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TAHOE REGIONAL PLANNING AGENCY

Code Amendments for Essential Public Safety Facilities within the Shorezone to Accommodate Regional Emergency Response Needs


Regional Plan Implementation Committee
August 24, 2016

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MAP LEGEND
BUOYING/BOORING
FUELING STATIONS
PUBLIC PIERS
RAMPS/LAUNCH
BOATING FACILITIES

EXISTING BOATING FACILITIES - DRAFT MAP
SHORELINE CONDITIONS, LAKE TAHOE REGION




Regional Plan Context

Regional Plan Policy PS-4.2

PS-4.2 EDUCATIONAL AND EMERGENCY SERVICE ORGANIZATIONS SHOULD ANTICIPATE AND PLAN FOR PROJECTED DEMANDS AND NEEDS CONSISTENT WITH THE REGIONAL PLAN AND ARE ENCOURAGED TO ADVISE THE AGENCY WHEN DEVELOPMENT POTENTIALS EXCEED CURRENT OR ANTICIPATED SERVICE CAPABILITIES OR CAPACITIES.

TRPA and other relevant agencies will coordinate with social service agencies to help identify future demands and needs anticipated with implementation of the Plan. That information will be used to identify possible deficiencies and to develop appropriate strategies to maintain an acceptable level of service.



Proposed Amendments

84.10. SAFETY AND NAVIGATION DEVICES-PUBLIC SAFETY



84.10.1 Safety and Navigation Devices
New safety and navigational structures may be permitted only upon the recommendation of the Army Corps of Engineers or the U.S. Coast Guard.

84.10.2. Essential Public Safety Facilities
Essential Public Safety facilities within the Shorezone provide lake access and egress for public safety and emergency response.

A. One Essential Public Safety Facility in the Shorezone may be designated within each of El Dorado, Placer, Washoe, and Douglas Counties, and one for the U.S. Coast Guard.



B. Essential Public Safety Facilities in the Shorezone shall comply with the location, design and construction standards set forth in subsections 84.5.1 and 84.5.2 for piers, subsections 84.6.1 and 84.6.2 for boat ramps, subsection 84.7.1 for mooring buoys, and subsections 84.8.1 and 84.8.2 for floating docks and platforms; except that a facility recognized by TRPA as an Essential Public Safety Facility pursuant to this subsection may deviate from location, design and construction standards set forth in the following subparagraphs, when necessary for functionality: 84.5.1.A, 84.5.1.D, 84.5.1.E, 84.5.2.A, 84.6.1.A, 84.6.1.C, 84.6.2.A, 84.7.1.A, 84.7.1.C, 84.8.1.A, 84.8.1.D, and 84.8.2.A.

C. If an Essential Public Safety Facility ceases to be used for public safety, any portion of the structure allowed to deviate from general location, design or construction standards pursuant to this subsection must be removed or brought into conformance with development standards.

Environmental Analysis


- Boating Impacts:
 - Impact of “Freeing Up” 10 Moorings for Recreational Boating Use
- Scenic Impacts:
 - Individual and Cumulative Impact of 5 facilities
- Existing Design Criteria:
 - PPP and TRPA Code of Ordinances


 


Environmental Analysis: Boating Impacts

Impact of “Freeing Up” 10 Moorings for Recreational Boating Use


- 0.13% increase in total moorings
- 0.10% increase in total annual boating day trips from estimated 2009 levels





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Environmental Analysis: Scenic Impacts





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Environmental Analysis: Existing Design Criteria



- Partial Permitting Program
- Existing TRPA Code
- California Environmental Quality Act (CEQA)

APC Action


July 13, 2016 –
Unanimous recommendation that Governing Board approve the proposed Code amendments based on the staff summary and the evidence in the record.





Recommendation and Required Motions

- 1) A motion to recommend Governing Board approval of the required findings as contained within Attachment A, including a finding of no significant effect; and
- 2) A motion to recommend Governing Board approval of the proposed Code amendments as contained in Attachment B.





Public Health and Safety Work Program

- Governing Board (Adoption) – September 28th

★ Ongoing coordination with first responders
and outreach to stakeholders

Thank you

