:26 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Lea Betty <leaasmanbetty@gmail.com>
 Subject: Do not support

Message Body:

This is a disgusting example of money being more important than protecting the lake. The lake should be for everyone. Not just for the super rich to have as their private playground. It won't be worth anything if you don't protect it! Please reconsider and commit to protecting the lake we all love.

I12-1

**Letter
I12****Lea Betty**
May 13, 2018

I12-1

The comment supports the protection of Lake Tahoe. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I13**

From: Rebecca Cremeen
Sent: Monday, July 9, 2018 4:55 PM
To: Alyssa Bettinger
Subject: FW: Lake front structures

Rebecca Cremeen
Acting Senior Planner
Long Range and Transportation Planning
(775) 589-5214

-----Original Message-----

From: kelsi boyd <calebtravis2007@gmail.com>
Sent: Monday, July 09, 2018 4:53 PM
To: Rebecca Cremeen <rcremeen@trpa.org>
Subject: Lake front structures

Alternative 4 is the only one that attempts to preserve Lake Tahoe. We do not need more boats on the lake. We do not need to develop Lake Tahoe.

I had no idea what was going on because it was very poorly marketed. I would like to request an extension on the public comment period and better advertisement for the community. I do not feel that there should be any more boats or lakefront structures added to the lake and that the only feasible option would be to reduce existing on you structures if you're going to build something new.

I13-1

Thank you,
Kelsi Boyd

**Letter
I13**

Kelsi Boyd
July 9, 2018

I13-1

The comment does not support additional shoreline development or increased boating and supports Alternative 4. It suggests that the public comment period on the Draft EIS should be extended because it was poorly advertised. Noticing for the Shoreline Plan, Draft EIS document release, and public review period included mailing approximately 33,000 fliers to all the property owners in the Lake Tahoe Region, publishing or broadcasting seven separate stories in local and regional newspapers and on radio and television stations, posting information on the TRPA website and the Shoreline Plan website, sending 24 separate eblasts to a list of 521 individuals who had expressed interest in the plan, and conducting 36 briefings with organizations or groups that requested information. These steps exceed the noticing requirements for an EIS.

<p>Letter I14</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Saturday, May 26, 2018 6:11 PM
To: Shoreline Plan
Subject: CONTACT FORM

From: Rob Brent
 Email: rmz11@comcast.net

Message Body:
 We own 2 properties in S Tahoe : 1) near the 'Y' the other in Meyers.
 Can you please report to me WHAT the goal(s) is/are of this Shoreline Plan.

I14-1

Thank you.

RM Brent

Letter
I14

Rob Brent
 May 26, 2018

I14-1

The comment asks about the goals of the Shoreline Plan. A description of the goals of the plan is provided in Section 2.1, "Introduction," of the Draft EIS, which states that the overarching goal of the Shoreline Plan is to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for the future. Additional detail on the objectives of the Shoreline Plan is provided on pages 1-2 and 1-3 of the Draft EIS.

<p>Letter I15</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 10:44 AM
To: Shoreline Plan
Subject: CONTACT FORM

From: Steve Bridges
 Email: steve96158@excite.com

Message Body:
 Your website's "Shoreline Plan Map" is very unclear and confusing in that there is no legend or guide key showing what the different marks mean, like the red cross-hatched sections along some of the shores, exactly where the "Shoreline Area" is located and its boundaries, etc. Very poor job.

I15-1

**Letter
I15****Steve Bridges**
July 9, 2018

I15-1

The comment states that the website's "Shoreline Plan Map" is very unclear and confusing because it has no legend or key identifying what the different marks mean and does not show exactly where the "Shoreline Area" is located or what its boundaries are. The shorezone is shown clearly in the Draft EIS in Exhibit 2-2.

**Letter
I16**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 11:27 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Steve Bridges <steve96158@excite.com>
 Subject: Public Comment - Proposed Shoreline Plan

Message Body:

We would be in the most favor of Alternative 4-Expand public access and Reduce Existing Development over the (4) Alternatives proposed. There are already too many private buoys, moorings, piers on PUBLIC LAND in Lake Tahoe. These private structures and moorings should not even be allowed on public protected property like Lake Tahoe. Further, TRPA or other applicable enforcement is wholly inadequate, yesterday we were enjoying the public beach at Chamber's Landing and were disquieted and disturbed with a number of very very loud and obnoxious "cigarette" and other loud boats speeding back and forth close to the shore and disrupting everyone's enjoyment with their loud offensive obnoxious noise, so loud that infants started crying and the others could not hear each other's conversations with no enforcement whatsoever; why these offensive loud boats are even allowed to launch is beyond reasonable comprehension. The 4th of July fireworks are dangerous and pollute, this year one of the fireworks barges caught on fire after the fireworks had ended; what if the fire had occurred before or during the fireworks, it would have been disastrous and deadly. The parade of boats with drunken drivers racing back to the Keys after the fireworks show in the total darkness is dangerous and will result in harmful or deadly consequences one of these years. Plans to approve weed killer and toxic pesticides in Tahoe Keys to kill the weeds are foolhardy and dangerous, Lake Tahoe being a source of drinking water for many residences, and Tahoe Keys water wells are located right next to the channels where the weed killer is proposed to be dumped inviting percolation and contamination, then what? TRPA has lost its way in forgetting that Lake Tahoe is an Outstanding National Resource Water under the federal Clean Water act with its lack of enforcement and slant toward local development interests.

I16-1

**Letter
I16****Steve Bridges**
July 9, 2018

I16-1

The comment supports Alternative 4 and asserts that there are already too many private shoreline structures on Lake Tahoe. It also expresses concern about boat noise, fireworks, herbicide use in the Tahoe Keys, and water quality. Fireworks and herbicide use would not be regulated by the Shoreline Plan alternatives and are not within the scope of this EIS. Boat noise is evaluated in Chapter 12, "Noise," of the Draft EIS, and water quality is addressed in Chapter 6, "Hydrology and Water Quality."

**Letter
I17**

From: Jen Bronken <jenbronken@gmail.com>
Sent: Monday, June 4, 2018 8:00 PM
To: Shoreline Plan
Subject: Sandbar

I am unable to attend the meeting but I have a question about the sandbar area of South Shore. As an almost 30 year resident of Tahoe, I have watched the lake levels rise and drop many times. My concern is for the area that I refer to as the sandbar. This area seems to be getting higher and wider every year. I have assumed that this is from commercial, public and private beaches adding sand to their beaches which then gets washed into the lake during our storms and creates the sandbar. Recently, I was asked to vote on adding sand to the Tahoe Keys beach to replenish it. In the drought years, TK residents paid for dredging to remove (the sand?) soil in the boat channel. My question: can anything be done to remove this sandbar? Could private and public entities that want to replenish their beaches take the sand from the lake and move it back to the shore? I look forward to hearing a response and enjoying our lakeshore for another 30 years.

I17-1

Sincerely,
 Jennifer Bronken

**Letter
I17**

Jen Bronken
 June 4, 2018

I17-1

The comment asks whether the sand bar area of South Shore could be removed and used to replenish private and public beaches. Dredging material from Lake Tahoe, which qualifies as jurisdictional waters of the United States, would require permits from many agencies, including the U.S. Army Corps of Engineers, the Lahontan Regional Water Quality Control Board, and TRPA. This activity is not part of the Shoreline Plan. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1 of this Final EIS, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I18**

From: WordPress <noreply@shorelineplan.org>
Sent: Thursday, June 7, 2018 7:14 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Robert Byren <robertbyren@gmail.com>
 Subject: Alternatives and No Wake Zone Buoys

Message Body:

Having attend the workshop at TRPA on June 4th, I favor the Alternative #1 Shoreline Plan which allows for modest growth without adversely impacting the environment or our enjoyment of the lake. I talked to one of the leaders about the idea of placing buoys around the lake to mark the 600 ft "no wake" zone. I think this is a bad idea for the water skiers. If the tow boat makes a mistake and veers too close to the 600 ft mark, a slalom skier going 36+ mph and traversing on a 75 ft tow rope could easily smack into a buoy and really get hurt. I think skier health and safety should prevail in any such decision. The app idea would be much better and certainly safer.

I18-1

**Letter
I18****Robert Byren**
June 7, 2018

I18-1

The comment expresses support for Alternative 1, the proposed Shoreline Plan. It asserts that placing buoys around the lake to mark the 600-foot no-wake zone could result in a safety hazard for water skiers. The alternatives do not include a proposal to place buoys along the 600-foot no-wake zone. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I19**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 8:04 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Lisa Cady <joncady@sbcglobal.net>
 Subject: Shoreline Plan

Message Body:

Please limit private pier construction and tahoe keys access to lake tahoe. More public access is great as long as the facilities are maintained. Unfortunately, More people = more trash. Thank you for addressing the issue. A bike/walking path all along the lake would be wonderful!!

I19-1

**Letter
I19****Lisa Cady**
July 9, 2018

I19-1

The comment supports limiting pier construction and Tahoe Keys access to Lake Tahoe. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I20</p>

From: Jim Carlson <jim_carlson1999@yahoo.com>
Sent: Monday, July 9, 2018 1:57 PM
To: Shoreline Plan; TRPA; Joanne Marchetta; Rebecca Cremeen
Subject: Comments on Shoreline EIS

July 9, 2018

Dear TRPA,

I have reviewed your Shoreline EIS. It is a corrupt document, culminating a corrupt process that is being led by corrupt officials. (You all should resign and let some honest people take over.)

Your plan would result in more piers, more buoys, more boatramps, more motorized watercraft, more noise, more pollution, more invasive species, and more traffic for all of them to get here.

We aren't fooled by your public pronouncements. We aren't fooled by your public relations mega-machine. We aren't fooled by your ridiculous platitudes about mitigation. The truth is that your plan would result in MORE development, MORE scenic eyesores, MORE motorized watercraft, MORE noise, MORE pollution, MORE invasive species, and MORE traffic for all of them to get here.

And you even refuse to analyze an option for "Motor-Free Mondays," which MANY of us requested. Why are you so afraid of analyzing the alternative that most of the public would favor? (Answer: CORRUPTION.)

When I visit Lake Tahoe's shoreline, I want to see LESS development, FEWER scenic eyesores (especially FEWER visually distracting buoys), FEWER piers, FEWER docks, FEWER moorings, LESS noise, LESS pollution, and FEWER motorized watercraft. And most of all, I want TRPA to embrace and promote (to the maximum extent of its legal authority) MOTOR-FREE MONDAYS.

You wonder why the public doesn't show up to your (sham) meetings? Simply put, we don't come to your "dumb shows" because we all have grown disgusted by your continued corruption and extreme bias in favor of MORE development.

I hope you will re-read this message at least a thousand times, to make up for the thousands of concerned citizens who have become so disgusted with your corruption that they won't even take the time to write.

Jim Carlson
 Roundhill, NV

I20-1

Letter
I20

Jim Carlson
 July 9, 2018

I20-1

The comment opposes the proposed Shoreline Plan because it would result in more development, scenic eyesores, motorized watercraft, noise, pollution, invasive species, and traffic. The environmental effects of the proposed Shoreline Plan, including those topics raised in the comment, are evaluated in the Draft EIS in Chapters 4–17. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

The comment also expresses disappointment that the alternatives do not include “Motor-Free Mondays.” Nonmotorized Mondays are discussed in the Draft EIS in Section 2.10, “Alternatives and Features Considered but Dismissed from Further Evaluation” (Draft EIS page 2-52). After analyzing this alternative, TRPA staff, Steering Committee members, and representatives of the Tahoe Area Sierra Club determined that nonmotorized Mondays would not be enforceable because of the numerous private moorings and access points along the shoreline.

<p>Letter I21</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Thursday, July 5, 2018 5:32 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Simon Cassidy <simoncassidy@gmail.com>
 Subject: Piers and buoys

Message Body:

1. Alternative 2 would increase traffic so much that it would make everyone's experience less enjoyable. Most boat usage occurs within about half mile of shore on weekends. Density in this area is much greater than the boats/acre listed.

2. Boats are getting longer and have larger drafts. This impacts both mooring and piers.

Most mooring fields are already over crowded, which creates boat contact and boat damage during frequent windy periods. Swirling winds cause boats to spin in different directions. Who is responsible for this damage?

The average value of boats continues to increase. Boat damage is both expensive and inconvenient, with few repair shops in the area. Small damage can take a boat out of the water for a month.

Increasing density of mooring fields will make this problem worse.

Consider boat contact/damage in assessing buoy field density.

The permitting process for alteration of existing piers is far too complicated and expensive, with multiple agencies involved. Many piers are decrepit and underutilized, as owners don't want to jump through all the permitting hoops. Allow owners to update piers through a streamlined permitting process.

When was the last time the pierhead line was seriously evaluated? How often are piers unusable for boating during dry periods? Today's bigger boats need deeper water. In many cases, current piers could be made more usable with minor modifications either in length or with modest dredging. Allow for modifications that enable greater pier usage during drier periods.

I21-1

I21-2

Letter
I21

Simon Cassidy
July 5, 2018

I21-1

The comment states that implementing Alternative 2 would increase traffic and that boat density within a half mile of the shore on weekends is much greater than indicated by the boats per acre estimate included in the Draft EIS. The Draft EIS evaluates the traffic effects of Alternative 2 in Chapter 13, "Roadway Transportation and Circulation." See Master Response 2 – Effects on Recreation, in Section 3.1, which addresses the comment related to boat density.

The comment also states that boats are getting longer and have larger drafts and that overcrowded mooring fields lead to increased boat damage during windy periods. The comment asserts that increasing the density of mooring fields would exacerbate the problem. The Shoreline Plan alternatives do not propose to increase the density of mooring fields; current setbacks would be maintained.

- I21-2 The comment states that the permitting process for alteration of existing piers is too complicated and expensive. It supports a streamlined permitting process, especially to allow modifications that enable the use of piers during low lake levels. As described in Section 2.1, “Introduction,” of the Draft EIS, the Shoreline Plan alternatives also involve refining permitting processes for shorezone structures. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I22**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 5:57 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Heather castro <hcastro55@yahoo.com>
 Subject: Protecting Lake Tahoe

Message Body:

Alternative 4 is the only option that is attempting to proserve and protect Lake Tahoe. I feel that there should be an extension since there is limited information about what’s going to the public. It isn’t being advertised enough for the Tahoe residents to be aware of what is going on

I22-1

**Letter
I22**

Heather Castro
 July 9, 2018

- I22-1 The comment supports Alternative 4. It expresses the opinion that the Shoreline Plan has not been well advertised. Noticing for the Shoreline Plan, Draft EIS document release, and public review period included mailing approximately 33,000 fliers to all the property owners in the Lake Tahoe Region, publishing or broadcasting seven separate stories in local and regional newspapers and on radio and television stations, posting information on the TRPA website and the Shoreline Plan website, sending 24 separate eblasts to a list of 521 individuals who had expressed interest in the plan, and conducting 36 briefings with organizations or groups that requested information. These steps exceed the noticing requirements for an EIS.

**Letter
I23**

From: WordPress <noreply@shorelineplan.org>
Sent: Thursday, June 7, 2018 4:15 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Sarah Chisholm <sarah_chisholm2000@yahoo.com>
 Subject: comments on the Lake Tahoe Shoreline Plan Public Draft Environmental Impact Statement (EIS)

Message Body:

More piers, more buoys, more boats, more noise. More, more, more. More, more, more. More, more, more...

When i go to Lake Tahoe's beaches, i want to experience quiet, where i can have a conversation with my friends and family without having to raise our voices and yell at each other over the din of motorized watercraft. When i visit the shoreline, i want to see a natural Lake Tahoe unobstructed by the eyesores of piers, buoys, and motorboats.

Your bias for more, more, more -- ever more, more, more -- is revealed by the fact that you have thus far failed to even seriously evaluate and consider an alternative for "Motor Free Mondays," which was requested by many of us local residents, so that we could at least enjoy one day per week without the noise and other impacts of motorboats.

Shame on you.

I23-1

**Letter
I23**

Sarah Chisholm
 June 7, 2018

I23-1

The comment expresses disappointment that the Draft EIS does not evaluate and consider an alternative that includes "Motor-Free Monday." Nonmotorized Mondays are discussed in the Draft EIS in Section 2.10, "Alternatives and Features Considered but Dismissed from Further Evaluation" (Draft EIS page 2-52). After analyzing this alternative, TRPA staff, Steering Committee members, and representatives of the Tahoe Area Sierra Club determined that nonmotorized Mondays would not be enforceable because of the numerous private moorings and access points along the shoreline.

**Letter
I24**

From: Crumpton Family <crumpton3@verizon.net>
Sent: Saturday, July 7, 2018 4:09 PM
To: Shoreline Plan
Subject: Vote of shoreline plan

We prefer Alternative # 2 shoreline plan

I24-1

Tom

Crumpton Family, Cathy & Tom & Will
 124 Las Astas Dr
 Los Gatos, CA 95032-7680
 crumpton3@verizon.net

**Letter
I24****Crumpton Family**
June 7, 2018

I24-1

The comment expresses support for Alternative 2. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I25**

From: WordPress <noreply@shorelineplan.org>
Sent: Sunday, July 8, 2018 8:12 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: THOMAS E CRUMPTON <crumpton3@verizon.net>
 Subject: PUBLIC COMMENT

Message Body:

WE ARE FOR PLAN ALTERNATIVE # 2.

What about preservation? I thought it was as mandated years ago to manage and limit growth in and around Lake Tahoe? All this punctuated by increasing noise more boats will bring.

I25-1

**Letter
I25****Thomas E. Crumpton**
June 8, 2018

I25-1

The comment supports Alternative 2 and questions the amount of noise and development that additional boating could generate. Boat-generated noise is evaluated in the Draft EIS on pages 12-15 through 12-19, and the effects of shoreline structure development are evaluated throughout Chapters 4–17. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I26**

LAKE TAHOE SHORELINE PLAN OBSERVATIONS & ANALYSIS OF ENVIRONMENTAL IMPACT STATEMENT (07/09/2018)

- (1) The State of Nevada comprises 34% of the Lake Tahoe shoreline (Table 4-1) and under the Shoreline Plan ("Alt. #1") the state is allocated 33% of the additional 128 private piers (Table 2-6). However, under the final build-out pursuant to Alt. #1, Nevada only secures approximately 23% of the total final private pier count (see below). Since Alt. #1 proposes a maximum final cap on the number of private piers on the lake, the allocation under Alt. #1 locks in the disproportionate historical allocation in favor of California (which in addition excludes the Tahoe Keys per Paragraph 2.6.9) since it only takes into consideration remaining Potentially Eligible Parcels.

	Current # of Piers	Alt. #1 Alloc.	Build-out # of Piers	
Placer County	417	58	475	
El Dorado County	163	28	191	
California	580	86	666	76.9%
Washoe County	77	21	98	
Douglas Co./Carson Rural	81	21	102	
Nevada	158	42	200	23.1%
Total	738	128	866	100.0%

I26-1

- (2) In order to correct the disproportionate historical allocation in favor of California, the total number of private piers should be allocated on the basis of **Total Parcels** (the sum total of Parcels with Existing Piers and those designated Potentially Eligible Parcels) vs. the remaining Potentially Eligible Parcels method applied in Alt. #1 as stated above and pursuant to Table 2-6. Following is the revised total pier allocation percentage of all 866 private piers applying the **Total Parcels** method (**73.7% to CA & 26.3% to NV**):

	Current # of Piers	Potentially Eligible Parcels	Total Parcels	% at Final Build-out
Placer County	417	296	713	
El Dorado County	163	157	320	
California	580	453	1033	73.7%
Washoe County	77	97	174	
Douglas Co./Carson Rural	81	115	196	
Nevada	158	212	370	26.3%
Total	738	665	1403	100.0%

1 | Page

- (3) The application of the **Total Parcels method** noted in paragraph (2) above results in the following allocation of the proposed 128 new additional private piers under Alt. #1:

	Current # of Piers	Revised Alt. #1 Alloc.	Build-out # of Piers	
Placer County	417	23	440	
El Dorado County	163	35	198	
California	580	58	638	73.7%
Washoe County	77	30	107	
Douglas Co./Carson Rural	81	40	121	
Nevada	158	70	228	26.3%
Total	738	128	866	100.0%

I26-1
cont.

Note: Even under the **Total Parcels method**, Nevada is still allocated only **26.3%** of the total private piers even though one could argue it should be allocated **34%** of the total piers since the state constitutes 34% of the Lake Tahoe shoreline (Table 4-1). Furthermore, it is clear that if the lake currently had no private piers and 866 piers were going to be allocated, the **Total Parcels method** utilized above would result in the fairest allocation of those 866 new piers.

- (4) Alt. #1 only allows for the development of an average of **six (6) private piers per year** (12 per two years), **requiring a total time span of 22 years to issue the 128 permits** and subsequently complete the build-out. Per my discussion with the TRPA, they advised me they want to take it slow to evaluate the potential environmental impact of the new piers on the lake as they are being constructed. When I asked Adam Lewandowski, Project Manager for Ascent Environmental, he indicated that there is no magic to the 12 permits per two years limit... it is an **artificial cap not based on any science or other objective criteria**. He further agreed that there is also **no science to indicate that piers in and of themselves generally have any substantive negative impact on the lake habitat**.

I26-2

In conclusion, there appears to be no scientific evidence to substantiate the inherent assumption in Alt. #1 that the development of more than six (6) piers per year will have any measurable impact on the fish habitat. In fact, there are many varieties of fish that prefer to live under piers, particularly around pilings and underneath in the shade. In addition, I was further informed by the TRPA at the Public Workshop that indeed there was a moratorium placed on the issuance of pier permits in the late 1980's to determine if piers were contributing to then falling fish population; **after years of study it was determined that there was no cause and effect**.

From a reasonableness test point of view, one must be realistic and consider that Lake Tahoe is an enormous lake with a vast surface area of 191 square miles, 36 cubic miles of water, and has a Lake Retention Time of 650 years (Wikipedia, Lake Tahoe). The surface area of the lake and volume of water is so large that **there is no reasonable objective rationale to support that more than six (6) new piers per year (or for that matter 25 new piers or more) can possibly have any measurable effect on such a large lake**, particularly since there already exists 738 piers which do not seem to substantively affect the fish habitat.

In summary, the current new pier moratorium which has been now in effect for the past eight (8) years, and the further additional maximum 22 year delay under Alt. #1, has and will continue to have a **disproportionate effect on the senior population that own parcels adjacent to the lake**. The superficial annual cap imposed under Alt. #1 is truly **discriminatory against those seniors** that will probably not outlive their application for a new pier permit.

There is no objective evidence supporting the long delay in pier development under Alt. #1, yet we know as a matter of fact that persons encounter death in large numbers in their 70's, 80's and 90's, with very few living into their 90's. The latter is an indisputable fact, yet there seems to not have been any consideration of the impact on seniors in the adoption of the slow staggering in the development of piers over a very long 22 year period of time. **Some modification should be made to Alt. #1 to provide relief so the implicit discrimination of seniors is mitigated and not "accentuated" by a long maximum 22 year delay.**

I26-2
cont.

- (5) Alt. #1 only allows for a total of 25 private piers for single use. If one applies the 16% allocation to Washoe County based on Alt. #1 to the 25 single-use private pier cap, that amounts to only a **total of four (4) additional new single-use piers located in Washoe County** under Alt. #1.

In reference to single-use private piers, one should first recognize that there are several properties located around the lake that will probably never qualify for multi-use piers since those specific parcels are located between adjacent properties that already have multi-use piers. That is the case with my parcel. **Even though those affected single parcels may have the most favorable of conditions that lessen any environmental impact, those "in-between" parcels are likely to never be issued a single-use private pier permit under Alt. #1.**

I26-3

Secondarily, even though those "in-between" parcels cannot qualify for a multi-use private pier under Alt. #1, it is truly **over simplistic and a fallacy to assume that every multi-use private pier is necessarily desirable over a single use-private pier** since any

disturbance or scenic impact totally depends upon the **total square footage of the pier and the number of parcels it will serve**. I also discussed this concept of pier square footage with Adam Lewandowski and he confirmed (assuming all other conditions are constant) that it is the total square footage of a pier that impacts the lake (disturbance and scenic) and not specifically the number of single-use piers vs. multi-use piers.

Given that the square footage of a pier is really the critical environmental factor, the length of a pier becomes the key issue. In my particular area of Crystal Bay where the general terrain is very steep adjacent to the shore, the length of a pier can be minimal due to the steepness of the lake bed prevalent in that area. In such a situation, a single-use private pier can be very short and approximately 50% narrower than a multi-use private pier (resulting substantially well less than one-half (1/2) the surface area of many multi-use piers) **rendering in certain cases the use of a single-use private pier a much more favorable option when compared to a multi-use private pier**.

Pursuant to Alt. #1, single-use private piers can be 10 feet wide, while multi-use private piers can be 15 feet wide. As an example, given those prescribed maximum widths, an **average 150 foot multi-use pier servicing two (2) parcels would total 2,250 square feet** (150 ft. long x 15 ft. wide). **One (1) short 40 foot single-use pier would total 400 square feet** (40 ft. long x 10 feet wide). **The latter single-use pier represents 18% of the total square footage of the multi-use pier**. To compare it apples to apples, two (2) 40 foot single-use piers would represent **only 36% of the square footage of the two (2) parcel multi-use pier**. Therefore in some cases, it is clear that from an environmental point of view (scenic, safety and recreational lake-use), the development **two (2) short single-use piers would be much more desirable one (1) multi-use pier**.

I26-3
cont.

In conclusion, since Alt. #1 gives no priority to the total square footage of a proposed private pier, its approach is not optimal. It is undisputable that if the criteria of pier square footage is adopted, that criteria is environmentally superior, at least from a scenic, safety, and recreational lake-use point of view (in addition to the lessening of any lake disturbance). **Adopting such a criteria will also introduce an automatic incentive to mitigate the size of any new proposed pier footprint (single-use or multi-use) in order to gain permit issuance since there is quite a bit of subjectivity in determining pier size**. In addition, I would encourage possibly the adoption of a new **single-use short pier** (low square footage) category of piers (beyond the general "single-use" and "multi-use"); a new category of single-use short piers of up to a certain length to encourage the development of very short piers.

- (6) Alt. #1 does **not** in any way introduce any new criteria or preference in the permit issuance process which considers whether the **existing terrain of a parcel next to the lake allows for reasonable access to the lake surface water** (the current TRPA Code of

I26-4

Ordinances also does not consider reasonable access transitioning from the parcel at the High Water Line to the water surface itself). For example, in my area of Crystal Bay the transition from many of the parcels to the surface of the water is almost impossible and/or extremely dangerous given the huge boulders at the water's edge. Furthermore, there are no nearby public piers located nearby in the Crystal Bay peninsula.

Using my parcel as a case in point, to access my permitted buoy I have approximately a 4 to 4 ½ foot drop from the boulders on my parcel to the water surface when the water is at the High Water Line. A couple of years ago when the water was 5 feet below the High Water Line, that represented a 9 to 9 ½ foot drop. This lack of reasonable access, particularly to an existing permitted buoy, should be given a very strong preference over other criteria given the reasonable access difficulties, including the related momentous safety issues, I have outlined above.

I would propose that along with the total pier square footage criteria noted in Paragraph 5 hereinabove, **parcels that do not have reasonable access in transitioning from the parcel to the water surface should be given as high as a priority as multi-use private piers, and possibly be included separately within its own private pier allocation category.** Additionally, to not reduce the total expected number of boats anticipated in Alt. #1 through the use of multi-use private piers, if a new category of “**short single-use piers**” is adopted as proposed above, the development of “**short single-use piers**” should be counted for purposes of the 128 private pier cap as a 0.5 (1/2) pier.

126-4
cont.

- (7) As noted in Paragraph 6 above, the current TRPA Code of Ordinances provides an owner the right to reasonable access through his or her parcel to the shoreline at the High Water Line for existing permitted uses such as a buoy, but does not in any manner provide a method to gain reasonable access from the parcel when transitioning to the lake water surface in cases where there exists no reasonable access due to existing difficult shoreline terrain. This is also true of Alt. #1 since it makes no modification to **the current TRPA Code of Ordinances which treats any structure beyond the High Water Line as a pier even though it may be for example just 3 feet wide and only a few feet long.**

As an alternative to Alt. #1, for parcels where the transition from the parcel to the lake water surface is not reasonable, I would encourage the adoption of the use of other limited structures to effectively overcome the difficult water transition, thus improving lake access and related safety. Possibly, there could be other alternatives made available to those properties allowing a parcel owner to bridge from the High Water Line to the lake water surface (potentially up to the Low Water Line) by allowing the use of specified low environmental impact methods. In addition, there potentially should be a consideration under Alt. #1 to adopting the use of floating docks for those properties where there is no reasonable access in transitioning from the parcel to the lake water

surface. That latter alternative was apparently previously suggested by a steering committee member.

I26-4
cont.

- (8) The cost of preparing and submitting an application for a private pier can be cost prohibitive under the current application process. It is very common for the soft costs associated with the preparation and submission of a private pier application to be a very high cost relative to the total project cost, with no relative certainty that in fact a pier permit can actually be secured.

Alt. #1 should adopt a streamlined **preliminary** private pier application process where a private pier project submission can be reviewed on a preliminary basis to determine if upon such a submission, that specific private pier permit application **has a reasonably high chance of securing a private pier permit based on the applicable pier permit criteria and the backlog of existing applications, and is so, in what general time-frame.** The adoption of such a preliminary review would reduce overall project cost by eliminating the additional work required to be performed to submit a complete application in those cases where the parcel owner determines either the odds of securing a pier permit are not in his or her favor and/or the date to permit issuance is too far out in the future.

I26-5

Prepared by:
Steven Decea
(775) 815-4860

Letter
I26

Steven Decea
July 9, 2018

- I26-1 The comment suggests that the total number of private piers should be allocated on the basis of total parcels, as opposed to the number of potentially eligible parcels remaining, to avoid allocating a disproportionate number of piers to California. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I26-2 The comment expresses disbelief that development of more than six piers per year would adversely affect fish habitat. It suggests that the pier moratorium that has been in place for 22 years and the proposed annual cap on pier construction are discriminatory to the senior population. The effect of piers on fish habitat is analyzed in detail in the discussions of Impacts 5-2 and 5-4, which did not conclude that more than six piers per year would degrade fish habitat. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I26-3 The comment questions whether the Draft EIS accounts for parcels located between properties that already have multiuse piers. The location of these parcels limits their ability to be permitted to construct a pier. The comment states that multiuse piers have the same

environmental impact as single-use piers of the same size. Additionally, the comment states that in locations where the lake bottom drops off steeply, a pier could be significantly smaller than it would be in shallow areas of the lake, which would result in a reduced environmental impact compared to the impact of larger multiuse piers. The comment expresses support for a new category of single-use short piers to encourage the development of very short piers. Refer to Chapter 2, “Revisions to the Proposed Shoreline Plan,” of this Final EIS, which describes revised pier design standards relative to this comment.

I26-4

The comment suggests that parcels that do not have reasonable access from the shore to the water because of steep terrain should be prioritized for pier permits. The comment recommends that short piers constructed in deep water be counted as a half pier or that small, floating docks that provide safe access to the lake be allowed. The comment recommends adopting a streamlined preliminary private pier application process to determine whether there is a reasonable chance of securing the permit before requiring a complete application, which is often very costly. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how suggested changes to a Shoreline Plan alternative are considered.

<p>Letter I27</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Tuesday, May 8, 2018 7:01 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Geoff Elmore <gelmore95030@gmail.com>

Subject: Lake Tahoe Shoreline Plan Public Draft - statement of preference for the four options listed in the plan

Message Body:

I support plans that allow for increased access to and storage of motorized boats on or around the Lake. I have been on waiting lists for a buoy or a slip at multiple north-shore marinas for five years. There is not enough capacity and such a large lake can easily support more capacity without dramatically impacting the overall lake experience for others.

Low water conditions are gone for the moment but will likely return. It's makes no sense to let natural conditions limit lake access when we can easily extend ramps and move buoys with minimal impact on the environment. Remember, if you are going to worry about the coverage of a few thousand buoys then you should be much more upset about all the fish habitat that is lost when the lake level drops by six or eight feet. If we care so much about the fish and other wildlife then shouldn't we tax everyone even more and spend billions to keep the lake level high?

There are already too many building and development restrictions on and around the lake. Alternative 2 provides for plenty of protection for the environment.

I support Alternative 2 – Maintain Existing TRPA Shorezone Regulations.

I27-1

I27-2

**Letter
I27****Geoff Elmore**
May 8, 2018

- I27-1 The comment is in favor of increasing access to and storage of motorized boats on the lake because it asserts that such a large lake can support more capacity. It states that natural conditions should not limit lake access when ramps can be extended and buoys can be moved. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how suggested changes to a Shoreline Plan alternative are considered.
- I27-2 The comment expresses support for Alternative 2 and contends that there are already too many building and development restrictions on and around the lake. It asserts that Alternative 2 provides adequate environmental protection. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I28**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 2, 2018 7:19 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Geoff Elmore <gelmore95030@gmail.com>
 Subject: Support for Alternative 2 – Maintain Existing TRPA Shorezone Regulations (No Project).

Message Body:

I support Alternative 2 –Maintain Existing TRPA Shorezone Regulations (No Project). This is a big lake and it can handle the amount of allowed additional development considering all the other environmental protection efforts that have been implemented and other measures that will be implemented in the future.

We need at least one more marina around the lake and additional buoys, slips, ramps and piers. It's nonsensical that the second deepest lake in the USA has most boat ramps inoperable during drought severe conditions - that can last for years. Drought conditions should not have any relevance to lake access for boaters.

I28-1

**Letter
I28****Geoff Elmore**
July 2, 2018

- I28-1 The comment expresses support for Alternative 2 because it asserts that the lake's size can accommodate the additional development with all the environmental protection efforts that are in place. The comment recommends construction of one more marina on the lake, along with additional buoys, slips, ramps, and piers. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I29**

From: WordPress <noreply@shorelineplan.org>
Sent: Thursday, July 5, 2018 10:20 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Fabian <fabian@talk2fabian.com>
Subject: TKpO

Message Body:

We spend lot's of money on our HOA fees for so many things. I feel that our shore in front of the office is so restricted along with access to the beach & walking dock. I would like to see access to that dock so people can jet ski up, or boat up to the dock and use the small beach. We need a better entrance to the outdoor pool that is also so restricted. Everything seems restricted and unwelcoming. So the shoreline in front of the office in my opinion is useless and more for show. We need to open it up and provide more friendly access to the homeowners.

I29-1

**Letter
I29**

Fabian
July 5, 2018

I29-1

The comment expresses the opinion that the shoreline in front of the commenter's homeowners association (HOA) office is too restricted and would like to see more access. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I30</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Saturday, June 9, 2018 4:17 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Julia Feldman <julia.feldman@gmail.com>
 Subject: My Tahoe homeowner input on LT Shoreline Plan

Message Body:
 Dear TRPA,

Please let me begin by thanking you for what your agency and its workers do, to protect, and be good stewards of, Lake Tahoe. Your job is not an easy one, as you interact with stakeholders that have a wide (and often disagreeing) range of opinions about Lake Tahoe. Thank you for navigating this balance for so long and for doing it well.

I met my husband in Tahoe, on the West Shore specifically. He had been working on the South Shore for 4 years. When we met, Tahoe immediately became the beautiful, indelible backdrop for our then and future relationship. Now, many years later, we are fortunate enough to have a home on the North Shore, and are in love with Tahoe still.

We have been living in and/or visiting Tahoe for 10 years now. And we have personally experienced the increase over time in the number of people coming through. It's mathematically logical. As population grows, the number of annual visitors will increase. Over time, we have encountered, with increasing frequency, multiple miles of bumper-to-bumper traffic to enter a ski resort on a non-holiday Saturday morning, and traffic jams on 89 near downtown Tahoe City that regularly extend back to Homewood,. When we attempt to go enjoy the lovely Lake, we often see so many boats perched on the North Shore that our casual lake swims becomes a stressful event focused on not getting hit by one.. While on the South Shore, when we attempt a peaceful kayak to Emerald Bay, it takes on the feeling of a competition with loud, aggressive power boats. We could elaborate more...

For this reason, we favor the stewardship of this priceless natural resource that is best represented by Alternative 4, of the 4 options proposed. If the question were "how can we maximize what Tahoe can offer to everyone right now?" --== then sure, one could maximize development, modernize and beautify all the lakefront resorts, widen the roads and shoulders, open the lake up to limitless boating, fishing, fly-boarding, and all other activities that might offer hours or days or weeks of enjoyment to Tahoe's diverse visitors with their diverse recreational interests. However, if one takes a step back and looks at Tahoe with a next-10, next-50, or even next-100-year lens, we think of Alternative 4 as being the most fair to all-comes who want to enjoy Tahoe's splendor, both now and in future generations.. Even though Alternatives 1 and 2 (and 3) would be carried out, if approved, with some care toward the environment, only Alternative 4 provides the least wear-and-tear on our unique Lake. Alternative 4 also gives the public the chance to enjoy the lake and shoreline, rather than just the Lake's homeowners such as my husband and me. Alternative 4 gives us, collectively, the best chance to keep the Lake enjoyable to many people now *and* to the highest number of people for decades to come.

As you can imagine, if Alternative 4 were (or becomes) not available, I would next-most-enthusiastically support Alternative 3.

Thank you for the chance to provide comment and for your time in reviewing it.
 Julia Feldman

**Letter
I30**

Julia Feldman
 July 9, 2018

I30-1

The comment expresses the strongest support for Alternative 4 and the next strongest support for Alternative 3. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I31</p>

Tahoe Regional Planning Agency, Shoreline Plan Draft EIS**Comments by Lee Frederiksen****Email: Lee.Frederiksen@sbcglobal.net****June 19, 2018**

Comment 1: I recommend that Alternative 4 – Expand Public Access and Reduce Existing Development be selected as the Proposed Shoreline Plan instead of Alternative 1 – Proposed Shoreline Plan. If that is not possible, I recommend dropping the 128 private piers contained in the Proposed Shoreline Plan from the Plan.

Comment 2: Alternative 4 is superior to Alternative 1 at meeting the objectives of the Shoreline Plan, which are as follows:

- protect and where feasible enhance the environment,
- provide a fair and reasonable system of access,
- adapt to changing lake levels,
- preserve high-quality recreation and public safety, and
- implement predictable and consistent rules

Comment 3: Alternative 4 is superior to Alternative 1 at meeting the objective of protecting and where feasible enhancing the environment. The summary of impacts and mitigation presented in Table ES-1 of the DEIS demonstrates that Alternative 4 is the environmentally preferred alternative.

Comment 4: Alternative 4 is superior to Alternative 1 at meeting the objectives of providing a fair and reasonable system of access, as well as preserving high-quality recreation and public safety. Alternative 4 reduces the number of private piers, while Alternative 1 proposes 128 new private piers. Private piers are significantly impeding public access, high-quality recreation and public safety by blocking the public trust easement, which exists along the entire shoreline of the California side of Lake Tahoe.

Comment 5: Private piers preclude implementing a system of fair and reasonable access. Private piers cross the public trust easement and have not been designed or constructed to allow the public to readily and safely cross over them. As such, private piers greatly increase the difficulty of traversing the shoreline in a safe manner, particularly for anyone with limited mobility. As Exhibit 1 shows, private piers have been designed and constructed to completely block public access along the public trust easement. As Exhibit 1 also shows, owners of private piers have posted threatening signs implying that the public cannot utilize the public trust easement.

Comment 6: If Alternative 1 remains the selected Plan and continues to include 128 new private piers, the Plan needs to include detailed provisions to modify and maintain existing and future private piers in a manner that will ensure safe and reasonable access along the public trust easement. The Plan also needs to provide specific details as to how the public trust easement will be managed differently than it has been in the past to ensure safe and reasonable public access.

I31-1

I31-2

Exhibit 1: Private piers block access to the public trust easement that exists along the entire shoreline of the California side of Lake Tahoe



Photo taken on May 19, 2018.

**Letter
I31**

Lee Frederiksen
June 19, 2018

- I31-1 The comment expresses support for Alternative 4 because it meets the objectives of protecting and enhancing the environment and providing a fair and reasonable system of access while preserving high-quality recreation and public safety. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I31-2 The comment states that private piers do not provide a system of fair and reasonable access because private piers cross the public trust easement and have not been constructed to allow the public to readily and safely cross over them. The comment states that if Alternative 1 remains the selected plan, then provisions need to be included to maintain

private piers in a way that will ensure safe and reasonable access along the public trust easement. The Draft EIS evaluates the effects of each alternative on public access along the public trust easement in California in the discussion of Impact 8-3, Change access to or along the shoreline, on pages 8-28 through 8-30. Additional information on access along the public trust easement is included in Master Response 2 – Effects on Recreation.

Letter
I32

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 7:25 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Ray Garland <raygarland2@gmail.com>
Subject:

Message Body:

I think the plan is well thought out and recommend its approval.

I I32-1

Letter
I32

Ray Garland
July 9, 2018

I32-1

The comment states that the Shoreline Plan is well thought out, and the commenter recommends it for approval. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I33**

From: WordPress <noreply@shorelineplan.org>
Sent: Tuesday, July 3, 2018 9:05 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Michelle Genosick <genosick@att.net>
Subject: Alternative 4

Message Body:

I choose Alternative 4 for the following reasons:

-More boating =more people, more noise, more alcohol consumption and more problems.

-more traffic back ups (Hwy 89) Currently, the intersections of Hwy 89 and West Way, Lukins Way and 15th street are completely blocked on the weekends with people going to the beaches. There should be a "Keep Clear" sign for these intersections so that residents can get around. The back up goes for miles and it has taken me up to 45 minutes to go a few miles to my home. West Way and Lukins only outlet is Hwy 89.

I33-1

-With the building of new marinas, homes etc. will come a change in the habitat for the flora and fauna of Lake Tahoe. I was told by the Forest Service that there isn't an algorithm that is used to "thin" the forest and that it changes from area to area. I was also told that the trees wouldn't be cut any further than 10 feet apart and that didn't happen in the forest from West Way to Pope Beach. How many acres of trees would 125 new homes cut down?

I33-2

-I don't believe there is enough infrastructure around the lake to support that many more people. As it stands now, many residents don't go out on the weekends, because of all the tourists. and the extra time it takes to get around. It shouldn't take an hour to get to Myers on a Sunday afternoon.

I33-3

I understand the desire to improve the experience of Lake Tahoe for visitors, but not at the expense/detriment of the residents or the environment.

--

This e-mail was sent from a contact form on Shoreline Plan (<http://shorelineplan.org>)

**Letter
I33****Michelle Genosick**
July 3, 2018

- I33-1 The comment expresses support for Alternative 4 because, in the commenter's opinion, more boating will lead to more people, more noise, more alcohol consumption, more traffic backups, and more problems. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I33-2 The comment asks how many trees would be cut down under the proposed Shoreline Plan. The exact number of trees that would be removed during future projects permitted under the Shoreline Plan cannot be known at this time. The Draft EIS addresses tree removal on page 14-1, which summarizes the effect as follows:
- None of the Shoreline Plan alternatives would generate construction or uses that would affect old growth forest ecosystems; and, any future tree removal required for the construction of new facilities (e.g., marinas, boat ramps) in the shorezone would be relatively minor and likely similar in magnitude to potential effects that could occur under current ordinances. Additionally, modification of the shorezone chapters of the TRPA Code under any of the alternatives would not change existing policies, code provisions, project-level environmental review procedures and permitting requirements, sensitive design practices, and standard conditions of approval that address tree removal....
- I33-3 The comment states that there is not enough infrastructure around the lake to support the increased number of people. The Shoreline Plan alternatives consider various levels of shoreline access infrastructure that could be developed in the future, the effects of which are evaluated in Chapters 4–17 of the Draft EIS. The effects of the Shoreline Plan on public service facilities is evaluated on pages 15-24 through 15-28 of the Draft EIS.

**Letter
I34**

From: WordPress <noreply@shorelineplan.org>
Sent: Wednesday, July 4, 2018 12:43 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Ron and Sally Grassi <ronsallygrassi@mac.com>
 Subject: More beach access for public. Water clarity will suffer., traffic will increase, evacuation will become more difficult with more boating and visitors.

Message Body:

We've owned a home at Lake Tahoe for almost 40 years. We're concerned about the Shoreline Plan because it does not appear to include increased public access to the lake, such as new beaches and access. Also, we're concerned that you're too focussed on adding more boats to the lake at a time when the Lake's infrastructure is in jeopardy. Water clarity is declining and traffic is dramatically increasing with little thought to evacuation in an emergency.

I34-1

**Letter
I34****Ron and Sally Grassi**
July 4, 2018

I34-1

The comment expresses the opinion that the proposed Shoreline Plan does not include increased public access to the lake and focuses too much on adding boats to the lake when the lake's infrastructure is in jeopardy.

Master Response 2 – Effects on Recreation, in Section 3.1, describes the proposed Shoreline Plan's effects on public access. The proposed Shoreline Plan caps the number of private structures that could be developed along the shoreline; includes a design review process to ensure that new structures preserve public access where it legally exists; and allows for new public access infrastructure, including up to 10 new public piers, two new public boat ramps, and 630 new public or marina moorings.

The effects of the Shoreline Plan on public service facilities are evaluated on pages 15-24 through 15-28 of the Draft EIS.

Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I35**

From: WordPress <noreply@shorelineplan.org>
Sent: Saturday, June 30, 2018 8:09 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Fred Grosser <fjgrosser@aol.com>
 Subject: Meeks Bay Marina

Message Body:

I strongly support and urge the committee to support restoration of Meeks Bay Marina through a public / private partnership.

.The marina was shut down not due water quality problems generated by boats or the marina itself, but rather by runoff from the surrounding unpaved and unmanaged parking areas.

The marina is one-of-a-kind for affordable public access and use for Meeks Bay Resort, Meeks Bay Campground, Westshore residents and the public at large.

A combination of public and agency financing would restore Meeks Bay Marina to be fully compliant with the water quality standards.

I35-1

**Letter
I35****Fred Grosser**
June 30, 2018

I35-1

The comment supports the restoration of Meeks Bay Marina through a public/private partnership and notes that the marina provides affordable access for visitors and residents of Meeks Bay. The restoration of Meeks Bay Marina could occur under any of the Shoreline Plan alternatives. An expansion of the existing marina under the proposed Shoreline Plan

would need to be consistent with the marina requirements described on pages 2-34 and 2-35 of the Draft EIS.

**Letter
I36**

From: WordPress <noreply@shorelineplan.org>
Sent: Friday, May 18, 2018 12:46 PM
To: Shoreline Plan
Subject: CONTACT FORM

From: Alice Grulich-Jones
 Email: agjtahoe@yahoo.com

Message Body:

As a long time, full time resident of Lake Tahoe I am horrified by the new Shoreline proposal. It seems that you, the protectant of Lake Tahoe have abandoned your mission.

When I read that the plan includes "authorizing up to two new public boat ramps and 10 new public piers, as well as up to 128 new private piers that would be permitted gradually with a priority for pier projects that serve multiple property owners or retire pier development potential on other lakefront properties. The proposed plan would authorize up to 1,430 new buoys for lakefront properties and homeowners associations and create a reserve pool of 630 buoys or boat slips for use by public agencies and marinas" I wonder if I am misreading the plan.

Adding 2000 buoys...really???

I enjoy membership and participate in volunteer opportunities with Keep Tahoe Blue and TINS. I am a boater and kayaker and hiker and live here for the natural beauty and peaceful experiences you can have all over the basin. The shoreline will no longer be pretty or peaceful or CLEAN!

I strongly oppose this plan!

Thank you,

Alice Grulich-Jones

PO Box 605

Zephyr Cove, NV 89448

I36-1

**Letter
I36**

Alice Grulich-Jones
 May 18, 2018

I36-1

The comment opposes the proposed Shoreline Plan and expresses concern that structures allowed under Alternative 1 would cause the shoreline to no longer be pretty, peaceful, or clean. The effects of the proposed Shoreline Plan on scenic quality and noise are evaluated in Chapter 9, "Scenic Resources," and Chapter 12, "Noise," of the Draft EIS. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

Letter I37

From: WordPress <noreply@shorelineplan.org>
Sent: Sunday, June 3, 2018 3:11 AM
To: Shoreline Plan
Subject: CONTACT FORM

From: Amber Hall
 Email: rt_amber@hotmail.com

Message Body:

Can the erosion of the private dirt road (Ham Ln) be considered in the Shoreline Plan to protect the lake from further sediment and downstream erosion occurring? Please consider helping the now 9 Cabins with full time residents and 2 more cabins with seasonal residents --and over 20 vehicles parked on Ham Lane prevent further environmental erosion. This 500 ft stretch of dirt road is heavily rutted and in serious need of grading, pavement, and repairs to this historical little area of Bijou. Ham Ln is accessed by entering the Brewery Restaurant parking lot. The back of their lot turns into the 500 ft dirt road. In addition to the 20 vehicles on this road at any given time, Brewery Patrons drive up and down the road all day long during business hours looking for parking and an outlet. Ham Ln has no outlet, it is a single entrance road and the homeowners are in need of help. TRPA and the City have been made aware of this situation on numerous occasions over the past 6 years I have owned my Cabin on this road, however we continue to receive no assistance. The Cabins on this road range from 1929 to 1940's, and we are in very close proximity to the lake. Perhaps a plan can be implemented to repair the road to a sustainable standard to prevent further damage to the lake. A mandatory property tax shared by each homeowner to recoup the road upgrade costs should be considered if the Bijou and Shoreline budgets don't allow assistance.

Thank you, Amber Hall. 509-413-9248 Cell Homeowner at 1052 Ham Ln, South Lake Tahoe, CA. 96150

I37-1

**Letter
I37**

Amber Hall
 June 3, 2018

I37-1

The comment urges that the erosion of a private dirt road (Ham Lane) be considered in the Shoreline Plan to protect the lake from further sediment and downstream erosion. The comment suggests establishing a mandatory property tax shared by each homeowner to recoup the road upgrade costs. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

Letter I38

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 3:05 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Karin Hoida <basinstrategies@gmail.com>
 Subject: HOA buoy fields

Message Body:

Perhaps you want to consider accepting applications for new buoy fields to serve homeowners associations. Compared to private ownership of two buoys per parcel, it seems HOA buoys have the potential to serve many more people with fewer buoys.

I38-1

**Letter
I38**
Karin Hoida
 July 9, 2018

I38-1

The comment urges TRPA to consider accepting applications for HOA buoy permits. It notes that HOA buoy fields would serve more users than individually owned, private littoral buoys. On page 2-25, the Draft EIS explains how HOA applications would be accepted under the proposed Shoreline Plan:

HOAs would be allowed to apply for new buoys in buoy fields. In the first five years of Shoreline Plan implementation, HOAs that have buoys for 50 percent or more of the applicable housing units would not be eligible to apply for new buoys. For HOAs that are eligible to apply in the first five years, the request for new buoys could be up to a 20 percent increase of the total number of existing TRPA-permitted moorings (buoys, slips, boat lifts, and boat houses). After the first five years, HOAs with buoys for 50 percent or more of the applicable housing units could apply for additional moorings, provided the total number of moorings does not exceed the number of units. Through an adaptive management review process, allocation of all buoys, including the reserve pool and allocation to associations, would first be revisited the year after the 2019 Threshold Evaluation Report is issued. Future evaluation of buoy allocations would occur at a minimum interval of every 8 years after the first evaluation.

Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I39**

From: Katherine T Jordan <kctjordan@mac.com>
Sent: Monday, July 9, 2018 8:17 PM
To: Shoreline Plan
Subject: Your site failed to accept comment

My husband Tim Jordan tried to submit the following:

We are community members and paddlers.

This is what I said but it never got sent through the website.

My Dad bought a little 12'x 20' cabin in Kings Beach 1954 when I was 2 years old. We lived in the Bay Area close to San Francisco, we came up every holiday and summer time so I have seen the good and bad times in the Kings Beach area. There is a limit to what the public areas can support people wise, during the warm climate you can't find a place to lay your towel out to go swimming and if you do get lucky there is most likely someone in front of you with a 10'x12' tent with coolers and bbq blocking any glimpses of the lake. Adding a pier extension to bring more boats with people will make spending time on the beach unbearable. The beach area is just too small!!!

I39-1

Katy Jordan

**Letter
I39****Katherine Jordan**
July 9, 2018

I39-1

The comment refers to the Kings Beach State Recreation Area (KBSRA) General Plan and Pier Rebuild Project. The comment states that KBSRA is a crowded park during summer and that the beach cannot support more visitation generated by a pier extension. The Draft EIS considers the effects of the KBSRA General Plan and Pier Rebuild Project in Chapter 17, "Cumulative Impacts."

Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I40**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 2:39 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Kathryn Kowalewsxki <kkowalew@library.berkeley.edu>
 Subject: Save historic lake Tahoe

Message Body:

The idea of threatening the health of the lake and the peaceful enjoyment of it for a few well monied interests is appalling. Do you really want to be one to look back with the realization that this destructive unnecessary step was made on your watch?

I40-1

**Letter
I40****Kathryn Kowalewsxki**
July 9, 2018

I40-1

The comment does not support the proposed Shoreline Plan and expresses concern that it could threaten the health of the lake and enjoyment of visitors. The Draft EIS evaluates the effects of the proposed Shoreline Plan on the environment and recreation in Chapters 4–17. Refer to Master Response 1 – The Shoreline Plan and Planning Process, which provides details on how comments on the merits of a Shoreline Plan alternative are considered, and Master Response 2 – Effects on Recreation, which addresses the comment related to the recreational enjoyment of visitors.

<p>Letter I41</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Wednesday, May 23, 2018 10:23 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Robert Lambie <rblambie@aol.com>
 Subject: Shoreline Plan EIS

Message Body:

I would like to voice my strong support for Alternative #4. It is the only one that truly meets the stated goals of enhancing recreational experiences while protecting the environment. At last count, Lake Tahoe had almost 5,000 buoys. There are roughly 1,500 littoral property owners. To be clear, the buoys exist mainly for the benefit and convenience of littoral property owners, and do nothing to enhance the recreational experience for the general public. As littoral property owners ourselves, our family has rights to two buoys. We have declined to exercise those rights because Tahoe already has way too many buoys. When is enough enough? It is our hope that governmental regulatory agencies show similar restraint in planning and permitting. I strongly urge TRPA to adopt Alternative #4.

I41-1

Letter
I41

Robert Lambie
May 23, 2018

I41-1

The comment expresses support for Alternative 4 because it meets the goals of enhancing recreation for the public and protecting the environment. It asserts that additional buoys mostly serve private property owners and provide little recreational benefit to the public.

Master Response 2 – Effects on Recreation, in Section 3.1, describes the effects of the proposed Shoreline Plan on public recreation. The Draft EIS evaluates the effects of additional buoys in Chapter 8, “Recreation,” including the distribution of recreation capacity between private and public users (Draft EIS pages 8-31 through 8-34). Refer to Master Response 1 – The Shoreline Plan and Planning Process, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I42</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Wednesday, June 13, 2018 2:38 PM
To: Shoreline Plan
Subject: CONTACT FORM

From: Paola Lancellotti
 Email: paola.lancellotti@gmail.com

Message Body:

Dear Tahoe Regional Planning Agency,

I have been vacationing in Tahoe for over 50 years and am a current home owner of a second home. I have 2 concerns that I would like to see addressed. One is dogs. I do not want to see dogs on the beaches of Lake Tahoe and I see signs all the time that say no dogs allowed and still every time I go to a beach there are dogs. This needs to be enforced. The signs very nicely say why dogs should not be on the beaches and I agree with that reasoning. Second is public access to all beaches in Tahoe. I agree with the person who was from Hawaii who stated that all beaches should be open to all, not just the owners of a condominium a few blocks away.

I42-1

Thanks for you time,

Paola Lancellotti

Letter
I42

Paola Lancellotti
June 13, 2018

- I42-1 The comment expresses support for dog-free beaches and would prefer if all beaches at Lake Tahoe were open for public access and use. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I43**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, May 14, 2018 1:06 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Brian Loring <Mrbloring@gmail.com>
Subject: Shoreline Plan

Message Body:

I strongly oppose the proposed "shoreline plan". There are already 100s of boats in Tahoe, any more would add to the pollution and would reduce clarity. Each year there are tragic accidents that destroy lives, adding more boats and more people will definitely increase the number of accidents. Please don't add more boats to beautiful Lake Tahoe. Thank you.

I43-1

-Brian Loring

**Letter
I43**

Brian Loring
May 14, 2018

I43-1

The comment opposes the proposed Shoreline Plan because of the increased amount of boat use and expresses concern about boating accidents associated with the alternative. The estimated change in boat use under the proposed Shoreline Plan is described in Chapter 2 of the Draft EIS, and the risk of an increase in watercraft accidents attributable to increased boating and navigational hazards is discussed on pages 15-16 through 15-20. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

Letter
I44

From: mike marini <mikepaisano@icloud.com>

Sent: Thursday, June 07, 2018 8:52 AM

To: City Manager <RJarvis@cityofslt.us>; Heather NOEL FS <hmnoel@fs.fed.us>; Chris Carney <chris@keeptahoeblue.org>; Darcie Goodman-Collins <Darcie@keeptahoeblue.org>; Thomas Lotshaw <tlotshaw@trpa.org>; Morgan Beryl <mberyl@trpa.org>; County Supervisor <Marcie.Macfarland@edcgov.us>

Cc: Paula Peterson <tahoepaula@sbcglobal.net>; mikepaisano@icloud.com; brad@edgewoodtahoe.com

Subject: Hard Facts about the "Geese Issue".....

DEAR Community Leaders and Authors of the "Shoreline Plan": for Lake Tahoe basin :

WANTED to give you first hand report of the "presence of Geese" at and around Lake Tahoe. Beginning at 5:00am On the grass area just west of hole # 1 at Edgewood Executive Gold Course..... the State department of Wildlife (Nevada); including 7 biologists ; collected 41 geese. Today. (June 2018) ALL but one of these animals was already "banded".

WHAT does that mean.....MEANS that 92% of the Birds had been captured and tagged from Lake Tahoe area in the last year;

Or longer. MEANS that these birds no longer migrate.....but live permanently in the Tahoe Basin.

YOU may confirm this data by calling Dr Kyle Neill of the Nevada office of Wildlife/ Game.....State of Nevada. (ph number below)

ADDITIONAL Hard data:

Had a chance to talk extensively with Mr Brad Wunderlich; he is the Superintendent of the Edgewood Course; and has held that

Senior management position for the past 7 years. HE understands from an eyewitness perspective the destructive nature

Of the "Canadian Goose".

If any of the agency's agents noted above would like his direct insight..... recommend you call him. His ph # is:

Brad: (775) 588-2205. (Office)

SUMMARY:

Through a little bit of research; I have discovered the following:

THE following people have expert testimony regarding the presence of Canadian Geese in Tahoe:

1. Brad Wunderlich. Superintendent at Edgewood Golf (NV)
2. Dr Kyle Neill; Scientist at State of Nevada Dept of Wildlife..... (Ph # list earlier)
3. Dr Jack Spencer; scientist at Federal dept (USDA) Nevada office; (ph # previously listed)
4. Random guests who live at Tahoe Keys..... Dealt with geese for over 10 years.
5. Waterside Restaurant Owners ; with a deck facing the Lake; can also provide Eyewitness reports of the presence of Geese.
6. City Managers and Public Works Directors services; can indicate the number and locations Of "protected" lands within their municipalities that have specific areas for "Breeding of Geese"..... and notices to the public.

I44-1

WHAT NOW: After all this information is verified by 1) Depart of Forestry (FS); 2) TRPA senior staff; 3) Save the Lake Foundation;
 4) Nevada State Dept of Wildlife Services; 5) California State dept of Wildlife services (Sacramento); 6) Humane Society
 7) and the other
 Members of the Steering Committee for the SHORELINE Plan.....then I am requesting that concrete elements are
 Added to the Shoreline plan..... that sets out a process to monitor regularly the specific environmental impact of geese
 on the lake and surrounding
 Lands; that a specific plan be launched and implemented that will permanently remove these destructive animals from
 the Tahoe Basin on a permanent
 Basis; and that such monitoring be continued for a sufficient period of time (ie. 10 years) to give peace of mind to the
 citizens of California; Nevada, and
 Th American Public (all 340 million citizens)..... that the Federal Agency that originally appointed the TRPA and the
 "Keep Tahoe Blue" program
 Is the Office of the President of the United States in 1996 can be reassured that their goals have been met and
 exceeded.

Thank you;

Note: this should be considered a "written comment" and included in the public input portion of the Stateline Plan dated 2018.

<. mike marini. >
 South Lake Tahoe
 Ph. 510-856-7577



144-1
 cont.

Begin forwarded message:

From: mike marini <mikepaisano@icloud.com>
Subject: FINDING the Geese and returning them to Canada
Date: June 6, 2018 at 11:36:02 AM PDT
To: Heather NOEL FS <hmnoel@fs.fed.us>, Chris Carney <chris@keeptahoeblue.org>, Thomas Lotshaw <tlotshaw@trpa.org>, TRPA <mberyl@trpa.org>, TRPA <jmarchetta@trpa.org>
Cc: Paula Peterson <tahoepaula@sbcglobal.net>, mikepaisano@icloud.com

DEAR Members of the Steering Committee for the Shoreline Plan:

Tomorrow morning at 5:45am at Edgewood Tahoe Golf Course: local volunteers (including me) guided by the Scientist of the Nevada State Division of Wildlife..... will do their annual (Wildlife....Goose roundup).... Biologist is Dr Kyle Neill.
 Fallon NV office.

According to several members of the Course golf staff; and the Hotel front desk staff; and the general

Manager for the Hotel..... HAVING dozens if not more Geese (maybe as many as 350 +) on the Course is a daily occurrence.
 IT is not unusual..... and has been going on for years and years.

THIS is informational for those noted above.....My point.....perhaps this invasive issue; and the resulting pollution
 From these Geese should be outlined clearly in the "Public" Shoreline plan.....with a specific way to measure annually
 (Perhaps more often); the numbers of geese here; and a specific Corrective Plan developed as a part of

The Shoreline plan..... That list specific targets of geese Reduction / elimination to be achieved and
 Over what time frame.....

thIS should be considered a specific written reply to the desire of the Steering Committee to collect

"Public comments" about the plan. AS OF this moment..... I am volunteering my time to work with
 The appropriate members of US forestry; Save the Lake Foundation; State agencies in Nevada and Calif for wildlife preservation
 And control'. And any other personnel designated by the TRPA Governing body.....
 So fix this problem once and for all. I understand it won't be easy..... if it were easy it would have been Correct many
 years ago.

THIs is not a small issue.....part of my motivation to waken myself at 4:30 am and drive to Edgewood...
 Is to meet Dr Neill personally; educate myself; see the process..... I fully realize that the geese
 Found tomorrow will only be a small sample of the true population on the shoreline And on the Lake throughout the year.

My regards; Thank you all for your attention to this issue !

< mike marini > South
 Lake Tahoe
 Ph. 510-856-7577

I44-1
 cont.

On Jun 5, 2018, at 1:08 PM, mike marini <mikepaisano@icloud.com> wrote:

Heather (FS); Chris (Save the Lake Foundation); and other interested community personnel:

THIS will confirm that on **THURSDAY; June 7th**..... DR Kyle NEILL ; the Wildlife Biologist from NV State Wildlife Center/ agency. (Fallon NV) will with community volunteers..... Collect and tag "Non-breeding Geese at Edgewood Tahoe Private Golf Course (NV)..... meet at 5:45am at the course
If you choose to observe and participate in this process.
Any questions can be directed to either the. 1) Golf Pro (Mr Fox). At the Course.... Or. Dr Kyle Neill at Nev State office of Wildlife Services. 775-423-3171. Ext. 232
Hope to see some of you there..... THIS one visit may put to rest the question of whether or not there are still Wild Geese in the Tahoe area..... The impact of this fact..... of course; depends on the assumptions of the quantity
And mix of male; female Geese; and baby geese in the Lake and surrounding the Shoreline Areas.
Dr Neill believe that there will likely be. 75 to 125 geese at the Edgewood if this collection
Cycle follows previous years efforts.....
Footnote: the issue of "The Geese" will be on a video and News broadcast on both Channel 2 and Channel 8; the RENO news agencies..... to be shown on Wed or Thursdays News Cycles.

My regards;

< mike marini > Ph 510-856-7577

On Jun 5, 2018, at 10:03 AM, mike marini <mikepaisano@icloud.com> wrote:

DEAR Heather (FS) ; Chris; and Darcie PhD. (Keep Tahoe Blue Foundation)

MORE research on the "Geese issue"
Further evidence that the Geese are still in Tahoe\.....
A. Locals (x 3) have confirmed as recently as yesterday.... There are signs posted Near
The "Scripts restaurant" ...and the two large fields near this location that signs
Are posted..... " NO DOGS ALLOWED between. Dates.... And dates. "
THIS IS A Bird Nesting Area (Geese).... Violators will be cited and fined !! "
Apparently some governmental agency believes the "Geese" are still at the Lake .

b. the Wildlife Biologist for the State of Nevada
(Fallon, NV.) Claims that as recently
As July 2017..... during a "bird capture cycle " which is conducted annually....
As many as 396 Geese were captured and tagged....
By the SCIENTIST is. : Dr Kyle Neill; Wildlife Biologist for Wild Game in the Reno and Lake Tahoe
areas.....PH #. 775-423-3171. EXT. 232
To confirm findings and further data.

More news to follow when available,

My regards;
<. mike marini >

On Jun 4, 2018, at 9:22 PM, mike marini <mikepaisano@icloud.com> wrote:

Heather and Chris: Below is a report about the "geese issue".... Dated a few months ago...
The Third paragraph talks about collecting 396 geese in two locations..... referencing both the Sparks area and Lake Tahoe. MOre "facts" are provided..... but it is reasonable that during a two week cycle if the Wildlife Center Collected 396 geese..... there are many. Many more they didn't find..... AND now that we know a large percentage of these birds are no longer migratory..... They Will stay; feed; and multiply in their current locations...
OK; Please complete your investigation.....do some "field work" if necessary..... The issue is too important to guess at the correct answer of Goose population..... and some level of certainty
About the current population is important. The reasons are well known to you both.
Thank you for your diligence.
< mike marini. >

South Lake Tahoe

<http://southtahoenow.com/story/06/22/2017/annual-canadian-goose-roundup-completed-lake-tahoe-and-reno>
<WebPage.pdf>

144-1
cont.

144-1
cont.

**Letter
I44****Mike Marini**
June 7, 2018

I44-1

The comment addresses the number of geese that migrate to Lake Tahoe and occupy areas around the lake. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I45**

From: WordPress <noreply@shorelineplan.org>
Sent: Friday, July 6, 2018 3:55 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Carol Mazerall <cmazerall@gmail.com>
 Subject: Comment on Shoreline EIS

Message Body:

Less is more! Lake Tahoe is experiencing a huge impact with more visitors, visiting more often, more activity of all sorts, motorized and non-motorized. The public needs more access. The number of buoys and piers should not increase. There needs to be enforcement of what is already "approved"- legal v. illegal buoys. There is little real protection for the lake! Please do not put it at further risk by allowing more access to the few (those with power boats and buoys).

I45-1

I support addressing invasive species and addressing the noise pollution of powerful watercraft.

Thank you for accepting my letter.

**Letter
I45****Carol Mazerall**
July 6, 2018

I45-1

The comment observes that visitation to Lake Tahoe is increasing and expresses support for more public access to the lake. The comment opposes an increase in buoys and piers and notes that regulations regarding illegal buoys should be enforced. The comment contends that the plan focuses on increased access for a small group of users (owners of motorized boats) and expresses support for AIS control and measures to reduce noise.

Master Response 2 – Effects on Recreation, in Section 3.1, describes the proposed Shoreline Plan's effects on visitation and public access. The Draft EIS evaluates the effects of additional buoys and piers, including the distribution of recreation capacity between private and public users, in Chapter 8, "Recreation" (Draft EIS pages 8-31 through 8-34). The proposed Shoreline Plan includes an illegal buoy enforcement program (Draft EIS page 2-26), and more details on the program are provided in Appendix A, "Shoreline Implementation Program," of this Final EIS. See also the response to comment I62-1, below, which addresses enforcement related to unpermitted buoys.

The proposed Shoreline Plan includes measures to reduce AIS and noise as described in Chapter 2 of the Draft EIS, and evaluated in Chapter 5, "Fish and Aquatic Biological

Resources,” and Chapter 12, “Noise.” Refer to Master Response 1 – The Shoreline Plan and Planning Process, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I46**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 12:28 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: MEL MEYERS <blackoutwindow@yahoo.com>
 Subject: Shoreline Plan

Message Body:

I read where you talk about a diverse group of people being interviewed but when I look at the 21 people being interviewed I see two business people 1 represents a marina and 1 represents regulators interest, and there is one person from lake front association. The other 18 are tied to some government agency or enviromental group. This is far from unbiased group representing Lake Tahoes future. I have been coming to Lake Tahoe for 50 years and was finally able to build a home on a lot purchased about 30 years prior. I was put on waiting list for permit to build, yet builders would buy a lot and somehow get to the head of the permit process and get to build before I could. The only reason I probably ever got to build was due to the economic downturn where no body was building and they were desperate to get people to build to get huge mitigation fees to keep there jobs funded. This to me seems to be what this Shoreline plan is all about, how to squeeze more fees and dollars out of the people of Lake Tahoe. How about less regulation so people like myself who always tried to do something to leave Tahoe better then it was when I visited. The regulations seem to be what's making things worse, constant changing like you have to cut your driveway thinner do to coverage and put grass in, then fertilizer on grass causing clarity to go down in the lake. The lake never seemed to have issued until government agencies started micro manage every thing people do with fees for just about everything. They should ask the people who really love Tahoe and want people to experience the same things I have over 50 years. Now all I hear about is \$1000 parking fines and \$200 to launch boat and have it inspected. People will do the right thing with less regulation. All the regulation does is cause anger so good people basically say I don't care anymore and the lake suffers.

I46-1

**Letter
I46**

Mel Meyers
 July 9, 2018

I46-1

The comment identifies the composition of the Steering Committee and expresses support for reduced regulation for building at Lake Tahoe, including within the context of the Shoreline Plan. The comment also opposes mitigation and building fees. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I47**

From: WordPress <noreply@shorelineplan.org>
Sent: Friday, June 22, 2018 12:45 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Richard Neubauer <dickneubauer@att.net>
 Subject: Alternative Shoreline Plans - #2

Message Body:

I am in favor of Alternative #2. Not only does it provide adequate buoys and piers for lakefront homeowners and homeowner associations, it allows marinas the slips and buoys they need to offer both non-littoral property owners and visitors the greatest opportunity to enjoy Lake Tahoe from the water.
 My second choice would be Alternative #1.

I am a homeowner in an association that has a mooring field but must hold an annual lottery for moorings because there are not enough to meet demand..

I47-1

**Letter
I47**

Richard Neubauer
 June 22, 2018

I47-1

The comment expresses support for Alternative 2 because it would provide the greatest number of new structures. It supports the proposed Shoreline Plan as a secondary choice. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I48**

From: WordPress <noreply@shorelineplan.org>
Sent: Thursday, June 7, 2018 7:16 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Janet Norcott <janetnorcott12@yahoo.com>
 Subject: Shoreline Plan

Message Body:

I may have missed the appropriate meeting.
 I have seen nothing on how funds for project will be designated.
 Since both California and Nevada are included, what is the financial commitment of each State?
 Have funds already been designated for the Shoreline Plan?
 Since most facilities are on the California side of the Lake, what is California's commitment to funding the projects,, improvements, additions?
 What agency designates funding?
 Is funding a State issue or Placer County issue?
 Is funding private, Public or combination?.

I48-1

**Letter
I48****Janet Norcott**
June 7, 2018

I48-1

The comment asks how the Shoreline Plan would be funded. Information on program fees and funding sources is provided in Appendix A, “Shoreline Implementation Program,” of this Final EIS.

**Letter
I49**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 4:05 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: B. Renzi <renzib@sbcglobal.net>
 Subject: Draft EIS - Comments

Message Body:

Among our diverse groups of friends, relatives, and colleagues, we have not heard anyone say they come to Lake Tahoe to go jet skiing or boating (motorized), or complain that there is lack of access to the water for recreation. Most simply want to enjoy the mountains, clean air, breath-taking vistas, and restorative peace Lake Tahoe offers. While we recognize and applaud the research and collaborative efforts of the TRPA, we hold the natural beauty and environmental sensitivity of Lake Tahoe to be a greater value than the motorized recreation desired by a relatively privileged few and the financial benefit of those hoping to capitalize on new/further development of the shoreline.

Our primary concerns are the near-term and long-term impacts to the environment and to residents and visitors to Lake Tahoe who value its natural beauty and overall serenity. In particular, we disagree with the findings of no significant impact for air and water pollution and for noise. Visual impacts are dependent on the Alternative and the current view(s) of the shoreline. The large numbers of structures allowed under Alternatives 1 and 2, especially those for private use, were surprising and truly unbelievable. (We regret that our time constraints preclude us from providing a more detailed review and comment).

Overall, we rank the alternatives from preferred to least desirable: Alt. 4, Alt. 3, Alt. 1, and Alt. 2. We rank Alternative 2 as least desirable because of the unlimited number of shoreline structures that potentially could be developed.

I49-1

**Letter
I49****B. Renzi**
July 9, 2018

I49-1

The comment states that the natural beauty and environmental sensitivity of Lake Tahoe have greater value than motorized recreation. It suggests that noise and water quality impacts from plan implementation would be significant and notes that scenic impacts would vary depending on implementation and by alternative. The comment ranks the alternatives from most to least desirable based on the number of structures each would allow, in the following order: Alternative 4, 3, 1, and 2.

The Draft EIS evaluates the water quality and noise effects of each alternative in Chapter 6, “Hydrology and Water Quality,” and Chapter 12, “Noise.” The comment is correct that the scenic effects of the Shoreline Plan would vary by alternative and based on the details of project implementation, which is consistent with the analysis in Chapter 9, “Scenic Resources.” Refer to Master Response 1 – The Shoreline Plan and Planning Process, in

Section 3.1 of this Final EIS, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

Letter
I50

From: S Rising <haayfeed@aol.com>
Sent: Monday, July 9, 2018 1:56 PM
To: Shoreline Plan
Subject: Public Comment
Attachments: TRPA - ShoreLinePlan - Public Comment (1).doc; TRPA - ShoreLinePlan - Public Comment (2).doc

To Whom It May Concern:

I am Submitting Public Comments by July 9th.

Please see attachment.

I50-1

Thank you,
S Rising
haayfeed@aol.com

to be cc. Bonanza, Tahoe In Depth, Sierra Sun, Sacramento Bee....

Tahoe Regional Planning Agency (TRPA) – Shore Line Plan – Input.

Desire/Greed – vs- What is Right for Nature

There are so many Professionals, Studies, Articles and More supplying real data on what over building is upsetting nature. There are Cultures that have set values on their views of building, it's a Seven Generation Rule; if what the current day changes will be healthy for a minimal of the next seven generations than it is considered. Not here though; not even after more than one Presidential visit and speech specifically regarding conserving Lake Tahoe.

The locals see the world of Over Construction and Campaigns to Conserve Tahoe. The over building seems to go hand in hand with the excessive need to conquer and it over powers the value of our resources by neglecting the amount of information on how Lake Clarity, Quality needs improving and problems with Aquatic Invasive Species or how about the mountain itself, like Fire Hazards, Rock Slides, Icy Conditions, etc...

Examples:

The Tahoe Resource Conversation District (Tahoe RDC), who's front tag line is "Lake Tahoe needs your help". www.tahoerdc.org (non- regulatory, appointed board of 5 members, grant funded, public agency that works with a variety of partner agencies to implement programs and outreach, which currently focus on erosion control, runoff infiltration (snow blows, roads), terrestrial and aquatic invasive species control, and conservation landscaping.

www.SierraWatch.org is fabulous resources to educate on irresponsible development in Tahoe Sierra.

As so is

Tahoe In Depth Newspaper is a great resource for monitoring needs and in the specifically addressed in their Winter 2017 Issue #12 details the Local governments, highway departments exceeded target.

These TRPA Public Workshop Hearings & Comments periods seem totally irrelevant because prep and construction has been going on long prior! It seems impossible to halt once started which is a feeling of demise for most locals. It seems commercial interest in attracting more tourists rather than maintaining the treasured.

Instead the government is concerned with money and uses traffic for their excuse and gains from easy access to a once pristine area.

Hopeful we will never in the future need to learn of a Re-vegetation Project (&/or Fund)!

Thank you for this opportunity to make a public statement.

Regarding my opinion (36 year resident and am 46 years old) and I believe the opinion held by the majority of the effected life long residents concerning the pedestrian and bike paths being constructed between Incline Village and Sand Harbor (and more).

I have spoken with numerous full time residents regarding The Shore Line Project.

It is beyond obvious to myself and most that this project never had integrity and is a tragedy for the environment and those of us who love the natural shores of Lake Tahoe.

-S. Rising-

I50-1
cont.

Tahoe Regional Planning Agency (TRPA) – Shore Line Plan – Input.

Desire/Greed – vs- What is Right for Nature

I have spoken with numerous full time residents regarding The Shore Line Project. It is beyond obvious to myself and most that this project never had integrity and is a tragedy for the environment and those of us who love the natural shores of Lake Tahoe.

I50-1
cont.

Other's Comments that have arisen:

Will pedestrians have to cross highway 28? Will there be crosswalks? If so, how this will benefit and not hamper traffic?!

I50-2

One person pointed out that he wasn't allowed to put a tool shed on his property, located miles away from the lakeshore, without paying major fees, doing erosion control /BMPs and misc... however he was angered that the state can rip out trees, use bulldozers and radically change the landscape forever right there on the shoreline. What is the impact of so much impervious coverage so close to the water? Who pays those mitigation fees? The openness and large expanse of paved surface would also make it even easier for all road debris to go directly into the lake.

I50-3

Washoe County in Nevada is actively and permanently changing its face. The East shore has always been a special place because it is raw and pristine, able to be seen via foot, car or boat. Part of the beauty of this limited space is that it almost self regulated crowds. Therefore an important contributor to the beauty is the lack of people. This new project eliminates that element. (Basically if you need a bike path to be there, you shouldn't be there!

I50-4

**Letter
I50**

S. Rising
July 9, 2018

I50-1

The subject of this comment is the Incline Village to Sand Harbor Bike Path Project, which is not affected by the Shoreline Plan.

**Letter
I51**

From: Jim <bogsrobert@aol.com>
Sent: Thursday, May 24, 2018 5:21 PM
To: Shoreline Plan
Subject: Shoreline Plan

Dear Rebecca
I am in favor of alternative #3
Thanks for your work on this.

I51-1

Jim Robertson
8770 Brockway Vista
Kings Beach 96143

**Letter
I51****Jim Roberson**
May 24, 2018

I51-1

The comment expresses support for Alternative 3. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I52**

From: WordPress <noreply@shorelineplan.org>
Sent: Friday, June 22, 2018 3:12 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Sara Schmitz <schmitz61@gmail.com>
 Subject: Shoreline Plan

Message Body:

I am opposed to all aspects of this plan. I do not believe adding more boat launches, marinas, buoys and piers helps the natural beauty of our lake or our area. I think instead TRPA needs to do more to prevent trash and plastic getting into the lake along. TRPA is doing a great job trying to prevent invasive species. I don't think there should be private (homeowner) boat launches as it is yet another way for invasive species to enter our water. We need to control lake boat access. Adding more will destroy what we have.

I52-1

**Letter
I52****Sara Schmitz**
June 22, 2018

I52-1

The comment expresses opposition to the proposed Shoreline Plan because it would increase the number of motorized boat facilities and the amount of boating activity. The comment expresses support for efforts to prevent plastic from polluting the lake and supports TRPA's efforts to combat invasive species. The effects of the proposed Shoreline Plan related to plastic pollution are summarized on page 5-46 of the Draft EIS. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I53</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Saturday, June 23, 2018 4:34 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: David Simon <drunner@simonlink.com>
 Subject: Oppose Shoreline Plan

Message Body:

I am in opposition to the proposed Shoreline Plan in its entirety, We do not need more development, cars and pollution within the Lake Tahoe basin. The lake and the surrounding ecosystem is extremely sensitive to continued development, and we must seek to preserve the natural habitat as much as possible.

I53-1

There is no balance when it comes to development within the Lake Tahoe basin, so I urge the commissioners to vote NO on the proposed plan. TRPA should protect our lake.

Thank you,
 David Simon

Letter
I53

David Simon
 June 23, 2018

I53-1

The comment is opposed to the proposed Shoreline Plan. It asserts that implementing the plan would increase the amount of development, traffic, and pollution. The comment supports environmental preservation through limiting development. The Draft EIS discloses and evaluates the amount of shoreline development that could occur under the proposed Shoreline Plan in Chapters 2 and 4. The effects of the plan on traffic are evaluated in Chapter 13, "Roadway Transportation and Circulation." The effects related to pollution are evaluated throughout the Draft EIS, including in Chapters 5, 6, 7, 10, 11, 12, 15, and 17. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I54**

From: WordPress <noreply@shorelineplan.org>
Sent: Wednesday, June 27, 2018 11:38 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Steve Smith <:ssmith5250@hotmail.com>
Subject: Protection for the Non motorized Recreationist

Message Body:

Please add Alternative 4 protections to Alternative 1 plans and we will have a win-win situation for all users. Lacking this, Alternative 1 alone will increase motorized use significantly without adding any protections for non-motorized users! Non-motorized users are growing annually and are the most vulnerable users in that they brave the Lake Tahoe waters and waves under their own power. Please give them a modicum of protection, at least in certain priority areas, to offset the increase in motorized use if Alternative 1 is adopted!

I54-1

See attached!

**Letter
I54****Steve Smith**
June 27, 2018

I54-1

The comment supports adding the safety provisions of Alternative 4 to Alternative 1 to protect nonmotorized watercraft from the impacts associated with motorized boats. Refer to Chapter 2, "Revisions to the Proposed Shoreline Plan," in this Final EIS, which describes how additional provisions to protect nonmotorized watercraft from the impacts associated with motorized boats have been added to the proposed Shoreline Plan. See also Master Response 1 – The Shoreline Plan and Planning Process, which provides describes how comments on the merits of the Shoreline Plan alternatives are considered, and Master Response 2 – Effects on Recreation, which provides additional detail on the effects of the proposed Shoreline Plan on nonmotorized recreation.

**Letter
I55**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 2, 2018 9:04 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Steve Smith <:ssmith5250@hotmail.com>

Subject: The World is Changing and we need more protection for Human Powered Recreationists

Message Body:

Dear TRPA,

There is a large and vibrant, growing movement toward healthier recreation involving human powered sports. These include swimming, kayaking, paddle boarding, and canoeing. People are increasingly trying to find healthy activities that will improve health and fitness and not add to the global warming we all experience as a result of burning fossil fuels.

Alternative 1, the preferred alternative will add to the burning of fossil fuels and increase boating by at least 16% by increasing power boating ramps, moorage and docks. It will do nothing significant to help those seeking a healthy human powered alternatives as listed above.

Please, at the very least, adopt the non-motorized protections that were put forth in Alternative 4 to counterbalance this increased in motorized activity. Please realize that the world IS changing and people are now demanding a more enjoyable and safer environment to practice healthy, non-polluting forms of water recreation! Please be proactive and fair and adopt the Alternative 4 protections for the non motorized, human powered people to enjoy the Lake in a safe manner.

Thanks for the consideration and hard work

**Letter
I55**

Steve Smith
 July 2, 2018

I55-1

I55-1

The comment suggests that there is a growing movement toward healthier recreation that does not contribute to global warming, such as swimming, kayaking, paddle boarding, and canoeing. The comment contends that implementing Alternative 1 would increase the burning of fossil fuels and boating. The comment urges that the protections of nonmotorized watercraft identified for Alternative 4 be adopted.

The effect of the Shoreline Plan alternatives on climate change is evaluated in the Draft EIS in Chapter 11, "Greenhouse Gas Emissions and Climate Change," which summarizes the effect as follows (Draft EIS page 11-14):

Implementation of the Shoreline Plan would result in GHG emissions associated with the construction and demolition of boating facilities and on-road motor vehicle trips to and from new boating facilities. Under Alternatives 1, 2, and 3, implementation of the Shoreline Plan would also result in an increase in GHG-emitting boating activity. It is not feasible to know whether the fleet of motorized boats on Lake Tahoe will become more GHG efficient and, if it does, whether the improvement in GHG efficiency would be enough to offset the GHGs associated with construction activity, the increase in on-road motor vehicle travel, and the projected increase in boating activity. Therefore, this impact would be potentially significant.

Refer to Chapter 2, “Revisions to the Proposed Shoreline Plan,” in this Final EIS, which describes how additional provisions to protect nonmotorized watercraft from the impacts associated with motorized boats have been added to the proposed Shoreline Plan. See also Master Response 1 – The Shoreline Plan and Planning Process, which describes how comments on the merits of the Shoreline Plan alternatives are considered, and Master Response 2 – Effects on Recreation, which provides additional detail on the effects of the proposed Shoreline Plan on nonmotorized recreation.

**Letter
I56**

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 11:18 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Steve Smith <ssmith5250@hotmail.com>

Subject: Please make the adopted Alternative Fair and Just for All User Groups!

Message Body:

I have attended several of the TRPA meetings and also submitted numerous public comments in support of protecting the Lake Tahoe water recreationists who are human powered, such as paddle boarders, kayakers, swimmers and canoeists.

The Preferred Alternative #1 will increase motorboat traffic by at least 16% and yet does almost nothing to protect the most vulnerable human powered users. This will only result in increased user conflict between the motorized and human powered groups and potentially lead to more injuries and possible physical altercations.

Please add at least a few modest protections for the human powered group such as a universal 1200 foot from shore 5 mph, no wake zone. Also please consider buoys to remind motor boaters of this no wake zone at heavily used areas by both groups:

- 1) Between (and including) Emerald Bay and Bliss State Park
- 2) Sugar Pine Point State Park Frontage
- 3) Between (and including) Sand Harbor and Secret Harbor

If these modest protections as noted above are adopted, along with Alternative 1, then I think it will be a win-win situation for all concerned. Lacking these modest protections, and simply adopting the Alternative 1 plan will by seen by many as a blatant sell out to the power boat and power sports industry.

In this age of global warming, environmental degradation and increased interest by the general public in human powered sports, not adopting some protection for these healthy alternatives would seem to border on irresponsible and ludicrous.

I can only hope that the TRPA has the will and gumption to do the right thing in this case.

Thank you for your consideration and all the hard work you do!

Steve Smith

Lake Tahoe Recreationist (human and motor powered)

This e-mail was sent from a contact form on Shoreline Plan (<http://shorelineplan.org>)

I56-1

**Letter
I56****Steve Smith**
July 9, 2018

I56-1

The comment states that implementing Alternative 1 would increase motorboat traffic and do nothing to protect recreationists participating in human-powered activities, which could result in conflict occurring between motorized and human-powered groups. The comment urges TRPA to add a few protections for the human-powered groups and to consider adding buoys to certain areas to remind recreationists in motorboats of the no-wake zone.

The Draft EIS presents the expected change in motorized boating activity that would occur under the proposed Shoreline Plan in Chapter 2, "Description of the Proposed Project and Alternatives." Conflicts between recreationists participating in motorized and nonmotorized activities are evaluated in the Draft EIS on pages 8-11 through 8-24 and 15-16 through 15-20.

See also Master Response 1 – The Shoreline Plan and Planning Process, which describes how comments on the merits of the Shoreline Plan alternatives are considered; Master Response 2 – Effects on Recreation, which provides additional detail on the effects of the proposed Shoreline Plan on nonmotorized recreation; and Appendix A, "Shoreline Implementation Program," of this Final EIS, which provides more information on enforcement and education related to the no-wake zone under the proposed Shoreline Plan.

From: Tony <tahoetony4u@gmail.com>**Sent:** Monday, July 09, 2018 2:38 PM**To:** Rebecca Cremeen <rcremeen@trpa.org>**Subject:** Shoreline plan comment period**Letter
I57**

I'm writing in regards to the closing of comments for the shoreline plan today. I have spoken to numerous people who have had no idea about the shoreline planned and are hoping to get public comment in by the end of today. I personally think you should try to extend this by two weeks so that more people can get accurate information about this plan and the effects that it will have on everybody who lives up here and visits.

Barely any residence of the area had any idea about this. Channel 2 News just got something about it on Friday. For better transparency perhaps and extension would be feasible. I hope that something like this could be taken into consideration because this plan is going to have a major influence on what shape Lake Tahoe takes in the future. Quite honestly, the first two options are obscene. This Lake does not need more piers and more buoys. More boats is going to equal a lot more pollution and the potential for more invasive species.

You can call me at 530-385-8255 if he would like to discuss anything at all. I will be putting in a comment before the day is over of course but many people will not get a chance to because they have not gotten a good opportunity to go through 500 + Paige of This Disaster of a plan.

Anthony Spatucci

I57-1

**Letter
I57****Anthony Spatucci**
July 9, 2018

I57-1

The comment urges TRPA to extend the comment period on the Draft EIS by 2 weeks. The comment expresses opposition to Alternatives 1 and 2 and opposes more piers and more buoys, which the comment contends will lead to more boats, more pollution, and the potential for more invasive species.

Noticing for the Shoreline Plan, Draft EIS document release, and public review period included mailing approximately 33,000 fliers to all the property owners in the Lake Tahoe Region, publishing or broadcasting seven separate stories in local and regional newspapers and on radio and television stations, posting information on the TRPA website and the Shoreline Plan website, sending 24 separate eblasts to a list of 521 individuals who had expressed interest in the plan, and conducting 36 briefings with organizations or groups that requested information. These steps exceed the noticing requirements for an EIS.

The Draft EIS identifies the number of new shoreline structures and associated boating that would occur under the Shoreline Plan alternatives in Chapter 2. The effects of the alternatives related to pollution are evaluated throughout the Draft EIS, including in Chapters 5, 6, 7, 10, 11, 12, 15, and 17. The effects related to invasive species are evaluated in the Draft EIS on pages 5-21 through 5-26. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

**Letter
I58**

From: WordPress <noreply@shorelineplan.org>
Sent: Saturday, July 7, 2018 10:04 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Tom Spencer <rangertom@earthlink.net>
 Subject: Various

Message Body:

I want to preserve my right to comment within the EIS planning process. I presume that my filing this comment will accomplish that.

I58-1

**Letter
I58**

Tom Spencer
 July 7, 2018

- I58-1 The commenter wishes to preserve his right to comment during the EIS planning process. Comments on the Shoreline Plan will continue to be accepted by TRPA until a decision is rendered. In addition, the public is invited to comment orally about the plan and EIS at meetings of the RPIC on September 26, 2018; Advisory Planning Commission on October 10, 2018; and TRPA Governing Board on October 24, 2018.

<p>Letter I59</p>

Alison E. Stanton, M.S. Botanist
 3170 U.S. HWY 50 Suite # 7 South Lake Tahoe, CA 96150
alisonestanton@sbcglobal.net 415-990-2269

July 9, 2018

TO: TRPA

RE: comments on Shorezone Plan DEIS and Code Amendments pertaining to Tahoe yellow cress

As the expert on Tahoe yellow cress (TYC) and the primary author of the 2015 Tahoe yellow cress Conservation Strategy (CS), I would like to submit the following comments on the Shoreline Plan DEIS:

The section on TYC provided in Section 14.2 Environmental Setting does not adequately describe TYC ecology or habitat in the Lake Tahoe shoreline:

- There is no species description or mention of the other *Rorripa* species that is also present.
- There is no description of reproductive strategy. Unlike many rare plants, TYC is a prolific seeder and also has vigorous vegetative growth. Because of the clonal growth habitat, TYC abundance is described by counts of above ground stems.
- The survey period for TYC is June 15th- September 30, although TYC may be present in May in lower lake level years and into October
- The distribution map in Exhibit- 14-2 does not explain the meaning of the relative size of the dots. However, dots are an inaccurate way to display the survey data which should be portrayed as lines as shown in Fig 2.6 of the CS. 5 of the survey sites are historic as categorized in Table 2.1 of the CS and if displayed on the map, should be identified as such.
- The habitat description lacks details. TYC has been found on the shoreline of Lake Tahoe from 6,222 ft LTD to above 6,229.1 ft, although it is rare above the highwater line. It does not occur in stabilized vegetation. TYC has a strong affinity for habitat present at creek mouths and may occur in sandy to rocky substrates.

I59-1

Mitigation Measure 14-2 Conduct preconstruction surveys, avoid potential construction impacts, and avoid potential recreation impacts to Tahoe yellow cress plants

- Remove the reference to the survey protocol in the 2009 document and instead reference Appendix D and H in the 2015 CS
- In addition, measure 14-2 only addresses avoidance. I suggest adding a mitigation measure that addresses other viable mitigation measures such as seed collection, greenhouse propagation, outplanting of container-grown plants, and translocation as described in the 2015 CS.

I59-2

I would like to submit the following comments on the Proposed Code Amendments:

- Exempt Activities 82.4.1 C. "no disturbance of TYC habitat". TYC habitat is not defined.
- Qualified Exempt Activities 82.5.1 I The following sentence is confusing: "The applicant certifies that the activity will not adversely affect after mitigation, if necessary, Tahoe Yellow Cress or other sensitive plant species."

I59-3

- It seems that the intent may be that the applicant must certify that the activity will not affect TYC after mitigation is implemented. However, TYC occurs within an extremely dynamic environment that is subject to constant change based on changes in lake level that largely result from the amount of precipitation received. Any one location occupied by TYC may become submerged or covered over by substrate due to natural changes. An absence of TYC stems after mitigation is implemented could be unrelated to project activities. Therefore, asking the project proponent to certify future conditions for TYC may not be realistic and this condition needs to be qualified with site-specific parameters or time constraints.
- There is no basis for exempting a survey landward of 6,227 ft. TYC occurs between 6,222 and 6,229. Surveys should be conducted in conformance with Appendix D and H in the CS 2015.

I59-3
cont.

My final comment is regarding Section 84.11 Mitigation. This section only pertains to development in Prime Fish Habitat and there is no longer a reference to mitigation fees. Will fees still be collected? If fees are to be collected, can a portion go toward TYC conservation? Also, I would like to see a description of TYC mitigation included in this section that enumerates measures such as seed collection, greenhouse propagation, outplanting of container-grown plants, and translocation as described in the 2015 CS. Mitigation requirements could be categorized according to the numerically-based site rankings described in the CS (Core, High, Medium, Low, Unranked).

I59-4

Thank you for taking my comments.

Respectfully,

Alison E Stanton

**Letter
I59**

Alison Stanton
July 9, 2018

I59-1

The comment states that the Draft EIS does not adequately describe Tahoe yellow cress (TYC) (*Rorippa subumbellata*) ecology or habitat in the Lake Tahoe shorezone and that discussion of other *Rorippa* species that co-occur with TYC, TYC reproductive strategy, appropriate survey periods for detecting TYC, and additional details about microhabitat use should be included.

The discussion of TYC in Section 14.3, “Affected Environment,” of Chapter 14, “Terrestrial Biological Resources (Wildlife and Vegetation),” was intentionally limited to the points most salient to supporting the impact analysis at a program level while balancing document length. The comment provides accurate additional detail on TYC ecology and distribution; however, the TYC discussion in the Draft EIS is adequate, and the additional detail suggested is not necessary to support the TYC impact analysis and conclusions for the Shoreline Plan. The additional information is noted for consideration in the review of individual projects, as appropriate.

I59-2

The comment suggests revisions to Mitigation Measure 14-2 (Conduct preconstruction surveys, avoid potential construction impacts, and avoid potential recreation impacts to Tahoe yellow cress plants), including removing reference to a 2009 survey protocol and instead referencing the 2015 Conservation Strategy, and adding mitigation requirements for potential unavoidable effects. In response to this and other comments, Mitigation Measure 14-2 has been revised. Refer to Chapter 4, “Revisions and Corrections to the Draft EIS,” in

this Final EIS and the response to comment 06-4, in Section 3.3, which include the revised text of the mitigation measure.

- I59-3 The comment provides suggested revisions to the proposed TRPA Code amendments to more accurately describe TYC survey requirements. The proposed amendments have been revised as suggested in the comment (see TRPA 2018a).
- I59-4 The comment suggests additions to the proposed TRPA Code amendment to include mitigation strategies identified in the 2015 TYC Conservation Strategy. TRPA defers to the 2015 Conservation Strategy in the development of site-specific mitigation strategies. Because the mitigation strategies are already described in the Conservation Strategy, it is not necessary to incorporate them into the code.

**Letter
I60**

From: WordPress <noreply@shorelineplan.org>
Sent: Friday, July 6, 2018 9:16 AM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Paul Turney <greenblock@sbcglobal.net>
 Subject: Invasive weed control

Message Body:

Research seems to drag on year after year and still the invasive weeds continue to spread and flourish, especially in the Tahoe Keys and Marina. I appreciate the need for careful selection of a weeds eradication and control program, but protection of the entire Lake from invasive weeds would indicate an accelerated effort to select an herbicide and attack the invasive weeds before they further infest the entire shoreline. Time marches on - and so do the weeds.

I60-1

**Letter
I60**

Paul Turney
 July 6, 2018

- I60-1 The comment states that invasive weeds are still present and thriving, especially in Tahoe Keys and Marina. It recommends making an accelerated effort to eradicate the weeds before they infest the entire shoreline. Effects related to invasive species are evaluated in the Draft EIS on pages 5-21 through 5-26. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I61</p>

Hayley Rundle

From: WordPress <noreply@shorelineplan.org>
Sent: Thursday, June 14, 2018 2:16 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Garrett Villanueva <garrettv@hotmail.com>
 Subject: non-motorized recreation and taking of public waters

Message Body:

The recreation chapter does not discuss the effect of buoys on non-motorized recreation. Buoy fields create large zones of area that are not available for non-motorized recreation.

Additional buoys and private piers permanently take public waters for private usage with no compensation to the public (only agency fees). This is not equitable distribution of public resources for the public. Further private development is contrary to the goals of protecting Lake Tahoe as a pristine and iconic American landscape. I support improving public access and restricting and restoring private development.

I61-1

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This e-mail was sent from a contact form on Shoreline Plan (<http://shorelineplan.org>)

**Letter
I61**

Garrett Villanueva
 June 14, 2018

I61-1

The comment states that the recreation chapter does not discuss the effect of buoys on nonmotorized recreation and notes that buoy fields create large areas that are not available for nonmotorized recreation. The comment expresses the opinion that additional buoys and private piers create an unequitable distribution of public resources and that further private development would not protect Lake Tahoe's pristine and iconic landscape.

The proposed Shoreline Plan would not authorize new or expanded private buoy fields (see proposed Code Section 84.3.E.1.a [TRPA 2018a]). Existing buoy fields could add additional buoys, and individual parcels could add buoys outside of buoy fields subject to the numeric caps, location standards, and permitting process described in Chapter 2 of the Draft EIS. The Draft EIS evaluates the recreational effect of new buoys on nonmotorized recreation in the discussion of Impact 8-1: Alter the quality of recreational experiences or create user conflicts, on pages 8-11 through 8-24. It presents standards that would apply to new buoys and describes how new buoys would tend to be placed in areas with existing development so that they would not affect undeveloped areas that are popular for nonmotorized recreation or change the character of recreational experiences.

The Draft EIS found that "there would be sufficient distance between buoys (50 feet from nearby buoys) and between the buoy and the shoreline such that nonmotorized watercraft users and swimmers could navigate through the buoys fields or landward of individual buoys" (Draft EIS page 8-13). The Draft EIS determined that "new buoys under Alternative 1 would not create conflicts between motorized watercraft and nonmotorized watercraft or swimmers or affect navigation for nonmotorized recreation activities" (Draft EIS page 8-14).

The Draft EIS evaluates the effects of the alternatives on public access and the fair-share distribution of recreation capacity on pages 8-28 through 8-34. Additional information is provided in Master Response 2 – Effects on Recreation in Section 3.1 of this Final EIS.

The comment expresses the opinion that new private piers and buoys would permanently take public waters for private use with no compensation to the public and would not protect Lake Tahoe's pristine and iconic landscape. The California State Lands Commission and Nevada Division of State Lands lease or permit the use of sovereign state lands for the construction of piers and placement of buoys. These agencies manage state lands for the benefit of the public and preserve numerous public uses of state lands. The proposed Shoreline Plan includes a fee program that requires that private pier and buoy owners pay fees that directly fund projects and programs that benefit the public. More information on the fee program is provided in Appendix A, "Shoreline Implementation Program," of this Final EIS. Refer also to Master Response 1 – The Shoreline Plan and Planning Process, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

Letter
I62

TRPA APC June 13, 2016

Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident

The Executive Summary fails to state that **NON**-enforcement of illegal buoys is a controversy. Let's get real and face the music. It's a **MUST** above and beyond other issues to actually enforce a required registration/fee policy and removal of illegal buoys. Mitigation measure **DO NOT** address enforcement!

ES.3 AREAS OF CONTROVERSY

The consensus-based planning process incorporated broad public input and led to a plan and alternatives that were agreed upon by the Steering Committee. However, no plan that governs development along the shore of Lake Tahoe will be without controversy. While there are currently no known issues to be resolved, many public comments received during the EIS scoping period (see Appendix B) identified topics of concern. Based on public comments and areas of controversy during previous shoreline planning initiatives, it is anticipated that the following topics may be areas of controversy:

- ▲ the number and location of new shoreline structures,
- ▲ processes for allocating new shorezone structures,
- ▲ effects of structures and boating on non-motorized water recreation,

ES-2

Tahoe Regional Planning Agency
Shoreline Plan Draft EIS

I62-1

Executive Summary

Ascent Environmental

- ▲ visual effects of shoreline structures,
- ▲ water and air pollution from boating, and
- ▲ effects on public access along the shoreline.

TRPA APC June 13, 2016

Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident

As stated a real enforcement program must be instituted before second call and removal of illegal buoys mandatory before new buoys are allowed permits. HOAs will not be allowed new buoys until illegal buoys are removed. Evaluation of future buoy allocation should be annually to ensure no environmental degradation (scenic, nearshore usage, etc.)

Description of Proposed Project and Alternatives

Ascent Environmental

Buoys

The proposed Shoreline Plan would recognize the continued use of legally existing buoys (i.e., those with an existing permit or placed on the lake before 1972) and authorize up to 2,116 new buoys. The actual number of new buoys would likely be less than 2,116 because this figure represents the cap on moorings of all types; the construction of slips or boat lifts would reduce the number of new moorings available for buoys. This alternative would establish a permitting and allocation process intended to limit the pace of new buoy approvals and would provide an equitable distribution of new buoys between marinas, public agencies, private littoral parcel owners, and HOAs. It would establish location standards for the placement of buoys and implement an enforcement program to remove illegal buoys from the lake.

Buoy Permitting and Allocation

The Shoreline Plan would first issue permits to existing buoys that do not have a TRPA permit based on presentation of (a) a valid buoy permit issued by a federal or state agency with appropriate jurisdiction or (b) clear evidence of the existence of the buoy(s) before 1972. The maximum number of existing buoys that could be recognized for a littoral parcel would be:

- ▲ up to three buoys allowed for littoral parcels greater than 50 feet in width (approximately 61 parcels fit this criterion) and
- ▲ up to two buoys allowed for littoral parcels less than 50 feet in width.

For non-littoral parcels, buoys placed before 1972 would be recognized only after the applicant has received authorization from the applicable California or Nevada state agency with jurisdiction at Lake Tahoe.

All buoys would be required to conform to the location standards for new buoys described below, unless the existing buoy location does not interfere with the buoys of adjacent property owners and relocating them would not create adverse environmental impacts.

TRPA would then announce a second call for new buoy applications. Initially, up to 800 new buoy permits would be issued, and the remainder (up to 1,316) would be held in a reserve pool. Marinas would have sole access to 330 of the reserved buoys, which would be set aside to incentivize environmental improvements at marinas (see the section titled "Marina Expansions and Reconfigurations," below, for details on environmental improvements). All potential applicants, including public agencies, would have access to the other 986 buoys in the reserve pool. Public agencies would also be provided an allotment from the reserve pool, the number of which would be determined based on current and projected mooring needs at each public facility. Any buoys allotted to marinas and public agencies could be converted to slips, and in that instance, they would be subtracted from the buoy cap such that the conversion would not result in additional moorings.

HOAs would be allowed to apply for new buoys in buoy fields. In the first five years of Shoreline Plan implementation, HOAs that have buoys for 50 percent or more of the applicable housing units would not be eligible to apply for new buoys. For HOAs that are eligible to apply in the first five years, the request for new buoys could be up to a 20 percent increase of the total number of existing TRPA-permitted moorings (buoys, slips, boat lifts, and boat houses). After the first five years, HOAs with buoys for 50 percent or more of the applicable housing units could apply for additional moorings, provided the total number of moorings does not exceed the number of units.

Through an adaptive management review process, allocation of all buoys, including the reserve pool and allocation to associations, would first be revisited the year after the 2019 Threshold Evaluation Report is issued. Future evaluation of buoy allocations would occur at a minimum interval of every 8 years after the first evaluation.

Buoy Location Standards

Buoys may be placed either within a buoy field or outside of a buoy field, lakeward of individual littoral parcels. Buoys outside buoy fields could be located up to 800 feet lakeward from elevation 8,220 feet LTD,

Tahoe Regional Planning Agency
Shoreline Plan Draft EIS

2-25

162-1
cont.

TRPA APC June 13, 2016

Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident

Ascent Environmental

Description of Proposed Project and Alternatives

measured perpendicularly to the shore. Buoys would be required to be located a minimum of 20 feet from adjacent property boundaries and a minimum of 50 feet from other legally existing buoys. For properties located within coves, each littoral parcel would be limited to one buoy, if inferred parcel boundary projection lines would prohibit placement of a buoy based on its proximity to adjacent property boundaries. For constricted parcels unable to meet setback or spacing requirements, TRPA may adjust property projection lines on a case-by-case basis.

A parcel outside of a buoy field could have up to three permanent anchor blocks for flexibility in positioning buoys floats as long as there were only two moorings at any one time. Other locational requirements (up to 800 feet lakeward and at least 50 feet from other buoys) would need to be met.

All buoys serving HOAs or commercial or tourist uses would continue to be required to be in a buoy field. Buoy fields would be designed in a grid using the same setback and spacing standards as for littoral parcels (a minimum 20 feet from adjacent property boundaries and a minimum 50 feet from other legally existing buoys) and 300 feet in width. TRPA could approve deviations from these standards based on site-specific considerations, including neighboring uses and structures, state permit requirements, U.S. Coast Guard recommendations, navigational considerations, and bathymetric constraints.

Marina buoy fields would have to comply with the same placement standards as other buoy fields, although they could extend further lakeward (more than 800 feet from 8,220 feet LTD), if consistent with existing authorizations. Marina buoy fields would be able to include additional rows of lakeward anchors to accommodate low lake level adaptation. Buoy floats could be relocated from landward anchors to lakeward anchors during low lake conditions without increasing the total number of buoys.

Buoy Enforcement

After the first call for buoy permits that would allow applications for existing buoys, TRPA, in coordination with state and federal agencies that have jurisdiction over the lake, would implement a buoy enforcement program. This program would prioritize the identification and removal of buoys that were placed on the lake after 1972 and do not have permits from TRPA, state agencies, or the U.S. Army Corps of Engineers.

Slips

No new individual private boat slips would be permitted. Marinas and public agencies could exchange new or existing buoys for slips on a 1:1 basis.

Boat Lifts

New boat lifts could be authorized through a new pier or pier reconfiguration permit. New boat lifts would count toward the total mooring cap (Table 2-1). Single-use piers could be allowed up to one boat lift, and multiple-use piers could be allowed up to four boat lifts. All new boat lifts would be subject to limitations on the total number of mooring per littoral parcel (described above under "Buoys"), and limitations on allowable visible mass (Table 2-5).

PIERS

The proposed Shoreline Plan would allow a maximum of 128 new private piers and 10 new public piers to be constructed along the shoreline. It would include distribution and density standards intended to result in an equitable distribution of new piers around the lake and limit the number of piers within visually sensitive scenic character types. The plan would include incentives for multiple-use piers that provide access to more than one property owner, and it would include provisions that would result in the retirement of pier development potential through deed restrictions. The proposed Shoreline Plan would regulate the rate of new pier approvals and would institute pier design standards intended to protect navigation, recreational access, and limit scenic impacts. It would also include incentives to restore stream mouths and areas with degraded scenic conditions by encouraging the transfer of existing piers out of stream mouth protection areas and scenic travel units that are not in attainment of threshold standards. Private piers could not be used for permanent boat moorage, therefore piers would not directly effect boating levels on Lake Tahoe.

2-25

Tahoe Regional Planning Agency
Shoreline Plan Draft EIS162-1
cont.

Define the enforcement process timeline: Notification of discovery of illegal buoy, removal by owner with time specific requirement or TRPA removal and fee assessment to illegal owner for removal plus enforcement violation, etc.

It is not clear how exchanging new or existing buoys for slips has been analyzed for environmental impacts. Does this allow for marina expansions to accommodate new slips?

Page 3 of 10

TRPA APC June 13, 2016

Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident

Did Pier design standards get analyzed for possible scenic degradation, non-motorized conflicts, etc. ?



Commercial and Tourist Accommodation Piers

Commercial and tourist accommodation piers would be allocated from the pool of 128 private piers. Applications for new piers associated with commercial or tourist accommodation uses would be prioritized as a part of the private pier application and allotment process, described above, regardless of whether they are proposed as publicly accessible or restricted to patrons or a specific user group. Commercial and tourist accommodation piers would be allowed only when the upland use also includes a commercial use. Eligible piers that do not allow public access would be restricted to single-use design standards, whereas eligible piers that are open to the public could be designed to multiple-use design standards for four or more littoral parcels (20 or more residential units).



Pier Relocations, Transfers, and Conversions

The proposed Shoreline Plan would allow the relocation or transfer of piers to less sensitive areas as a strategy to attain and maintain thresholds. Pier relocation refers to replacement of an existing pier with a new pier in a different location on the same parcel, whereas pier transfer is the construction of a new pier on a parcel that does not currently have one in exchange for removal of a pier on a different parcel. Under the proposed Shoreline Plan, piers could be relocated or transferred within the same scenic unit or to another scenic unit that is in attainment of scenic threshold standards. Piers could not be transferred to a scenic unit that is out of attainment. Relocated or transferred piers would have to meet all location and design criteria for a new pier (Table 2-6). When a pier is transferred or relocated, the old pier would be removed and the area restored to a natural condition. In the case of pier transfers, the sending parcel would become deed-restricted to prevent future pier development. TRPA would encourage pier owners to relocate piers out of stream mouth protection areas through incentives, including offering multiple-use design standards consistent with a two-parcel pier for a single-use pier or providing upland scenic credits. For pier transfers, both the sending and receiving parcels would have to meet scenic requirements for new piers.

For a pier transfer, boat lifts from the sending parcel could be relocated to the receiving parcel, regardless of the number of moorings already located on the receiving parcel. Although a combined pier and boat lift transfer could cause the number of moorings on the receiving parcel to exceed the cap for a littoral parcel (three), the total number of moorings on Lake Tahoe would not change.



"Conversion" refers to the removal of a boat ramp and replacement with a pier. Conversions would continue to be allowed as they are under the existing code. Relocated, transferred, or converted piers would not count as new piers allocated under the plan.

Pier Expansions and Modifications

Existing piers that conform to location and design standards could be expanded under the proposed Shoreline Plan, to the extent allowed for new piers. Existing piers that do not conform to the location and design standards could not be expanded unless (1) the expansion is limited to the scenic improvement of an existing boat house and does not increase the functional capacity of the pier, (2) the effect of the expansion is to increase contrast rating of the structure (described below under "Scenic Requirements"), and (3) the expansion is the absolute minimum necessary to accomplish the scenic quality improvement. Existing piers that do not conform to location and design standards could be modified if the modification results in a material environmental benefit, brings the structure into greater compliance with location and design standards, and does not increase the degree of nonconformance with any location and design standard.

Tourist accommodation piers must be regulated and a specific number identified as not to take away from private home ownership rights to a shared pier. With the recent private amenities allowed on the North Shore (with no real definition in code) a request for a "new" pier must be scrutinized for its location and possible disruption to the public at large access to the lake.

Pier Relocations : As with tearing down and restoring a lot in an SEZ allowing the transfer of TAU's to another location and/or jurisdiction, the receiving location impacts have not been adequately assessed. The restoration location benefits while the new location acquires "new" impacts that must be analyzed.

Pier Conversions: It is non-sensible that converted piers do not count against the "new" pier allotment. Building a pier that does not exist today makes it a "new" pier and should be treated as such.

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Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident



FLOATING (SWIM) PLATFORMS

Floating platforms or swim platforms would be allowed when tied to a permanent anchor in lieu of a buoy. Floating platforms are not moorings, and motorized watercraft would be prohibited from mooring on floating platforms. The proposed Shoreline Plan would limit floating platforms to no more than 100 square feet, not to exceed 10 feet on any side.

OTHER SHORELINE STRUCTURES

No new public or private breakwaters, jetties, rock crib piers, or sheet pile piers (or other structures of this type) would be permitted along the shoreline except as part of a habitat restoration project or as part of a marina environmental improvement project. No new boat houses or other superstructures on piers would be permitted.

SCENIC REQUIREMENTS

TRPA has an existing contrast rating and visual magnitude system that is used to evaluate and regulate the scenic effects of development in the shoreland (i.e., upland development adjacent to the shorezone). This system establishes a contrast rating for parcels along the shoreline based on the color, texture, articulation, amount of glass, and amount of visible perimeter of structures visible from the lake. Contrast ratings range from 3 to 35, with contrast ratings of 3 signifying parcels with the greatest visual impact and ratings of 35 indicating the least possible visual impact for a developed parcel along the shoreline (TRPA 2004). Currently,

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2-35

162-3

Floating (swim) platforms must be analyzed for scenic degradation, boat and non-motorized conflicts, etc. A specific number must be identified based on scenic issues especially in heavily populated tourist accommodation areas, example Tahoe Vista.

BOAT RENTAL CONCESSIONAIRES

The proposed Shoreline Plan regulates motorized and nonmotorized boat rental concessionaires. All rental concessions would be required to obtain a TRPA permit, and they could be permitted only if allowed under the applicable area plan, plan area statement, or community plan. The following requirements would apply to both motorized and nonmotorized concessions unless otherwise specified.

- ▲ Concessions would be permitted only as an accessory use for applicants that have a permitted upland commercial or public facility/use.
- ▲ Concessions would need to consider and demonstrate upland parking availability.
- ▲ New motorized boat concessions would be allowed only at marinas.
- ▲ Each concession for motorized boating would be allowed one watercraft per permitted mooring except for marinas, which may have two slings with no more than 12 personal watercraft.
- ▲ TRPA would issue only permanent permits. The permits would specify the number and type of boats, paddleboards, kiosks, racks, or other structures to support the concession.
- ▲ All concessions with a valid permit would be grandfathered to continue operating under their existing permit conditions. All new concessions would be required to meet the requirements of the Shoreline Plan.
- ▲ Moorings for concessions would be counted toward the mooring cap.
- ▲ When allowed, only one watercraft may be moored per buoy or slip. Use of buoy "trains" are not allowed outside of marinas.
- ▲ Storage racks would be allowed. The location of racks would be above high water wherever possible and provide for maximum access and recreational benefit, subject to visual screening requirements.
- ▲ All concessions must meet BMPs, including fueling BMPs, fire codes, and local jurisdiction permit(s).

More specific requirements and analysis required for commercial jet-ski operations at recreation areas, example Tahoe Vista Recreation Area.

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**NEARSHORE WATER QUALITY ADAPTIVE MANAGEMENT**

TRPA would expand the Nearshore Water Quality Network or a similar effort to include monitoring stations located within areas of shallow lakebed but outside the no-wake zone. If the results of this monitoring indicate that boating activities contribute to an exceedance of TRPA's nearshore turbidity thresholds, TRPA would implement management actions to avoid or offset this impairment. Such management actions could include, but are not limited to:

- ▲ expanding the no-wake zone based on scientific findings and recommendations for nearshore areas identified to be susceptible to reduced clarity from boating activities; or
- ▲ enacting a nearshore water quality mitigation fee on recreational watercraft and using the revenue to fund compensatory mitigation projects that reduce other sources of nearshore water quality impairment, such as stormwater management projects, or fertilizer reduction initiatives.

PUBLIC TRUST EASEMENT IN CALIFORNIA

On the California side of Lake Tahoe, a public trust easement allows for public access between the low- and high-water elevation of Lake Tahoe. The California State Lands Commission manages this public trust easement for the benefit of all citizens of the state. TRPA and California State Lands Commission would adopt a memorandum of understanding (MOU) that details a process to coordinate review of applications for piers. The MOU would specify a review process that protects public trust values (e.g., public lateral access) within the public trust easement in California. Structural components required to maintain lateral public access (e.g., ladders to provide access over a pier) would be exempt from visible mass offset requirements.

Enacting a nearshore mitigation fee does not correct the nearshore degradation, just like traffic mitigation fees do not correct local nexus issues of GHG and Level of Service F allowed as significant and unavoidable.

162-5

**2.9 MINOR VARIATIONS IN IMPLEMENTATION**

The TRPA Governing Board could adopt minor refinements to the implementation of the alternatives described in this EIS without resulting in environmental impacts that are different from those analyzed in this EIS. Specific variations that could be consistent with the analysis in this EIS include minor changes to the rate of buildout, minor changes to pier and buoy prioritization systems, and minor changes to the allocation of structures between private littoral parcel owners and HOAs.

This EIS analyzes environmental impacts at full buildout of each alternative (i.e., after the development of all structures potentially authorized by an alternative). As a result, variations in the rate of shoreline structure allocation and development would not alter the analysis in this EIS. In addition, this EIS does not assume that environmental improvements, other than those improvements required by each alternative, would result from implementation of the alternatives. Therefore, pier or buoy prioritization systems and other provisions that encourage, but do not require, environmental improvements could be modified without resulting in additional environmental impacts. Some alternatives include detailed buoy and pier allocation provisions that specify the proportion of structures that could be allocated to private littoral parcel owners and HOAs. In these cases, the structures would result in the same physical effects regardless of whether they are allocated to a private littoral parcel owner or HOA. Therefore, the allocation of structures between private littoral parcel owners and HOAs could be modified. Any minor variation in the implementation of provisions outlined in this chapter would be reviewed to confirm that the variation is consistent with the analysis in this EIS.

Minor Refinements and Variations: Criteria MUST BE PROVIDED to insure adequate and accurate environmental analysis has been accomplished. Give examples to allow for scrutiny.

162-6

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Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident

Land Use Section 4.

While concentrating density of uses in Town Centers has somewhat been analyzed, concentration of people utilizing the shoreline has not been analyzed consistently with the density growth in Town Centers.

Nearshore degradation, too many people on beaches especially during high water seasons (also not really analyzed as low -lake level was) has not been adequately or accurately analyzed.

I62-6
cont.

Area Plans

With adoption of the Lake Tahoe Regional Plan in December 2012, TRPA created a new planning instrument, the area plan. Area plans allow local governments to implement the Regional Plan at a smaller scale and with greater flexibility, allowing TRPA to focus on issues of regional environmental significance. Under the new planning system, multiple requirements—TRPA, local, state, and federal—are addressed in a coordinated fashion through the area plans, which are adopted by both the local jurisdiction and TRPA. The result is greater planning and permitting efficiency because TRPA can delegate some permitting authority to local jurisdictions, while retaining oversight by TRPA of large-scale projects and projects in sensitive environments.

TRPA must analyze all projects in the Shorezone (regardless of size) and not allow local jurisdictions that permitting authority. Areas like Tahoe Vista, depicted in Exhibit 4-1 must have additional scrutiny. One size code does not fit all.

8 RECREATION

8.1 INTRODUCTION

This chapter includes a discussion of existing recreation resources, a summary of applicable recreation regulations, and an analysis of potential impacts to recreation that could result from implementation of the Shoreline Plan. The primary issues raised during scoping that pertain to recreation include:

- ▲ need for transportation to public beaches to support changes in recreation patterns;
- ▲ maintaining public access along the shoreline around shorezone structures and within the public trust easement;
- ▲ concern about the effects on nonmotorized and motorized watercraft recreation around buoys and piers;
- ▲ enforcement of, and recreation user education about, no-wake zone areas and water safety;
- ▲ capacity analysis of level of infrastructure and boat use on the lake;
- ▲ concern for increased amounts of motorized boats on the lake; and
- ▲ fair-share distribution of access to the lake.

Enforcement of illegal concessionaires must be elevated and enforcement accomplished.

Adding piers and expanding marinas could have un-intended consequences of public access at beaches due to structures being built. This must be part of the overall equation for FAIR access.

I62-7

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Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident

Ascent Environmental

Recreation

8.2.2 Tahoe Regional Planning Agency**THRESHOLDS**

TRPA has established two threshold standards for recreation, which represent minimum standards of environmental quality targets to be achieved in the region. The recreation thresholds are in the form of policy statements rather than numeric standards. The two recreation threshold standards are as follows:

- **Quality Experience and Additional Access.** It shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high-quality recreational experience including preservation of high-quality undeveloped shoreline and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shoreline and high-quality undeveloped areas for low density recreational uses.
- **Fair Share of Resource Capacity.** It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Tahoe Basin capacity for outdoor recreation is available to the general public.

The Quality Experience and Additional Access Threshold consists of two parts: (1) preservation and enhancement of a high-quality recreational experience and opportunities and (2) the provision of additional access to high-quality lands for recreation, including lake access. The status of this threshold standard is evaluated by considering the quality of the experience of recreation users and by considering the availability of public access to the lake and other natural features. The quality of recreation experiences was evaluated for the 2015 Threshold Evaluation through recreation user surveys conducted by City of South Lake Tahoe, El Dorado County, Tahoe City Public Utility District, Lake Tahoe Visitors Authority, and North Lake Tahoe Resort Association. Such surveys assessed the overall satisfaction of recreation users and compare the importance of identified recreation attributes, such as condition of recreation facilities, with the experience that the recreationists perceive. The evaluation criteria for the second part of the threshold standard relies on assessing the extent of public land acquired, and the availability of additional amenities that provide public access for low density recreational uses, such as trails and trailheads.

The Fair Share of Resource Capacity Threshold is intended to ensure a fair share of the Region's total capacity for outdoor recreation is available to the general public. The attainment of this threshold standard is based on three indicators: (1) cumulative accounts of persons at one time (PAOT) allocations; (2) facility development for recreation projects that do not require PAOT assignments; and (3) land acquisition of new public lands that support recreation purposes.

How are PAOTS actually held to accountability? Does someone at an agency assess capacity versus PAOTs and actual do counts on beaches? Traffic analysis impossible as no accountability of capacity is required. PAOT summer—use for Shoreline must be provided by beach, local jurisdiction etc. to accurately and adequately assess environmental impacts. Example, when 100 people are allowed on site at a private amenity like the The Ritz beach House and Martis Camp Beach Shack, impacts exponentially increase and have not been adequately or accurately analyzed.

Persons at One Time

The Regional Plan uses the concept of PAOTs as a measure of recreation capacity. PAOT describes the number of people that a recreation use area can accommodate at a given time. Allocations of PAOTs are used to both promote and control recreation facility development. Although certain recreation facilities have a design capacity for a given number of people at a time (e.g., developed campgrounds), PAOTs are not a management tool and do not indicate the overall use of a site. PAOTs are intended to ensure that a "fair share" of the region's remaining resource capacity (e.g., water and sewer services) is available for outdoor recreation areas and is allocated to projects that would result in an increase in the carrying capacity of recreation sites. If a recreation project would result in additional vehicle trips at a rate that would trigger a traffic analysis, PAOTs would be needed in an amount commensurate with the intensity of new development. TRPA has identified PAOT targets for outdoor recreation (see Table 8-1).

The categories of PAOTs utilized under this system include winter day-use PAOTs, summer day-use PAOTs, and summer overnight PAOTs. Winter day-use PAOTs are necessary for winter recreation facilities such as ski areas or snowmobile courses. Summer day-use PAOTs are necessary for summer day-use recreation facilities such as beaches or trailhead parking. Summer overnight PAOTs are necessary for a new campground or existing campground expansion. Dispersed recreation does not require the allocation of

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8-3

162-7
cont.

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8.3.2 Recreation Facilities

PUBLIC BEACHES AND ACCESS POINTS

Over 40 public beaches and access points are located around Lake Tahoe (see Exhibits 8-1 and 8-2). The highest concentration of these public areas are in Tahoe City, Tahoe Vista, Kings Beach, and the south shore between Emerald Bay and the state line. Public beaches on the west shore and east shore are generally located in Lake Tahoe Nevada State Park, U.S. Forest Service lands, and California state parks. During peak summer months, Lake Tahoe's public beaches and access points are popular places for a variety of recreation activities: swimming, sunbathing, relaxing, barbecuing, paddle boarding, kayaking, jet skiing, and boating. Conflicts can arise among differing recreation user groups, especially when competing for the same resource. Because of the sound generated by motorized watercraft and their ability to produce waves when traveling at speeds greater than 5 miles per hour, the presence of motorized watercraft near shoreline areas with many people swimming, using nonmotorized watercraft, or playing in the water creates the potential for conflicts among these recreationists. The quality of recreation experiences at public beaches could be influenced by the noise generated by motorized watercraft, boat wake, or number of boats in the viewshed of the beach. Additionally, the effects on recreation experience of people seeking a solitary beach experience away from the more developed portions of the shoreline may be more greatly affected by increased numbers of motorized boaters.

In locations where public and private property exist in close proximity, access conflicts often arise. Public recreation can result in unauthorized trespass, litter, and safety concerns. Conflicts also arise when private owners restrict access lakeward of the high-water elevation with structures that do not allow for lateral passage, such as fences or piers.

Another “enforcement impossible” issue. Concentration of tourist accommodation units in Tahoe Vista a prime example where Martis Camp Beach Shack visitors have conflict with locals seeking to utilize the public beach as well as the NTPUD Tahoe Vista Recreation Area with the allowance of too many concessionaires taking up beach space. One size code does not fit all. See Exhibit 8-1 for concentration issues. Also as noted below TVRA has a public awareness through various forms of media adding to the potential user conflicts with overcrowding along with traffic and parking impacts/issues. These conflicts exit today with no enforcement or public health and safety being assessed.

162-8

LAKE TAHOE WATER TRAIL

Lake Tahoe has more than 72 miles of shoreline with approximately 40 public nonmotorized watercraft launch/landing sites (see Exhibits 8-1 and 8-2; Lake Tahoe Water Trail 2018). The Lake Tahoe Water trail follows the 72-mile route along the shoreline of the lake with opportunities for recreation users to plan day trips between the different public launch and landing points or to plan a multi-day trip. Signs are installed at several launching sites that provide water safety, maps, and other educational information. These locations include Tahoe Vista Recreation Area, Waterman's Landing, Sand Harbor, and Lake Forest Boat Ramp.

8.4 ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

8.4.1 Methods and Assumptions

The following analysis assesses the environmental effects of each alternative with respect to the existing recreation uses and facilities in the shorezone and changes in public access to these recreation resources and Lake Tahoe. This analysis is based on a review of existing documents, policies, ordinances, and other regulations pertinent to recreation.

8.4.2 Significance Criteria

Significance criteria relevant to recreation are summarized below. The applicable 181A threshold standards, the recreation criteria from the TRPA Initial Environmental Checklist, and other relevant information were considered in the development of the significance criteria. An impact would be considered significant if it would:

- ▲ have the potential to create conflicts between recreation uses, either existing or proposed;
- ▲ result in a decrease or loss of public access to any lake, waterway, or public lands;
- ▲ result in a decrease in the quality of recreation experience; or
- ▲ alter the balance of public and private development such that a fair share of recreation capacity is not reserved for the general public.

TRPA APC June 13, 2016

Shoreline Plan specific comments for the record Ellie Waller Tahoe Vista resident

Recreation

Ascent Environmental

Impact 8-4: Affect the fair-share distribution of recreation capacity

The 2015 Threshold Evaluation found the recreation threshold for fair-share distribution of recreation capacity to be in attainment (TRPA 2016a). The existing distribution of land ownership in the shorezone is approximately half public and half private ownership, with slightly less land in private. Each alternative would change the percent of shorezone structures that are accessible to the public to various degrees, but the distribution between public and private owners around the lake would not change substantially over baseline conditions. All of the new shorezone structures under each alternative in combination with existing shorezone structures would either maintain the same proportion of public and private structures as under baseline conditions or would result in a small increase in the proportion of public structures compared to baseline conditions. At buildout of the alternatives, publicly-accessible shorezone structures would generate between 50 and 52.5 percent, depending on alternative, of all boat trips on the lake, which is similar to baseline conditions. For these reasons, the impacts of Alternatives 1, 2, 3, and 4 on fair-share distribution of recreation capacity would be **less than significant**.

I62-8
cont.

The “fair-share” recreation capacity does not adequately or accurately assess non-motorized with motorized conflicts i.e. Tahoe vista recreation Area as an example.

Letter
I62Ellie Waller
June 13, 2018

I62-1

The comment refers to Section ES.3, “Areas of Controversy,” in the Draft EIS and notes that illegal buoy enforcement is an area of controversy.

The Draft EIS acknowledges that there are many topics of concern. The comment is correct that illegal buoy enforcement, or the lack of enforcement, is an area of controversy. Section ES.3, “Areas of Controversy,” on pages ES-2 and ES-3 of the Draft EIS, is hereby revised as follows:

3.5 AREAS OF CONTROVERSY

The consensus-based planning process incorporated broad public input and led to a plan and alternatives that were agreed upon by the Steering Committee. However, no plan that governs development along the shore of Lake Tahoe will be without controversy. While there are currently no known issues to be resolved, many public comments received during the EIS scoping period (see Appendix B) identified topics of concern. Based on public comments and areas of controversy during previous shoreline planning initiatives, it is anticipated that the following topics may be areas of controversy:

- ▲ the number and location of new shoreline structures,
- ▲ processes for allocating new shorezone structures,
- ▲ effects of structures and boating on non-motorized water recreation,
- ▲ visual effects of shoreline structures,
- ▲ water and air pollution from boating, ~~and~~

- ▲ effects on public access along the shoreline, and
- ▲ enforcement of regulations regarding unpermitted buoys and the removal of these buoys.

The comment also provides support for a buoy enforcement program and contends that the program must be in place before new buoys are permitted. It requests more details on the proposed Shoreline Plan's buoy enforcement program.

The proposed Shoreline Plan includes an illegal buoy enforcement program consistent with the recommendations in the comment. The Draft EIS summarizes the enforcement program as follows (Draft EIS page 2-26):

After the first call for buoy permits that would allow applications for existing buoys, TRPA, in coordination with state and federal agencies that have jurisdiction over the lake, would implement a buoy enforcement program. This program would prioritize the identification and removal of buoys that were placed on the lake after 1972 and do not have permits from TRPA, state agencies, or the U.S. Army Corps of Engineers.

More detail on the proposed illegal buoy enforcement program is provided in Appendix A, "Shoreline Implementation Program," of this Final EIS, which clarifies that the program would be in place before permits for new buoys are issued.

The comment also states that it is unclear how the conversion between slips and buoys has been analyzed and asks if the conversions could allow for marina expansions to accommodate new slips.

The Draft EIS summarizes how the proposed Shoreline Plan would regulate the number of moorings on pages 2-23 through 2-26. It notes that the total number of moorings (i.e., buoys, slips, and boat lifts) would be capped and that moorings at public facilities and marinas could be converted between slips and buoys. The conversion of buoys to slips could allow for the physical expansion of marina facilities. Any expansion of the number of moorings at a marina would be within the total mooring cap. All marina expansions would be consistent with the marina expansion requirements summarized on pages 2-34 and 2-35 of the Draft EIS. The Draft EIS considers the existing proportion of mooring types and information from marina operators to make reasonable assumptions about the proportion of moorings that would be buoys, slips, and boat lifts at buildout of the proposed Shoreline Plan (Draft EIS pages 2-15 through 2-17 and Appendix A). The Draft EIS evaluates the effects of these moorings, including boating activity patterns associated with each mooring type and the effects of slip construction, in Chapters 4–17.

162-2

The comment asks if pier design standards were evaluated for effects on scenic resources and conflicts with swimmers and users of nonmotorized watercraft. The Draft EIS presents the proposed Shoreline Plan's pier design standards on pages 2-26 through 2-30. The effect of pier design standards on scenic resources is evaluated on pages 9-19 through 9-69, and the effects of pier design standards on nonmotorized recreation and navigation are evaluated on pages 8-11 through 8-24 and 15-16 through 15-20.

The comment also provides recommended changes to the Shoreline Plan regarding the allocation of piers to tourist accommodation uses and the conversion of piers. It also notes that the location-specific effects of relocated or converted piers should be analyzed. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides information on how comments on the merits of the proposed Shoreline Plan are considered.

The Draft EIS explains the scope of the environmental analysis and how location-specific effects, such as the ones the comment refers to, would be analyzed (Draft EIS page 1-3):

The widespread geography to which the Shoreline Plan applies, the long horizon over which it will be implemented, and the policy-oriented nature of its guidance are such that the EIS analysis is prepared at a program level—that is, this document constitutes a general analysis commensurate with the level of detail in the plan. As such, the EIS focuses on the potential effects of policies and ordinances, which—because they are to be implemented through yet unknown projects—do not provide a high level of detail or degree of specificity. It is important to understand that assumptions about projects at a general level, such as their broad location, timing, and magnitude, are projected in this EIS, but that individual projects are not identified or assumed. Consequently, this EIS is not intended to replace the project-specific environmental review required to implement site-specific projects that may be proposed in the future consistent with the adopted alternative. All of TRPA's existing procedures requiring environmental review of projects to determine their potential for significant impacts, feasible and effective mitigation to address those impacts, findings pertaining to project effects on threshold attainment, and other environmental safeguards are still in place and will continue to ensure that individual projects are fully evaluated prior to approval and implementation.

- 162-3 The comment states that swim platforms must be analyzed for effects on scenic resources and conflicts with navigation and users of nonmotorized watercraft. The Draft EIS describes the proposed Shoreline Plan's regulations regarding swim platforms on pages 2-26 through 2-30. The effect of pier design standards on scenic resources is evaluated on pages 9-19 through 9-69 (see, for example, Exhibit 9-15, which depicts a new swim platform). The Draft EIS evaluates the effects of shoreline structures, including swim platforms, on nonmotorized recreation and navigation on pages 8-11 through 8-24 and 15-16 through 15-20.
- 162-4 The comment requests more specific requirements for and analysis of jet ski concessions. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which describes how suggested revisions to the proposed Shoreline Plan are considered. The Draft EIS describes how the proposed Shoreline Plan would regulate boat rental concessions, including jet ski rentals, on page 2-38. Jet ski rental operations do not currently require a TRPA permit. The proposed Shoreline Plan would establish new requirements for jet ski rental concessions, including requiring that they are placed only in areas allowed by local plans, restricting new jet ski concessions to within marinas, and mandating the use of best management practices. These requirements would generally have the effect of reducing environmental impacts associated with jet ski rentals compared to existing conditions. The effects of motorized boating, including the use of rented jet skis, are analyzed in Chapters 4–17. The comment does not provide evidence or rationale to suggest that the analysis in the Draft EIS is incomplete or inadequate.
- 162-5 The comment refers to the description of the expanded nearshore water quality adaptive management included in the proposed Shoreline Plan and asserts that establishing a mitigation fee would not correct nearshore degradation. Section 2.6, “Related Regional Plan Provisions and Policy Issues Not Subject to Change,” of the Draft EIS summarizes TRPA's approach to addressing nearshore water quality. It explains that nearshore water quality monitoring and research are underway and that TRPA and other agencies are working collaboratively to understand and manage nearshore conditions. Nearshore research and policy development consider issues beyond the scope of the Shoreline Plan, such as land coverage, stormwater runoff, and fertilizer use.

As described in the Draft EIS on page 2-39, the proposed Shoreline Plan includes a proposed expanded nearshore water quality monitoring program, and TRPA has the ability to implement adaptive management actions based on the results of monitoring. Such adaptive management actions could include future policy and code amendments or program changes that address no-wake zone regulations; watercraft mitigation fees; or actions unrelated to the Shoreline Plan, such as programs and policies that address stormwater management, land coverage, relic septic tanks, or fertilizer use. The Draft EIS evaluates the effects of the proposed Shoreline Plan on nearshore water quality in Chapter 6, “Hydrology and Water Quality.”

162-6

The comment requests criteria regarding the environmental analysis of minor variations in the implementation of the proposed Shoreline Plan. As described on page 2-51 of the Draft EIS, “[t]he TRPA Governing Board could adopt minor refinements to the implementation of the alternatives described in this EIS without resulting in environmental impacts that are different from those analyzed in this EIS.” Changes to the implementation of the Shoreline Plan would be reviewed and considered when a specific change is proposed. Future changes to an adopted Shoreline Plan would be considered consistent with TRPA’s Rules of Procedure and Code of Ordinances, including the required environmental review and findings described in Chapters 3 and 4 of the Code of Ordinances. Depending on the nature of a proposed change, TRPA would determine the appropriate level of environmental analysis, which could incorporate information and analysis from this EIS, where appropriate. See also Chapter 2, “Revisions to the Proposed Shoreline Plan,” in this Final EIS, which describes proposed changes to the Shoreline Plan and describes the effects associated with those changes.

The comment also refers to the concentration of land uses in town centers and asserts that the effects of concentrated use of the shoreline was not analyzed. It asserts, too, that the presence of large groups of people on beaches could degrade nearshore conditions. As described in the Draft EIS in Chapter 4, “Land Use,” the proposed Shoreline Plan would not change the allowed land uses, density, or other requirements that apply to upland areas outside of the shorezone. Nor would the plan alter the capacity of, or access to, public beaches or induce growth that would contribute to increased use of beaches. The effects of upland land use patterns on the shoreline are evaluated during the environmental review of plans or projects that would affect land use patterns. The Draft EIS evaluates the effects of the proposed Shoreline Plan on nearshore water quality in Chapter 6, “Hydrology and Water Quality.”

The comment also refers to the description of the area plan in Section 4.2, “Regulatory Setting,” in Chapter 4, “Land Use.” It asserts that TRPA must not delegate permitting authority for projects in the shorezone to local jurisdictions. As required by TRPA Code Section 13.7.3.A.3, all development in the shorezone of Lake Tahoe must be approved by TRPA. No changes to this code provision are proposed under the Shoreline Plan alternatives. Thus, the comment is correct that TRPA must not, under the Shoreline Plan, delegate permitting authority for projects in the shorezone to local jurisdictions. 162-7 The comment asserts that enforcement of regulations regarding illegal concessions must be prioritized. Additional detail on enforcement programs is included in Appendix A, “Shoreline Implementation Program,” of this Final EIS. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

The comment also notes that piers and expanded marinas could affect fair access. The Draft EIS evaluates the effects of the Shoreline Plan alternatives on public access and the fair-share distribution of recreation capacity on pages 8-28 through 8-34, and additional information is provided in Master Response 2 – Effects on Recreation, in Section 3.1.

The comment questions how TRPA administers allocations of Persons At One Time (PAOTs). The Shoreline Plan alternatives do not propose changes to the administration of PAOTs. Additional information on PAOTs is available in the 2015 Threshold Evaluation Report in Chapter 11, "Recreation" (TRPA 2016). Refer to Master Response 1 –The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

I62-8

The comment addresses the enforcement of regulations regarding concessionaires on beaches and the concentration of land uses outside of the shorezone. Refer to the response to comment I62-7, above, which addresses these topics.

The comment also contends that the discussion of Impact 8-4: Affect fair-share distribution of recreation capacity, in the Draft EIS, does not adequately evaluate conflicts between motorized and nonmotorized recreation. The Draft EIS evaluates conflicts between motorized and nonmotorized recreation in the discussion of Impact 8-1: Alter the quality of recreational experiences or create user conflicts (Draft EIS pages 8-11 through 8-24) and in the discussion of Impact 15-1: Increases in watercraft accidents due to increased boating and navigational hazards (Draft EIS pages 15-16 through 15-20).

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Letter
I63

My comments are inter-related to both Shoreline Plan and Kings Beach State Recreation Area (KBSRA). Because the Shoreline EIR is not approved some of the comments are inconsistent for the KBSRA EIR. Both are concurrent but have an integral relationship that must be addressed.



Both EIRs must include a beach capacity impact study (KBSRA specific, Shoreline cumulative) which will also trigger necessary for traffic and environmental degradation to the nearshore studies.

I63-1

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Shoreline Plan notes there will be a ferry terminal at KB so both EIRs must study its impacts regardless of lake depth and regardless of it being a possible future transportation option. Both EIRs must provide analysis

Pier Rebuild Project

Exhibits 5.1-10 and 5.1-11 show plan and profile views of the proposed central pier. The pier plan shows the central pier shifted slightly to the east and over an existing stormwater outfall. After determining that at this location it would affect the riparian vegetation in the stormwater outfall and would

encroach on prime fish habitat, it was determined that the pier would be shifted to be align with the existing pier. If this pier alternative were selected, a corrected pier plan would be prepared for permit applications. Exhibits 5.1-7 and 5.1-8, earlier in this section, show pier section and low freeboard dock details. Table 5.1-1 compares the physical characteristics of the pier in Alternative 3 with the existing pier and other pier alternatives under consideration. Implementation of Alternative 3 would require obtaining the same permits and approvals for the pier as identified for Alternative 2.

Similar to Alternative 2, the Alternative 3 central pier would be a multiple-use pier. The conceptual design for the Alternative 3 pier would extend approximately 601 feet into the lake, approximately 394 feet longer than the existing pier. The first 212 feet of the pier would be a stationary fixed section, followed by an 80-foot transition gangway ramp, and then a 329-foot floating section. The proposed pier would include an estimated 33 pier pilings for the fixed and floating sections (the ramped sections would not include pilings), which would include about an additional 16 feet of footing area relative to the existing pier. The proposed pier would extend beyond the TRPA-designated pierhead line (elevation 6219.0 feet Lake Tahoe Datum).

As with Alternative 2, Alternative 3 would enhance public access to the lake for those with disabilities, and would provide the same types of access for motorized and non-motorized watercraft. Similar to Alternative 2, the Alternative 3 pier design could accommodate water taxi (not ferry) service if it were to be proposed as part of a separate transportation project in the future. The pier construction methods and timing would be the same for Alternative 3 as described above for Alternative 2. The near-term pier rebuild project with Alternative 3 would involve construction of the central pier and lake access point, and removal of the boat ramp.

163-2

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Additional analysis is required for boats that could be moored at pier when water taxi service is instituted. Both EIR's will need to address the impacts

5.3 Environmental Consequences of the Plan and Pier Alternatives

5.3.1 Air Quality

This section describes the methodology, assumptions, and results to identify potentially significant impacts to local and regional air quality with the implementation of the KBSRA General Plan revision and pier rebuild project. The analysis includes a quantitative evaluation of construction- and operational-generated emissions of criteria air pollutants and a qualitative discussion of toxic air contaminants (TACs) related to the project. The air quality effects resulting from General Plan implementation under all of the alternatives described herein would be the same regardless of ownership of the Plaza parcels.

The project is not one that is commonly considered a source of odors. While construction of the project could result in temporary emissions of odorous diesel exhaust, it would not be excessive nor would it affect a substantial number of receptors. Operational sources of odors would not be considerable. This issue is dismissed from additional analysis and is not discussed further.

The project would not result in additional new sensitive receptors such as residential land uses, schools, hospitals, or transient lodging. For these reasons, off-site air quality impacts to on-site sensitive receptors would not occur. This issue is dismissed from additional analysis and is not discussed further.

The existing conditions and significant resource values related to air quality are summarized under the header Air Quality in Section 2.2.1, Physical Resources, in Chapter 2, Existing Conditions, of this document. A more detailed description of the existing air quality conditions at the project site and a summary of pertinent regulations are included in the Resources Inventory and Existing Conditions Report, available on the KBSRA webpage (www.parks.ca.gov/PlanKBSRA) and at CSP and TRPA offices during normal business hours through consideration of project approval. Relevant project goals and guidelines are summarized under the header Sustainability and Climate Change in Section 4.4.1, Resource Management and Protection, in Chapter 4, The Plan. The mandatory CSP Standard and Special Project Requirements pertaining to air quality are included in Section 4.7; these requirements include standard construction dust control and equipment measures, as well as use of alternative fuel in vehicles and equipment for park operations (where feasible), the design and retrofit of facilities to maximize energy efficiency, and installation and use of distributed renewable energy generation systems (such as small solar power systems).

163-2
cont.

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Environmental Analysis

Table 5.1-4 Cumulative Projects List

Map Number	Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
Plans (not mapped)					
NA	Lake Tahoe Regional Plan	Tahoe Basin, CA and NV	The Regional Plan is a regulatory framework that includes several initiatives and documents that shape how development may occur within the Tahoe Basin and provide protections for natural resources. Some of the components of the Regional Plan include Environmental Threshold Carrying Capacities, Goals and Policies, and Code of Ordinances.	—	Adopted by TRPA in 2012.
NA	Placer County Tahoe Basin Area Plan	Placer County within the Tahoe Basin, CA	The Area Plan contains land use regulations that apply in the Lake Tahoe Basin and is an update to existing community plans, general plans, plan area statements (PASs), maps, and ordinances in the project area; implements the Regional Plan and conforms to the TRPA/Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan/Sustainable Communities Strategy.	—	Adopted by the Placer County Board of Supervisors on December 6, 2016 and by the TRPA Governing Board on January 25, 2017.
NA	Shoreline Plan	Lake Tahoe, CA and NV	The Shoreline Plan will include an update to TRPA regulations for shoreline development that will allow new piers and moorings and up to two new public boat ramps. The plan will include revised standards for shoreline structures. The plan will also include strategies for low lake level adaptation and environmental improvement.	—	The draft shoreline Plan ordinances and Draft EIS will be released for public review in May 2018. Completion of the plan and environmental review process is anticipated at the end of 2018.
NA	2017 Linking Tahoe: Regional Transportation	Tahoe Basin, CA and NV	The 2017 RTP/SCS is an update to the 2012 RTP, Mobility 2035, and as such identifies the projects, policies, and	—	Environmental review is complete. Adopted by TRPA in April 2017.

163-3

The cumulative impacts chart must include nearby as well as Kings Beach specific projects to accurately and adequately assess environmental impacts.

To simply state the Placer County Tahoe Basin Area Plan is not enough. The TBAP does not include on the ground projects that are in the process i.e. Ferrari Crown Redevelopment which must be taken into consideration of cumulative impacts especially since the project is in Kings Beach and within walking distance and usage of KBSRA. A hotel with 100+ units, 10+ ? luxury condos on the beach, relocation of the Rite-Aid all proposed affordable housing component, etc. <http://paradigm8.com/kings-beach-crown-redevelopment/> Also Tahoe Vista Wood Vista Lodge conversion to condos, CalNeva Lodge redevelopment by Larry Ellison, Granite Bay condos as part of the Biltmore Hotel Redevelopment project, Martis Valley West Parcel 760 luxury units, Town of Truckee Railyard, 118 unit Tahoe City Lodge, Squaw Valley expansion, etc.

All these projects will generate people in the North Shore that will likely utilize the KBSRA facilities and the Shoreline on the North Shore.

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

http://www.parks.ca.gov/pages/21299/files/4_Traffic%20Modeling%20Data.pdf

Traffic modeling 2010 must be updated as the introduction of the roundabouts has changed the traffic patterns significantly.

I63-4

The environmental documentation must address/analyze natural hazards i.e. earthquakes, tsunamis, and seiches in the Tahoe-Sierra frontal fault zone and Lake Tahoe Basin.

I63-5

From NOP: The proposed project is a General Plan revision for KBSRA and the Conservancy plaza parcel by DPR and approval for reconstruction of the Kings Beach Pier that complies with all applicable TRPA and state laws, planning guidelines, policies, and regulations. The existing General Plan was approved in 1980 and only addresses 6.82 acres of the park/beach lands. At the time, the plaza area was occupied by dilapidated commercial buildings and the boat ramp/parking was owned and operated by the California Department of Boating and Waterways (DBW; now the Division of Boating and Waterways, a branch of DPR). The boat ramp and associated parking will be added to the KBSRA with the General Plan revision. The plaza will also be covered by the General Plan. A General Plan revision is necessary to incorporate the additional areas formerly owned by DBW and those areas within the KBSRA General Plan planning boundary owned by the Conservancy. The revised General Plan will also provide a long-term and comprehensive framework for the management of the 13.91 acres that it covers.

I63-6

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

California Tahoe Conservancy Agenda Item 9 April 30, 2015 Comments previously made as noted in 2015

http://tahoe.ca.gov/wp-content/uploads/2014/09/ITEM9_KBGPandPIER.pdf

I
I63-6
cont.

Pier feasibility analysis examined the potential of reconstructing the existing public pier. The analysis examined extending the pier to reach navigable waters during normal low water conditions, creating an improved “over the water” experience for recreational users, and meeting Americans with Disabilities Act requirements. That process resulted in development of a conceptual pier design with fixed and floating pier elements, between 500-600 feet long, and located approximately 40 feet east of the existing pier.

I
I63-7

The environmental documentation must include cumulative impacts and the estimated increase in Persons at one time based on increased visitation to the pier and obtain additional PAOTS from TRPA if analysis proves necessary.

The environmental documentation should include a waterborne transit alternative for analysis which includes analysis of additional parking needs and the potential mitigations associated with such an alternative. The environmental documentation must include maps for proposed parking needs and the additional air quality disturbances due to additional parking requirements. A TRPA APC member suggested (April 13, 2016 TRPA APC) it be studied. If Placer wants this alternative then they should pay for it as it is not part of the intended project.

I
I63-8

The environmental documentation MUST include a Financial Obligation Table (based on mitigation measures and infrastructure costs) to disclose financial feasibility of the project can be achieved when all required fees are paid. The Table must include mitigation category (traffic, scenic, air quality, etc.) and required fees. An explanation of how the fees were calculated as well as identification of which agency will be obligated to pay. Identify if any fees will be required of Placer County and its residents. Identify approximate/estimated infrastructure costs for dredging, grading, road building, utilities, BMPs, etc. as part of the financial obligation Table for determination if project is financially feasible.

I
I63-9

The environmental documentation must disclose maintenance budgets will be available.

The environmental documentation must include a table showing proposed phasing of the project.

The environmental document must include analysis and solution for capturing blowing sand.

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

Previous comments in black new comments red

March 2014 CTC Board Meeting

It is very difficult to comment on agenda items with no staff summaries. I was taken aback by the lack of two summaries specifically:

1) STATUS OF CALIFORNIA TAHOE CONSERVANCY AND CALIFORNIA DEPARTMENT OF PARKS AND RECREATION LAND EXCHANGE and 2) TAHOE LIVABLE COMMUNITIES UPDATE

That being said I'm not sure when it's appropriate to discuss the Kings Beach Recreation Area. Does the CTC have any plans in the future to make a land swap with State Parks for the Kings Beach Recreation Area? This property should NEVER be put on the Asset Lands list and must be held in perpetuity for public access and recreation.

The NTPUD has been open and transparent about their intentions and have provided exemplary service for many, many years.

This area is not "just lake access in the summer". It provides Public restrooms, a playground for locals and visitors alike, much needed parking as touted by the Kings Beach Core Improvement plan, it serves many community and visitor needs and Placer County has expended staff and consultant time and budget on a three-day charette focused on the beach and parking.

Public restrooms were due to be upgraded and maintained. Never happened. I understand this effort seemed to be put on hold for this EIR

When will CTC and State Parks hold public meetings asking what the public wants for the future of this community asset. Current uses for the events center and parking include but are not limited to: weddings, funerals, concerts on the beach, this facility is the designated emergency shelter for the region, Placer County court is held there, numerous governmental meetings ranging from TRPA, NTRAC and Placer County Board Of Supervisors, planning and visioning, and the North Tahoe Business Association is housed there currently.

Much has changed but issues still prevail. Site plans address some of concerns but not all for local community members in conjunction with the land locked events center and required parking coordination for example for a community funeral.

163-10

Page 7 of 8

TRPA Advisory Planning Commission Meeting June 13, 2018

Comments for the Record Ellie Waller, Tahoe Vista Resident Additional comments in separate document will also be provided.

When will the CTC/State Parks meet with the Kings Beach Community Plan Team members who have dedicated over two years of their time in visioning this area as part of a better Town Center? No meeting held

Can CTC and State Parks afford ADA upgrades at a projected cost of \$600,000? Why hasn't funding been allocated, secured and implementation for the State required ADA upgrades been done? What happens in the future if funding is not available for ADA, will CTC/State Parks just close this public amenity? This must be answered

What will happen if the state governor's office mandates that CTC or State Parks sell this public asset in the future? What provisions are the CTC/State Parks willing to make so that this public recreational asset can and will be held in perpetuity as a recreation amenity?

The relationship between the three agencies has been exemplary and future potential upgrades like a pier expansion can be financially beneficial to all.

These questions must be answered.

I63-10
cont.

**Letter
I63**

Ellie Waller
June 13, 2018

- I63-1** The comment requests that the EIS include a beach capacity study to address potential cumulative effects of the Shoreline Plan.
- The Draft EIS evaluates the potential increase in recreational capacity created by each alternative and analyzes the potential resource impacts of the potential increase. Expanding water-based recreational opportunities while ensuring implementation of natural resource protection measures is consistent with TRPA Policy R-4.3. Additionally, as described in Section 8.2.2 of the Draft EIS, new marinas and boat-launching facilities would be subject to TRPA's PAOT allocations, which manage recreational capacity. As of 2015, more than 74 percent of allocated summer day use PAOTs remained available (see Draft EIS Table 8-1).
- I63-2** The comment erroneously states that the Shoreline Plan identifies a future ferry terminal in Kings Beach and that the EIS should assess a potential ferry and associated water taxi. The Shoreline Plan does not identify a ferry terminal in Kings Beach, and no such terminal is currently proposed. An analysis of the cumulative effects of the Waterborne Passenger Ferry project is provided in Chapter 17, "Cumulative Impacts," of the Draft EIS. Project-specific effects related to any future waterborne transit project or terminal would be evaluated during a separate, project-level environmental review process.
- I63-3 and -4** These comments refer to the Kings Beach State Recreation Area General Plan Revision and Draft EIR/Kings Beach Pier Rebuild Project Draft EIR/EIS, not the Shoreline Plan EIS. A response to these comments will be provided in the Final EIR/EIS for that project.

- I63-5 The comment requests that the Draft EIS include analysis of natural hazards, such as earthquakes, tsunamis, and seiches. These potential hazards are addressed in the discussion of Impact 7-4: Potential for damage from liquefaction, settlement, tsunami, seiche, beginning on page 7-22 of the Draft EIS.
- I63-6 through
I63-10 These comments refer to the Kings Beach State Recreation Area General Plan Revision and Draft EIR/Kings Beach Pier Rebuild Project Draft EIR/EIS, not the Shoreline Plan EIS. A response to these comments will be provided in the Final EIR/EIS for that project.

<p>Letter I64</p>

TRPA APC June 13, 2018 Comments still applicable and impacts of this project affect Shoreline Plan.
 Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016
 Ellie Waller, Tahoe Vista Resident – Comment For the Record

To:
 California Department of Parks and Recreation, Sierra District
 P.O. Box 266, Tahoe, CA 96142
 Contact: Marilyn Linkem, Superintendent

Sue Rae Ireland, California Tahoe Conservancy
 1061 Third Street
 South Lake Tahoe, California 96150

Could you provide General background info for the public.

How much has been spent to date on feasibility analysis and staff time? From April 30, 2015 CTC Board meeting packet. In July 2014, the Board approved Planning Authority for recreation-related feasibility analyses. To address renewed pier interest, staff encumbered \$65,000 of that authority to initiate work on an updated feasibility study.

I64-1

\$500K in Proposition 40 funds and \$25,000 in Transient Occupancy Tax funds from a 2014 North Lake Tahoe Resort Association Capital Investment Program grant award were discussed at the April 30, 2015 CTC Board meeting. Have all the funds been exhausted?

1). Are two alternatives enough to satisfy CEQA requirements?

15021. DUTY TO MINIMIZE ENVIRONMENTAL DAMAGE AND BALANCE COMPETING PUBLIC OBJECTIVES

(a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.

(1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.

(2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

I64-2

15126.6. CONSIDERATION AND DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT.

(a) Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

2). The environmental documentation MUST, as required by CEQA, examine all direct/primary effects, indirect/secondary effects, and cumulative effects.

Indirect or secondary effects that are reasonably foreseeable and caused by a project, but occur at a different time or place. The CEQA Guidelines state the following:

I64-3

An indirect physical change in the environment is a physical change... which is not immediately related to

TRPA APC June 13, 2018 Comments still applicable and impacts of this project affect Shoreline Plan.
 Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016
 Ellie Waller, Tahoe Vista Resident – Comment For the Record

the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect change in the environment as noted in 15064 (d) (2) Example: lengthening the pier could affect fish habitat.

...Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems as noted in 15358 (a) (2) Example: more cars, boats and people as a result of additional parking/mooring requirements for greater visitation to the pier.

164-3
cont.

3). The environmental documentation must include TRPA certified up to date land capability and coverage maps. Info below from 1980 KBSRA General Plan

RESPONSE TO CALIFORNIA DEPARTMENT OF TRANSPORTATION (continued):

3. Locked bicycle parking (10 bicycles) will be provided. Construction details will be available for your review during the preparation of construction drawings.

RESPONSE TO COMMENTS RECEIVED FROM WATER RESOURCES CONTROL BOARD,
 LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD:

1. There are two land capability classifications found at the site. The first is Be, beaches land capability level 1 B (approximately 3 acres) allowable land coverage 1%, existing land coverage 0%. The other is JhC, Jabu stoney loam moderately fine subsoil variant, 2-9% slopes, land capability level 5 (approximately 4 acres) allowable land coverage 25%, existing land coverage 34%. There are no stream environment zones in the project.
2. The plan land coverage in land capability class Be, beaches is 0% and in JhC Jabu stoney sand loam moderately fine subsoil varian is 35%. During detailed designed stage, consideration will be given to replacement of existing asphalt concrete walkways with decomposed granite walkways.
3. Drainage control methods will employ infiltration ditches and/or other methods as required by the State Board Water Quality Plan to prevent particulate matter from entering Lake Tahoe.
4. There are no existing erosion or runoff problems on the site.

164-4

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Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016
Ellie Waller, Tahoe Vista Resident – Comment For the Record

4). Contact Army Corp and provide concurrence/analysis in the environmental documentation. Below from KBSRA 1980 General Plan



REPLY TO
ATTENTION OF

SPKED-W

DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT, CORPS OF ENGINEERS
650 CAPITOL MALL
SACRAMENTO, CALIFORNIA 95814

30 July 1980

Mr. James M. Doyle
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

164-5

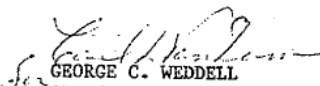
Dear Mr. Doyle:

This is in response to your 9 July 1980 letter requesting comments on the report entitled "Kings Beach State Recreation Area, Preliminary General Development Plan and Resource Management Plan".

A Department of the Army permit will not be required for the proposed work as identified in the development plan. However, if the plan is modified to include work below the ordinary high water elevation of Lake Tahoe, you should contact Mr. Robert Junell of our Regulatory Section at (916) 440-2580 to determine whether a permit is needed.

Thank you for the opportunity to review the report.

Sincerely,


GEORGE C. WEDDELL
Chief, Engineering Division

TRPA APC June 13, 2018 Comments still applicable and impacts of this project affect Shoreline Plan.
Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016
Ellie Waller, Tahoe Vista Resident – Comment For the Record

5). Contact Caltrans and provide concurrence/analysis in the environmental documentation. Especially, as the roundabouts have now re-aligned entrance. Below from KBSRA 1980 General Plan.

State of California		Business and Transportation A
Memorandum		
To :	Kent Smith Deputy Division Chief, DOTF Department A-95 Coordinator	Date: August 7, 1980 File : 03-Pla-28 Kings Beach State Recreation Area SCH 80070703
From :	DEPARTMENT OF TRANSPORTATION District 3	
Subject:		
<p>District 3 has reviewed the preliminary development plan for the Kings Beach State Recreation Area.</p> <p>We suggest that the east driveway be located just east of the existing crosswalk opposite the intersection of Bear Street and Brook Avenue. This would provide a more standard approach to the highway and facilitate signalization if it becomes necessary in the future.</p> <p>An encroachment permit must be obtained from Caltrans for any work to be performed within State right of way in conjunction with this facility. An environmental assessment should be prepared which addresses any such work. This will expedite the permit application process.</p> <p>Bicycle parking is shown on the map, but there is no mention of type and quantity of bicycle facilities in the text of the plan.</p> <p><i>R.D. Skidmore</i> R. D. Skidmore Chief, Environmental Branch</p>		

164-5
cont

TRPA APC June 13, 2018 Comments still applicable and impacts of this project affect Shoreline Plan.

Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016

Ellie Waller, Tahoe Vista Resident – Comment For the Record

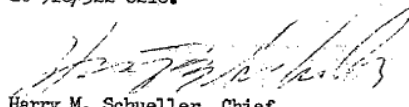
- 6). Contact Lahontan and provide concurrence/analysis in the environmental documentation. Provide analysis that includes 208 Water Plan compliance. Below from KBSRA 1980 General Plan.

From : STATE WATER RESOURCES CONTROL BOARD

Subject: DRAFT EIR: KINGS BEACH STATE RECREATION AREA GENERAL DEVELOPMENT PLAN
SGH 80070703

The attached comments from the California Regional Water Quality Control Board, Lahontan Region, and the State Board's Lake Tahoe Special Project Unit constitute those of the State Water Resources Control Board. Although these comments are late, we hope you will consider and address them in your final EIR.

We would appreciate receiving a copy of the final EIR or that portion relating to our comments. If you have any questions, call John Huddleson at 916/322-0218.


Harry M. Schueller, Chief
Legal and Technical Services Division

Attachments (2)

cc: Ms. Judy Unsicker
California Regional Water Quality
Control Board, Lahontan Region
P.O. Box 14367
South Lake Tahoe, California 95702

Mr. Andy Sawyer
Lake Tahoe Special Project Unit
State Water Resources Control Board
P.O. Box 100
Sacramento, California 95801

The Resources Agency
1416 Ninth Street
Sacramento, California 95814

Mr. Gary Midkiff
State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

164-5
cont.

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 Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016
 Ellie Waller, Tahoe Vista Resident – Comment For the Record

~~REGIONAL WATER QUALITY CONTROL BOARD~~

INTERNAL MEMO

TO: Mr. Fred Lercari FROM: Roy C. Harrison, Executive Officer
Environmental Analysis Section
 DATE: July 22, 1990 SIGNATURE: [Signature]
 SUBJECT: REVIEW OF KING'S BEACH STATE RECREATION AREA GENERAL DEVELOPMENT PLAN, SCH # 80070703

We have reviewed this plan and wish to make the following comments:

The plan should be revised to analyze conformance of the project with existing California Tahoe Regional Planning Agency regulations and with the recommendations of the State Board's 208 Plan concerning land capability classes and allowable coverage. What percentage of impervious surface will exist when the proposed parking area is complete? What are the drainage control measures proposed to prevent runoff from the paved area from reaching the lake? Will the parking facilities be used in winter, and if so, will deicing chemicals be applied? Are there any existing or potential sedimentation problems in the lake connected with the pier or with turbidity created by power boats? What mitigation measures are proposed for any such problems?

The report (page 11) states that "Growth in this area is restricted by the character of the land, accessibility, and Placer County Zoning Practices, and that therefore it is unlikely that the project will increase development. If possible, a more detailed analysis should be made of the number of new visitors who will be attracted to the improved recreation area, and of their demands on new or existing housing and restaurant facilities, and thus on sewage treatment capacity.

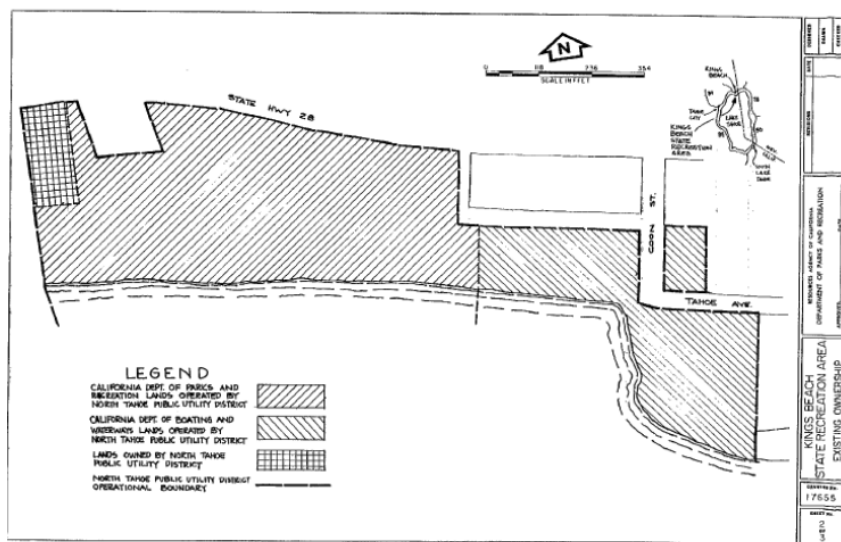
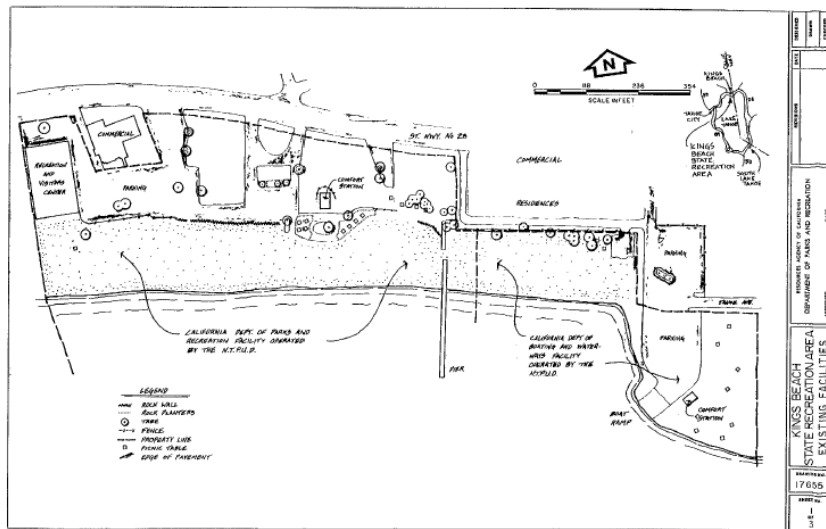
Please contact Judith Unsicker at this office if you wish to discuss these comments.

jeu

164-5
cont.

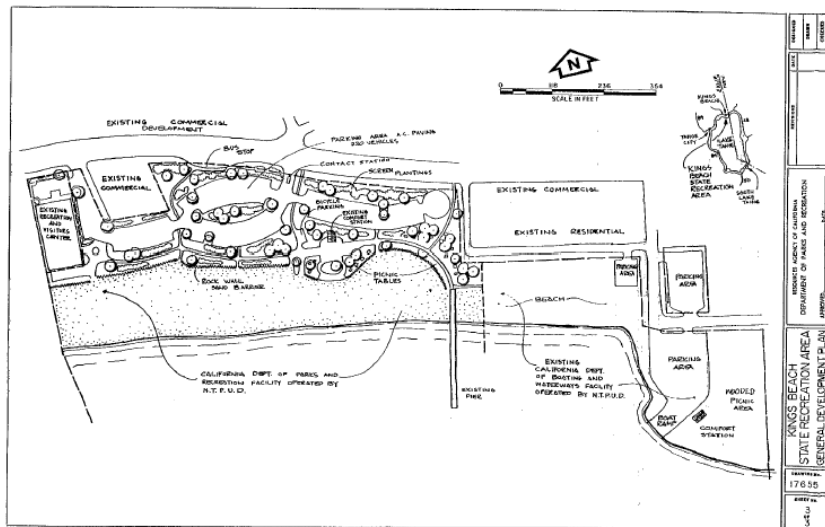
TRPA APC June 13, 2018 Comments still applicable and impacts of this project affect Shoreline Plan.
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7). The environmental documentation must include the three maps below and must be updated to reflect what is on the ground today as well as what is being proposed as part of this project



164-6

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164-6
cont.

8). The environmental documentation MUST include analysis of the nearshore and the potential for increased changes in the nearshore due to the relocation and new construction of the pier.

164-7

9). The environmental documentation must disclose how the following goals and code will comply and be analyzed:

WQ-3.13

MAINTAIN THE BEST MANAGEMENT PRACTICES HANDBOOK TO INCLUDE SPECIAL CONSTRUCTION TECHNIQUES, DISCHARGE STANDARDS, AND DEVELOPMENT CRITERIA APPLICABLE TO PROJECTS IN THE SHOREZONE.

Sediment and other discharges from shorezone construction or dredging have an immediate and obvious impact on water clarity in localized areas and are harmful to fish. Proper construction techniques and other measures shall be required as necessary to mitigate activities in the shorezone and to protect the natural values of the shorezone.

164-8

FI-1.4

STANDARDS FOR BOATING ACTIVITY SHALL BE ESTABLISHED FOR THE SHALLOW ZONE OF LAKE TAHOE.

There are numerous uses associated with the shorezone of Lake Tahoe. However, some of those activities do not depend on the exclusive use of the nearshore. Boating activity in the nearshore should be permitted only to the extent that it is compatible with shorezone-dependent uses such as swimming and fishing. To minimize impacts to these and other shorezone users, and to reduce the risk of accidents, excessive boat speeds and motor noise should be avoided in the nearshore. Strict enforcement of regulations for boat speed and noise close to shore will also benefit the fishery which can be affected by the noise and associated activities of boats. Operating standards for boating should be in accordance with U.S. Coast Guard regulations. Specific areas of habitat

**TRPA APC June 13, 2018 Comments still applicable and impacts of this project affect Shoreline Plan.
Proposed Kings Beach Pier Rebuild TRPA Advisory Planning Commission April 14, 2016
Ellie Waller, Tahoe Vista Resident – Comment For the Record**

may require additional regulations to help prevent unacceptable disruption of critical life cycle activities such as spawning.

SZ-1.9

THE AGENCY SHALL REGULATE THE PLACEMENT OF NEW PIERS, BUOYS, AND OTHER STRUCTURES IN THE FORESHORE AND NEARSHORE TO AVOID DEGRADATION OF FISH HABITATS, CREATION OF NAVIGATION HAZARDS, INTERFERENCE WITH LITTORAL DRIFT, INTERFERENCE WITH THE ATTAINMENT OF SCENIC THRESHOLDS, AND OTHER RELEVANT CONCERNS.

The Agency shall conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of those studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore.

63.3.1. Lake Habitat

Lake habitat shall be protected as provided below.

A. Projects and activities in the shorezone of lakes may be prohibited, limited, or otherwise regulated in prime habitat areas, or in areas or at times found by TRPA to be vulnerable or critical to the needs of fish.

B. Special conditions of project approval, such as restoration of physically altered substrate, construction limited to designated periods, or shoreline protective measures, may be required for development in the shorezone to mitigate or avoid significant adverse impacts to habitat or normal fish activities.

C. Habitat restoration projects may be permitted in the nearshore or foreshore.

D. Certain activities, such as construction, swimming, or boating, may be restricted temporarily in areas where spawning activity is occurring.

E. The physical alteration of the substrate in areas of prime fish habitat is prohibited unless approved by TRPA.

F. Projects and activities affecting lake fish habitat shall be referred to state and federal fisheries agencies for review and comment.

164-8
cont.

63.4.2. Watercraft Inspections and Decontamination

A. All motorized watercraft shall be inspected by TRPA or its designee prior to launching into the waters of the Lake Tahoe region to detect the presence, and prevent the introduction of, aquatic invasive species. Non-motorized watercraft and seaplanes may be subject to an inspection prior to entering the waters of the Lake Tahoe region if determined necessary by the TRPA or its designee.

B. All watercraft and seaplanes inspected pursuant to subparagraph 63.4.2.A shall be subject to decontamination if determined necessary by the TRPA or its designee.

C. All Watercraft and seaplanes subject to decontamination pursuant to subparagraph B25.1.1.B shall be permitted to enter the waters of the Lake Tahoe region only if: (a) the decontamination is performed and completed by an individual trained and certified pursuant to TRPA standards and requirements for aquatic invasive species decontamination, and (b) following decontamination, the launch or landing, as appropriate, is authorized by an inspector trained and certified pursuant to TRPA's standards and requirements for aquatic invasive species inspections.

80.2. APPLICABILITY

All projects and activities in lagoons or the shorezone or lakezone of any lake in the Region shall comply with the provisions of this chapter.

80.4. REQUIRED FINDINGS

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A project in the shorezone or lakezone shall not be approved unless TRPA finds that:

80.4.1. Significant Harm

The project will not adversely impact:

- A. Littoral processes;
- B. Fish spawning;
- C. Backshore stability; or
- D. On-shore wildlife habitat, including wildfowl nesting areas;

80.4.6. Construction

Construction and access techniques will be used to minimize disturbance to the ground and vegetation;

80.4.7. Navigation and Safety

The project will not adversely impact navigation or create a threat to public safety as determined by those agencies with jurisdiction over a lake's navigable waters; and

80.4.8. Other Agency Comments

TRPA has solicited comments from those public agencies having jurisdiction over the nearshore and foreshore and all such comments received were considered by TRPA prior to action being taken on the project.

81.6.2. Changes, Expansions , or Intensifications of Existing Uses

Expansions and intensifications of existing uses, or changes in use to the extent permitted by this chapter, are subject to the requirements for a permit set forth in Chapter 2: Applicability of the Code of Ordinances . Modifications, expansions and other changes to structures are governed by other provisions of the Code and also are subject to the requirements of Chapter 2

A. Allowed Uses

Uses identified as allowed uses may be changed, expanded, or intensified in conformance with this Code. Any change, expansion, or intensification, resulting in a special use, shall be subject to the special use requirements.

82.2. APPLICABILITY

Structures legally existing in the shorezone or lagoons in the Region prior to the effective date of the Regional Plan, July 1, 1987, or structures legally constructed after the effective date of the Regional Plan, July 1, 1987, are recognized as existing structures, provided the structure has not been unserviceable beyond the time limits set forth in subsection 82.4.4. The maintenance, repair, or expansion of existing structures in the shorezone or lagoons shall comply with the provisions of this chapter.

82.3. DEFINITIONS

The definitions of the terms listed are as follows.

82.3.1. Expansion

An increase in size or extent, including an increase in the dimensions of a structure, change in configuration of a structure, and the addition of any structure or edifice to an existing structure.

82.3.2. Major Structural Repair

Replacement or reconstruction of, or modification to, the members of a structure that affect the weight bearing or strength capacity of the structure, and the total cost of materials exceeds \$8,500.00 per year. . Structural members of a pier are members such as piling, crib timbers and rocks, stringer and decking . Rocks placed to create jetties or breakwaters are structural members.

I64-8
cont.

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This amount shall be calculated on an objective market valuation of the materials involved.

82.4.4. Major Structural Repair and Expansion

Major structural repair to, and expansion of, existing structures in the nearshore or foreshore shall comply with the following standards:

A. Structures that Comply with all Development Standards

Major structural repair and expansions to existing structures that comply with all development standards may be allowed provided the TRPA finds that:

1. The structure, including any expansion, remains in compliance with applicable development standards;
2. The repair and any expansion conforms to the design standards in Section 83.11;
3. The project complies with the requirements to install BMPs as set forth in subsection 60.4.3.

B. Structures that Comply with Certain Development Standards

Major structural repair and expansions to existing structures that comply with The length standard for piers set forth in subparagraph 85.5.1.D; the setback standard for piers set forth in subparagraph 85.5.1.E ; the 90 percent open foundation standard for piers set forth in subparagraph 85.5.2.C ; the location standards for jetties, breakwaters and fences set forth in subsection 84.12.1; and the standards for openings in jetties, breakwaters and fences set forth in subparagraphs 84.12.2.A through D; but do not comply with other applicable development standards, may be allowed if TRPA finds that:

1. The repair does not increase the extent to which the structure does not comply with the development standards;
2. The expansion decreases the extent to which the structure does not comply with the development standards and/or improves the ability to attain or maintain the environmental thresholds;
3. The project complies with the requirements to install BMPs as set forth in Section 60.4; 4. The project complies with the design standards in Section 83.11 ; and
5. The structure has not been unserviceable for more than five years.

83.10.2. Development Standards

In addition to the standards set forth in Chapters 84 and 85, the standards set forth in subsection 83.9.2 for Tolerance Districts 4 and 5 shall be applicable to Tolerance Districts 6, 7, and 8

. The following standards also shall apply:

A. Vehicular access to the shoreline shall not be permitted except where TRPA finds that such access will not cause environmental harm.

B. Boat launching facilities and marinas shall be located where the nearshore shelf is of sufficient width to enable construction and use without potential for significant shelf erosion.

84.1. PURPOSE

The Shorezone Subelement, Conservation Element of the Goals and Policies requires TRPA to regulate the placement of new piers, buoys, and other structures in the nearshore and foreshore to avoid degradation of fish habitats, creation of navigation hazards, interference with littoral drift, interference with the attainment of scenic thresholds and other relevant concerns. The Goals and Policies also requires TRPA to conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of such studies and previous studies on shoreline erosion and shorezone scenic quality in determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore. The Shorezone Subelement indicates that provisions should be made to allow multiple -use piers when such uses are intended to

I64-8
cont.

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reduce the number of single use piers on adjoining properties . This chapter sets forth standards and provisions in accordance with these policies.

84.5. PIERS

Where otherwise allowed pursuant to Chapters 8 1 and 82, the placement and design of piers shall conform to the following standards

84.5.1. Location Standards

Piers shall not extend beyond lake bottom elevation 6,219.0 feet, Lake Tahoe Datum, or beyond the pierhead line, whichever is more limiting . The pierhead line is established as depicted on the TRPA Shorezone Tolerance/Pierhead Line Maps.

E. The setback for existing piers shall be five feet and for new piers it shall be 20 feet. Piers shall be placed within the setback lines established by TRPA. TRPA shall establish the setback lines by measuring the applicable distance inward from each property line along the high water line. From this point, a setback line shall be projected lakeward and perpendicular to the tangent of the shoreline. TRPA may adjust angle of projection to compensate for unique circumstances such as a small cove.

I64-8
cont.

84.5.2. Design and Construction Standards

Design and construction standards are:

A. The width of piers shall be a maximum of ten feet, which shall include all appurtenant structures except for a single low -level boat lift and a single catwalk . A catwalk below the level of the main deck, and not exceeding three feet in width by 45 feet in length, may be permitted. Additional width for a single catwalk may be permitted where TRPA finds it is necessary to facilitate barrier free access but at no time shall the entire width of the pier and catwalk exceed 13 feet . A low level boat lift with forks not exceeding ten feet in width may be permitted.

B. Pier decks shall not extend above elevation 6,232.0 feet, Lake Tahoe Datum. Boat lifts, pilings, and handrails and other similar safety devices, shall not extend more than four feet above the pier deck . Pier decks may extend up to elevation 6,234.0 feet in limited situations where TRPA finds that the additional height is necessary for safety reasons or that local wave characteristics represent a real threat to the integrity of the structure.

10). The environmental documentation Must address/analyze all TRPA thresholds, code, goals and policies for compliance.

11). The environmental documentation must address/analyze adaptation to climate change.

12). The environmental documentation must address/analyze natural hazards i.e. earthquakes, tsunamis, and seiches in the Tahoe-Sierra frontal fault zone and Lake Tahoe Basin.

From NOP: The proposed project is a General Plan revision for KBSRA and the Conservancy plaza parcel by DPR and approval for reconstruction of the Kings Beach Pier that complies with all applicable TRPA and state laws, planning guidelines, policies, and regulations. The existing General Plan was approved in 1980 and only addresses 6.82 acres of the park/beach lands. At the time, the plaza area was occupied by dilapidated commercial buildings and the boat ramp/parking was owned and operated by the California Department of Boating and Waterways (DBW; now the Division of Boating and Waterways, a branch of DPR). The boat ramp and associated parking will be added to the KBSRA with the General Plan revision. The plaza will also be covered by the General Plan. A General Plan revision is necessary to incorporate the additional areas formerly owned by DBW and those areas within the KBSRA General Plan planning boundary owned by the Conservancy. The revised General Plan will also provide a long-term and comprehensive framework for the management of the 13.91 acres that it covers.

I64-9

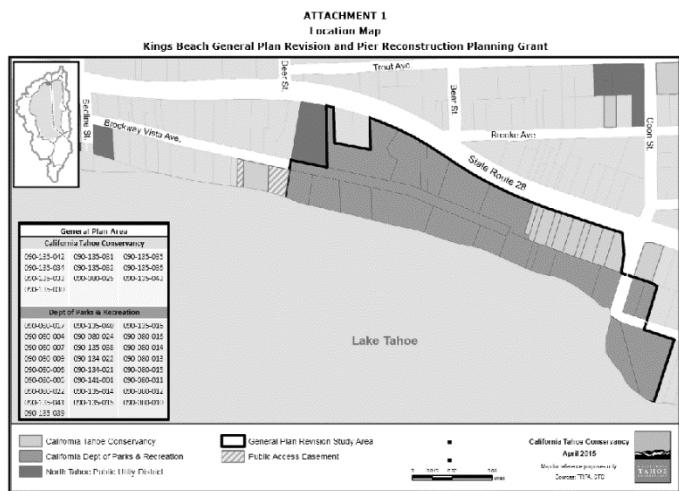
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13). What does the 13.91 acres encompass and are proposed changes going to be addressed as part of this Project? And how does the KB Charette Vision align with the alternatives?

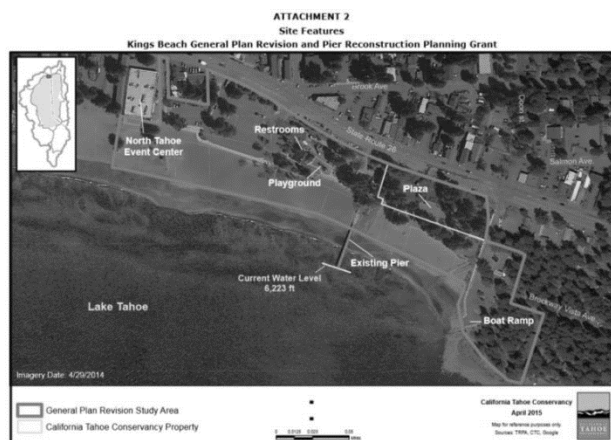
http://www.parks.ca.gov/pages/21299/files/kbsra%20and%20pier%20nop_final_12.17.15.pdf

14). The environmental documentation/project description must disclose the entirety of the proposed project not just the proposed pier expansion. This project should state this is an expansion not just a rebuild of the old pier.

15). The environmental documentation must include maps showing APN designations and ownership so the public better understands which agencies own the parcels affected.



16). The environmental documentation must include the map below showing the proposed project boundaries.



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17). The environmental documentation should include the North Tahoe Events Center future planning as cumulative impacts as an RFP for an improved Center is due to be released in April or May 2016.

18). The environmental documentation must address Kings Beach Pier Feasibility Study Public Workshop April 1, 2015 issues identified: 5 pages link below:

http://tahoe.ca.gov/wp-content/uploads/2015/03/Public-Workshop-Notes_20150401.pdf

California Tahoe Conservancy Agenda Item 9 April 30, 2015

http://tahoe.ca.gov/wp-content/uploads/2014/09/ITEM9_KBGPandPIER.pdf

Pier feasibility analysis examined the potential of reconstructing the existing public pier. The analysis examined extending the pier to reach navigable waters during normal low water conditions, creating an improved "over the water" experience for recreational users, and meeting Americans with Disabilities Act requirements. That process resulted in development of a conceptual pier design with fixed and floating pier elements, between 500 500-600 feet long, and located approximately 40 feet east of the existing pier.

19). The environmental documentation must include cumulative impacts and the estimated increase in Persons at one time based on increased visitation to the pier and obtain additional PAOTS from TRPA if analysis proves necessary.

I64-11
cont.

GENERAL DEVELOPMENT PLAN

Please see attached map showing areas of proposed development with the \$250,000.00 we received through the Bagley Conservation Fund.

In addition to the Kings Beach complex, the Department also operates and maintains the Department of Navigation and Ocean facility. This facility includes a 100' x 150' vehicle and trailer parking lot, a 100' x 100' vehicle parking lot, 25 picnic sites, complete restroom facility, boat ramp, floating loading dock, and 350' of beach.

Paving

General development projects include resurfacing existing parking (which has not been repaired for 20 years) and paving of additional parking to take care of our day-use needs. Estimated maximum day-use capacity of the beach during summer months is 2,500 total people daily (about 1,000 people at one time). Therefore, using the State Parks and Recreation formula, paved parking for up to 250 cars could be provided without overcrowding the beach area (see attached map).

<u>Paving</u> - See attached map	<u>Amount</u>
Existing	62,250 sq. ft.
Amount Proposed	65,000 sq. ft.
Net Additional Paving	2,750 sq. ft.

Note: Existing paving not utilized in proposed plan shall be removed.

20). The environmental documentation must provide design simulations assuring complete ADA requirements are incorporated as in 1980 it was in the plan and has yet to be entirely completed.

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Bike Access and Bus Service

Provision for bike access to the site will be available. A turnout for bus service (T.A.R.T.) will be located adjacent to parking area on Highway 28 (see map).

Parking Fees

A parking system consisting of meters, drop box, or another method may be instituted at a later date.

Pier

Northbilt, Inc., was awarded a contract to repair existing pilings at a cost of \$10,500.00 and completed on 4/29/80. A connection to the pier will be constructed to make it accessible to the handicapped.

Utilities

The existing overhead electric service to the comfort station will be replaced with underground service.

I64-11
cont.

21). The environmental documentation should include a waterborne transit alternative for analysis which includes analysis of additional parking needs and the potential mitigations associated with such an alternative. The environmental documentation must include maps for proposed parking needs and the additional air quality disturbances due to additional parking requirements. A TRPA APC member suggested (April 13, 2016 TRPA APC) it be studied. If Placer wants this alternative then they should pay for it as it is not part of the intended project.

I64-12

22). The environmental documentation must analyze and provide background information disclosing how low water conditions were identified as low and what depth that is determined to be.

23). The environmental analysis must analyze existing pier length versus a 500 foot pier versus a 600 foot pier (or whatever length is proposed) for scenic, fish habitat, etc.

I64-13

24). All environmental analysis must identify and analyze the existing pier length and location to any proposed length or location as the baseline per CEQA baseline requirements.

25). The environmental documentation MUST include a Financial Obligation Table (based on mitigation measures and infrastructure costs) to disclose financial feasibility of the project can be achieved when all required fees are paid. The Table must include mitigation category (traffic, scenic, air quality, etc.) and required fees. An explanation of how the fees were calculated as well as identification of which agency will be obligated to pay. Identify if any fees will be required of Placer County and its residents. Identify approximate/estimated infrastructure costs for dredging, grading, road building, utilities, BMPs, etc. as part of the financial obligation Table for determination if project is financially feasible.

I64-14

26). The environmental documentation must disclose maintenance budgets are available.

27). The environmental documentation must include a table showing proposed phasing of the project.

28). The environmental documentation must include an additional Table for the multi-step, multi-agency, multi-pronged, approval of the Pier. The Table must include: required approval chronologically identified for transparency for the public and agencies to assure that the process is correctly being adhered to and all approval meetings are noticed allowing for public comment. The Table should be in chronological order, provide agency name and required approval.

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29). The environmental documentation must include a description of TRPA's and Placer County's role in the project/process.

30). The environmental documentation must disclose how the pier/plaza proposal aligns with the Tahoe Basin Area Plan and specifically the North Tahoe East Area Plan as currently proposed.

31). The environmental documentation must include detailed scenic simulations of all pier alternatives: depicting height, width, length, types of materials, lighting, etc. to enable the public and agencies to accurately assess visual magnitude of the pier. Provide various simulations at varying heights and widths and materials.

32). The following criteria must be used to select initial viewpoints: sensitive or protected views including public open space and recreation areas, residential areas, and designated scenic roadways or vista points.

33). The environmental documentation must include simulations depicting how the pier is seen from the waters of Lake Tahoe from 300 feet off shore, 600 feet offshore and beyond. Elevated drone view looking at the KBSRA and beyond. Other simulations from ground level from various locations: i.e. Brockway Vista, Tahoe Vista, Agate Bay, etc.

34). Scenic analysis must include additional night time analysis if pier and boardwalk are to be lit.

Fencing

One of the more difficult tasks will be determining what type of fencing will be used to encompass the project that will meet the design standards for the Lake Tahoe Basin. Of special interest, the existing stone walls will be extended and incorporated into a berm and wall facility to control the present blowing sand problem (see attached map). It is recommended that a "log post" type fence be constructed to act as barrier between the parking area and Highway 28. Also, it is recommended boulders be set at certain locations for aesthetic and traffic control (see attached map).

35). The environmental document must include analysis and solution for capturing blowing sand.

36). The environmental documentation must include requests made by the North Tahoe Public Utility District to address the potential relocation of sewer lines and provide maps and diagrams for suitable relocation and insure the pier relocation will not conflict with future pump stations and District needs.

37). Impacts of the parking area being closed during evening hours needs to be assessed. Especially for the local business located adjacent to parking lot: Jasons Restaurant.

I64-15

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**Letter
I64**

Ellie Waller
June 13, 2018

I64-1 through
I64-15

These comments refer to the Kings Beach State Recreation Area General Plan Revision and Draft EIR/Kings Beach Pier Rebuild Project Draft EIR/EIS, not the Shoreline Plan EIS. A response to these comments will be provided in the Final EIR/EIS for that project.

<p>Letter I65</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 7:02 PM
To: Shoreline Plan
Subject: CONTACT FORM

From: Kelsey Weist
Email: weist.kelsey@yahoo.com

Message Body:

Extend Public Comment

My first comment in reference to the Shoreline Plan is marketing. The marketing for this project has been so unbelievably poor and in my opinion completely neglected. I do believe that due to the lack of public awareness the comment period should be extended to allow for additional education on this project. I was one of the very FEW locals to attend one of the meetings and NO ONE I talk to has ever heard ANYTHING about the shoreline plan. They don't believe it is a "thing". More education and community awareness is absolutely needed.

I65-1

Protecting the Environment

After attending the meeting as again, one of the only 14 people in the room to represent the South Lake Tahoe area, I quickly realized that from Alternative 1, Alternative 2, Alternative 3 and Alternative 4, ONLY alternative 4 "protects and preserves" Lake Tahoe by definition. I do believe all of the organizations involved for so used to utilizing the terms "protect" and "save" or "keep tahoe blue" that they actually forgot what that meant. Alternative 1 only protects the lake from the unknown or potentially worst case scenario of Alternative 2. In other words it ONLY looks good in comparison to alternative 2. Why are you trying to make shit look good by comparing it with other shit? BOTH OPTIONS ARE HORRIBLE – Why is Alternative 4, not the only option?

I65-2

We Do NOT Need More Boats

Why do we have to make room for more boats? Will people stop visiting Lake Tahoe if there are less boats? Probably not. Will they stop visiting Lake Tahoe when the lake looks brown and full of trash like an east coast lake? Probably.

I65-3

Solving Already Existing Problems

As of now, I am an avid paddler and can not, will not go on the lake nor recommend anyone else for on the lake after 12:00 noon with a non-motorized watercraft. Why? Because of the wake. The no wake zone is not enforced. Regulations are not enforced. In my opinion the lake is already unfavorable in the summertime. Why would you even consider adding more havoc on the lake before the already existing issues are resolved.

No Wake Zone

I understand that there will be a no-wake zone. Problem is, your proposed method of regulation for this is an APP? I'm sorry – I go on the lake to turn off my phone. Are you proposing that all boat drivers hold a phone in their hand at all times to tell them where the no-wake zones are? That silly, I'm sorry – It's not going to work.

I65-4

You don't want to add No wake buoys because they don't look pretty but it is totally fine to add hundreds of new piers and thousands of new moorings? Lets not forget the additional boats and all the invasive plants they will inevitably bring in.

Access to the Lake

Right now it is already difficult to access the lake after 10am in the summertime let alone on a weekend. You bring in more boats, you bring in more people, your going to need more parking for those boats, those trailers, those cars. Lets not forget the added traffic going through town. The League to Save Lake Tahoe added Lime Bikes last year and now

I65-5

scooter to push the “drive less” movement – how much gas and energy do they think it takes to bring your boat to Tahoe? Why do we have to allow everyone and their mother to bring a boat to Tahoe? Why does it have to be easier? If you add more moorings now because they are needed – How many more will be needed in 10 years? When will it stop? When will the next shoreline plan add to the numbers? Why can’t the price to have a mooring or a pier or launch a boat go up? Why can’t it be an elite thing to be able to have a bot on Lake Tahoe. Is it really necessary?

I65-5
cont.

Promote Local Businesses:

If you can’t afford to have a boat on Lake Tahoe, rent a boat. Instead of a monopoly at the marinas that offer a turn and burn service, promote small business that will offer more than traditional boat rentals. Allow small business to offer different types of boats, boat charters, guided tours, rentals, transportation and sightseeing shuttle services. This would create jobs, draw in a more professional local clientele, promote community development and a better entrepreneurial network. Business owners would protect the lake as it being their livelihood and oversee guest actions including but not limited to littering, safety and overall experience.

I65-6

More boutique businesses would draw in a destination clientele, offer full service amenities including transportation and reduce the demand for beach access, lake access parking spaces, local traffic etc. Guided tours, rentals and boat charters would reduce the need for additional boats being trailered in, reduce the amount of trailer parking overflow and eliminate the need for additional development. It would add value to the Tahoe experience. Not damage it by allowing more lake front development.

My Proposal

My best recommendation would be to redevelop Lake Tahoe NOW. While we have the chance and opportunity into the type of place where guests drive in. Park and will not have to touch their car again until they leave Tahoe. We are currently on the right track with adding bike paths, lime bikes etc. But we need more outdoor activities. There is too much of a monopoly. Too many TRPA rules and regulations that might hinder the opportunities to develop Lake Tahoe in a positive manner. If more shuttle busses were allowed through NOT THE CITY, but local businesses, it would A.) not place a demand on city funds and B.) only add to job opportunities and tax money earned. My personal proposal is not to keep building up but to allow others to solve the traffic problem and solve the beach access problem and reduce the demand for more boats on the lake. (rent one, or pay more). I personally believe Alternative number 4 is the only smart option.

I65-7

Remove the Unusable Structures

Weather you decided to implement option 1, 2, 3 or 4 or any variation of those alternatives. Please consider removing the structures that are not in use. Not just for those who want to build new piers but to possibly create a way in which those who do not want piers, have an old or unusable structure will profit from removing that structure. (Perhaps from the person who wants to build something new.) Not only that. There is SO MUCH junk beginning to collect under the surface and along the shoreline such as guardrails, beach umbrellas, pieces of boats and equipment.) These things should be removed. If they are left to sit there eventually Lake Tahoe is going to turn into one of those dirty east coast lakes and the value for everything will quickly depreciate.

Profit off of Lake Tahoe

If you want to make more money off of Lake Tahoe. You want to invest in Lake Tahoe weather it be for property, a business, family etc. Do not allow more shoreline structures. Protect and focus on developing what we already have. The last thing we need here is more roadwork. More construction and to make the clarity less than it already all time low of 59.5 feet.

-Kelsey

**Letter
I65**

Kelsey Weist
July 9, 2018

I65-1

The comment questions the public noticing for the Shoreline Plan EIS and requests an extension of the public comment period. The Shoreline Plan EIS was sufficiently noticed through the mailing of approximately 33,000 post cards to homeowners in the Tahoe Basin, eblasts throughout the planning process, multiple public meetings, a website dedicated to the project, and articles in the newspaper.

- I65-2 The comment offers support for Alternative 4. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I65-3 The comment opposes additional boats on Lake Tahoe. Refer to Master Response 1 – The Shoreline Plan and Planning Process, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.
- I65-4 The comment expresses concern regarding compliance with the no-wake zone and suggests the addition of demarcation buoys. The comment also expresses concern about the introduction of invasive plants. Invasive plants are addressed in the Draft EIS in the discussion of Impact 5-1: Increased risk of AIS introduction or spread. The Shoreline Plan would continue and expand AIS control programs. Mitigation measures identified in the EIS would require the implementation of AIS management plans at marinas. Additional information on the enforcement of the no-wake zone is provided in Appendix A, “Shoreline Implementation Program,” of this Final EIS.
- I65-5 The comment expresses the opinion that implementing the Shoreline Plan would exacerbate traffic and make access to the lake difficult. The Draft EIS considers these issues and determines that the proposed Shoreline Plan would have a less-than-significant effect on traffic (Draft EIS pages 13-9 through 13-15) and on access to or along the shoreline (Draft EIS pages 8-28 through 8-30).
- The comment also inquires whether a future Shoreline Plan could be proposed that would increase the number of allowable structures in Lake Tahoe. TRPA is responsible for developing and implementing a Regional Plan that achieves and maintains environmental threshold standards while allowing for orderly growth and development that is consistent with those thresholds. The Shoreline Plan is a component of the Regional Plan intended to achieve and maintain environmental thresholds. TRPA is not proposing and does not anticipate a future Shoreline Plan. Any future changes to the Shoreline Plan would be informed by the status and trends related to environmental thresholds. Refer also to Master Response 6 – Monitoring and Adaptive Management of the Shoreline Plan, in Section 3.1 of this Final EIS, which provides information on how TRPA considers monitoring data to determine whether future changes to the Shoreline Plan are necessary.
- I65-6 The comment expresses support for local, small boat rental and boat charter businesses. The comment is noted for consideration.
- I65-7 The comment offers suggestions related to transportation options. It expresses support for Alternative 4 and the concept of transferring shoreline development, which is included in the proposed Shoreline Plan. As stated on page 2-33 of Chapter 2, “Description of Proposed Project and Alternatives,” “piers could be relocated or transferred within the same scenic unit or to another scenic unit that is in attainment of scenic threshold standards.... When a pier is transferred or relocated, the old pier would be removed, and the area restored to a natural condition. In the case of pier transfers, the sending parcel would become deed-restricted to prevent future pier development.” Refer to Master Response 1 – The Shoreline Plan and Planning Process, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I66</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Sunday, July 8, 2018 8:10 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Lorenzo "Spike" Wimmer <Spike.tango.mike@gmail.com>
 Subject: Several

Message Body:

As a retired US Merchant Marine Master (Capt), and US Navy Pilot San Francisco Bay, the lack of presence of the USCG is alarming.

- Lack of spill response team/action plan; I have reported several motorized craft that sank last year, to have each agency pass it off to the other, i.e., no response.
- Boating safety patrols - North Lake Tahoe (Washoe), no safety patrols ever seen (I'm on the lake daily) One WCSO Patrol boat that "sits" at the Thunderbird Lodge and does nothing but fireworks patrol; enforcement of Inland Rules of the Road. The lake is covered under Maritime Law, Title 33; rentals without PFD's, boating while intoxicated, etc.
- Holding tank pump out stations - enforcement of zero waste discharged---Where is your plan??? This is our drinking water!!!
- Additional garbage, trash in the lake, along the shoreline; graffiti mitigation - TRPA does NOTHING for this...State Parks do NOTHING for this!

Several of my fellow paddle boarders and kayakers are out daily, cleaning Hidden Beach and the eastern shoreline of trash, garbage and graffiti that are left by out of town/second home people that have no vested interest in the quality of our lake and shoreline.

-If your going to increase the motorized boats on the lake, and increase traffic into the region, you do not have a plan to deal with the additional traffic (that is already a nightmare, weekends and holidays) -If your plan is to increase the numbers at least two-fold to the lake...whose budget will you fund to pay for the additional waste management? Graffiti cleanup? Enforcement of safe boating laws (that you are not doing now), additional human waste and coliform bacteria going into the lake from additional motorized craft, as you are not monitoring that now?

Your plans to turn the pristine waters of Lake Tahoe into a New Jersey shoreline is a disgrace. You cannot and do not manage what you have now. You surely will not be able to manage the effects of any of your future plans.

I66-1

**Letter
I66**

Lorenzo "Spike" Wimmer
 July 8, 2018

I66-1

The comment expresses concern related to traffic, solid waste, human waste, graffiti, and enforcement of boating regulations. The Draft EIS considers these issues and determines that the proposed Shoreline Plan would have a less-than-significant effect on traffic (Draft EIS pages 13-9 through 13-15) and on hazardous substances (pages 6-27 through 6-31). There is no evidence to suggest that the increase in boating activity that would result from implementing the Shoreline Plan would result in a substantial increase in graffiti. Additional information on enforcement of boating regulations is provided in Appendix A, "Shoreline Implementation Program," of this Final EIS.

<p>Letter I67</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 1:47 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment

From: Gregory woolley <grgewoolley@att.net>
 Subject: The accelerated destruction of lake tahoe

Message Body:

The shoreline plan is a complete fraud mastermind by the most corrupt individuals and organizations with trap leading the pack. Promoting massive developments, ever greater lake front building and development. As building has exploded on the lake front ,bigger buildings, bigger lawns , more nitrogen fertilizer, , miles of slimey algae covered shoreline, expanding every year.

In short killing off the fishery at Tahoe will not save it from over development. In the days when the fishery was healthy and development non existent the lake was pristine.. killing the fish and promoting more development dooms the Tahoe environment.

Sadly the best thing for Tahoe would be a massive fire destroying everything.....a chance to start over, in the mean time trpa continue to destroy Tahoe with over development for fun and profit.z

I67-1

**Letter
I67**

Gregory Woolley
 July 9, 2018

I67-1

The comment expresses opposition to the proposed Shoreline Plan. Refer to Master Response 1 – The Shoreline Plan and Planning Process, in Section 3.1 of this Final EIS, which provides details on how comments that express support for, or opposition to, a Shoreline Plan alternative or recommend changes to the proposed Shoreline Plan are considered.

<p>Letter I68</p>

From: WordPress <noreply@shorelineplan.org>
Sent: Monday, July 9, 2018 6:52 PM
To: Shoreline Plan
Subject: Shoreline Plan EIS Comment
Attachments: DSC_0190-001.jpg

From: Bill Wynne <tradewynne@gmail.com>
 Subject: Plastic

Message Body:

The lake is covered in plastic every spring. Does TRPA have any plans for plastic remediation? Why couldn't TRPA's boat be used to skim the lake in March and/ or April? Also, why not push the no wake zone out to 800 yards+? Boats cruise right over drinking water intakes and even the 200 yard limit is NEVER enforced.

I68-1

**Letter
I68****Bill Wynne**
July 9, 2018

I68-1

The comment expresses concern about the quantity of plastic in the lake and about boating near drinking water intakes. It also expresses support for an expanded no-wake zone. The Draft EIS considers plastic pollution (Draft EIS page 5-46) and drinking water contamination (Draft EIS pages 6-27 through 6-31) and determines that the effects of the proposed Shoreline Plan would be less than significant. In response to this and other comments, TRPA has revised the proposed Shoreline Plan to include additional no-wake zones, including a 200-foot no-wake zone surrounding all shoreline structures and a 100-foot no-wake buffer around all nonmotorized watercraft and swimmers. Additional information is provided in Chapter 2, “Revisions to the Proposed Shoreline Plan,” and in Master Response 2 – Effects on Recreation, in this Final EIS.