Shoreline Plan Briefing
RPIC

May 24, 2017

Working to Enhance + Protect 72 Miles of Lake Tahoe's Shoreline

SHORELINEPLAN
Enhancing Recreation & Protecting
Lake Tahoe's
72 Miles of Shoreline
✧ Organizing Goal + Principles
✧ Pier Proposal
✧ Other Policy Proposals
✧ Update on May 23rd Steering Committee

Overarching Goal

Enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for the future.

Organizing Principles

- ✧Fair and Reasonable System of Access
- ✧Preserve Quality Recreation and Public Safety
- ✧Protect and Where Possible Enhance the Environment
- ✧Adapt to Changing Lake Levels
- ✧Implement Predictable and Consistent Rules

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Comprehensive Piers Policy Proposal

Manages:

- ✓ Demand
- ✓ Density
- ✓ Distribution
- ✓ Eligibility

Piers
Endorsed

Principles

- ✧ Go slow
- ✧ Encourage Multiple-Use
- ✧ Prioritize Multiple-Use Pier Applications

Pier Allocation

- ✧ 10 Public Piers and 128 Private Piers (total) Available for Permitting

Private Piers

- ✧ 96 Piers, Initial Release, Permitted over 16 years
- ✧ Permit up to 12 piers possible / 2-year
- ✧ Every 8 years (every other Threshold Report), evaluate number of parcels retired. For every 8 parcels retired, release 3 more piers (96+3, etc.), capped at 128

Multiple Use Pier Incentives & Design Standards *Endorsed*

Definition

- ✧ Serves more than one primary residence
- ✧ Retires development potential

Incentives

- ✧ First priority for processing
- ✧ Design features allowed to encourage
  - – Longer Catwalks
  - – Boatlifts (1/parcel, up to 4 allowed)
  - – Creative Pierhead Design

Design Standards

- ✧ Length:
  - – More limiting of 6,219’ or 30-feet waterward of Pierhead Line (measured at landward side of catwalk)
- ✧ Width
  - – 15 feet
- ✧ Catwalks
  - – 2 parcels: 30-feet long
  - – 3+ parcels: 45-feet long
- ✧ Boatlifts
  - – 1 per littoral parcel, not to exceed 4/pier
- ✧ Visual Mass
  - – 2 parcels: 400 square feet
  - – 3 parcels, 460 square feet
  - – 4 parcels, 520 square feet

Single Use Pier Design Standards - *Endorsed*

Single-Use Design Standards

- Length
  - More limiting of elevation 6,219' or Pierhead Line
- Width
  - 10 feet
- Visual Mass
  - 220 square feet
- Location
  - 40 feet from any other pier
- Catwalks
  - 3 feet wide and 30 feet long
- Boatlift allowed
  - 1 per littoral parcel

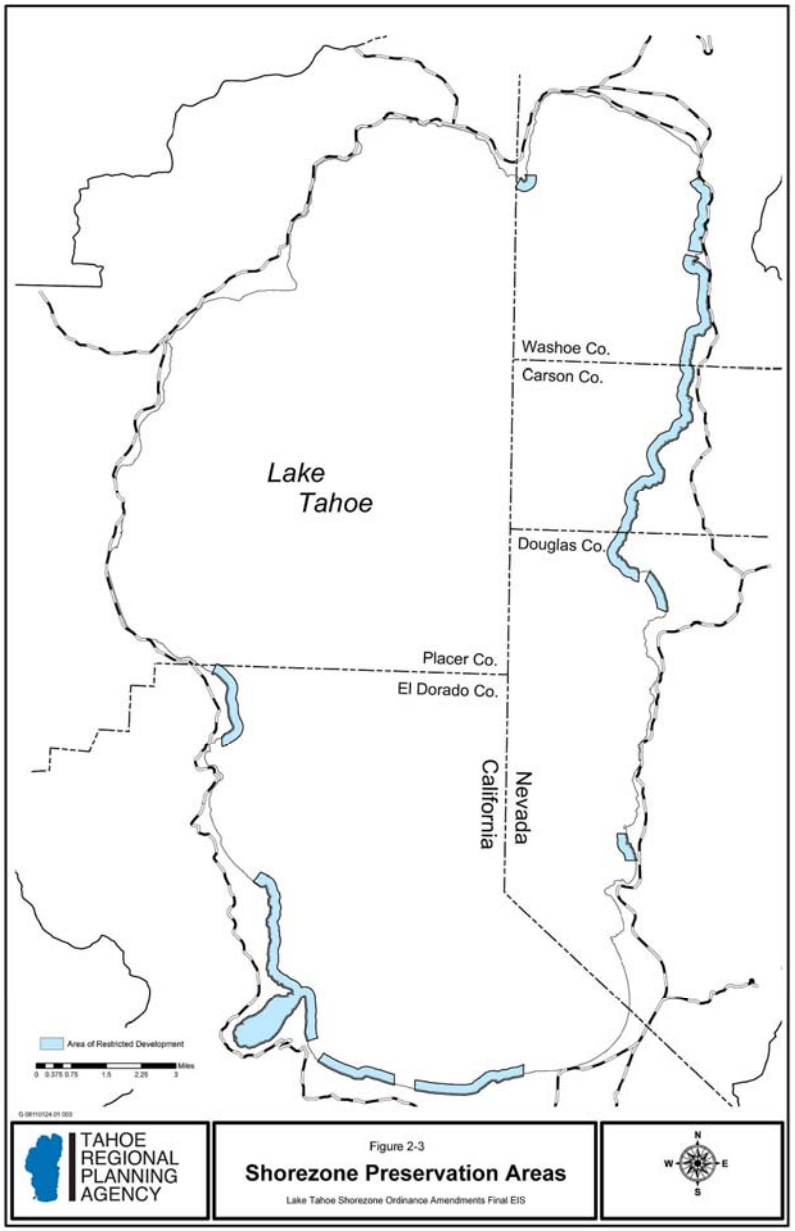
Issues Remaining

- Private pier density
- HOA service
- Multiple-use piers in nonattainment units
- Commercial piers
- Multiple residences on single parcel

Private Piers –Issues Harmonized

- Expand eligibility to all **private littoral parcels are eligible** for a pier – including those served by a multiple use facility or homeowners association pier
- **If…**
  - No existing pier or deed restriction
  - Not in stream mouth protection zone

AND…



Piers –Retire Development

New Piers will **retire development potential on one or more separate parcels** without pier

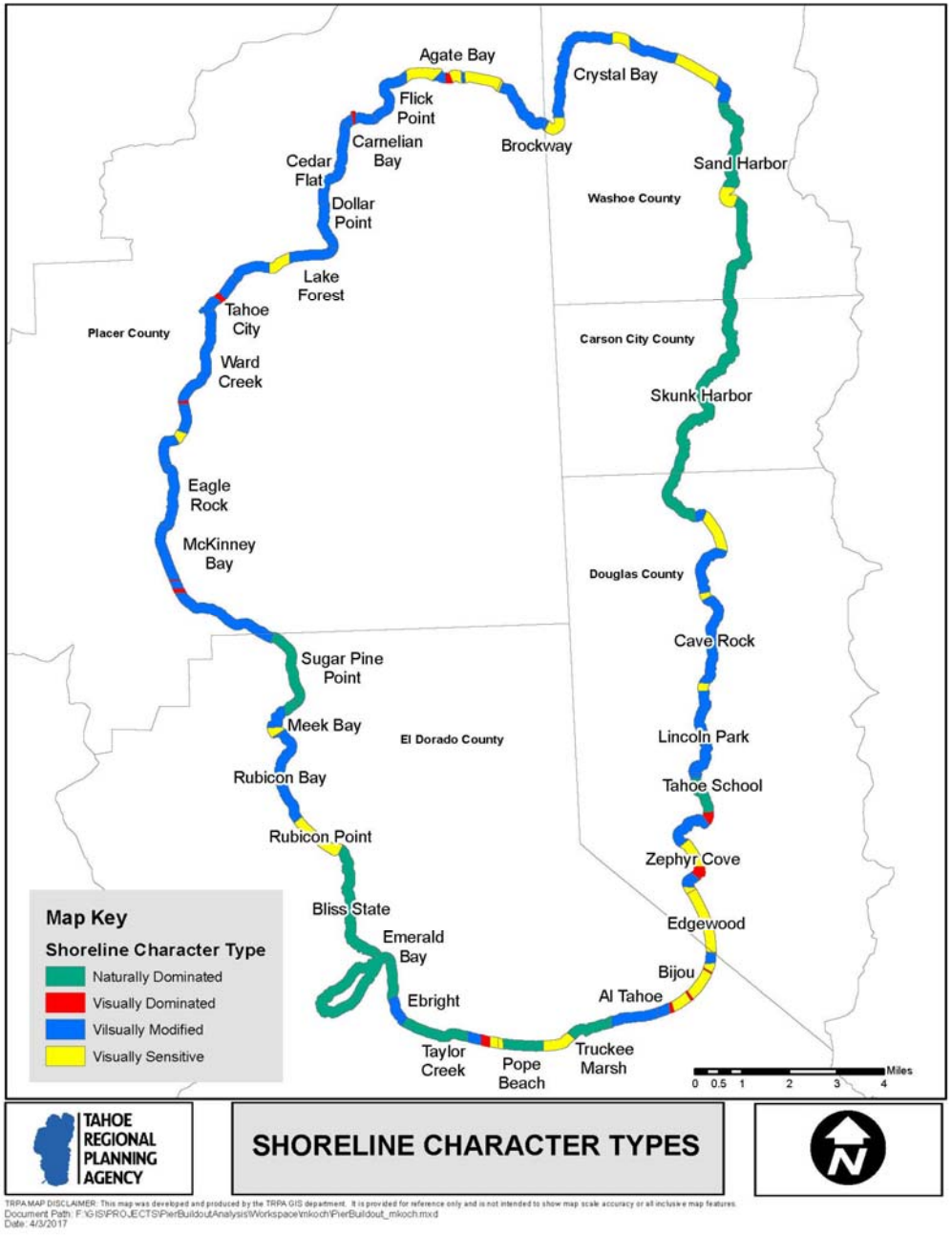
- Number of parcels to retire increases with developing parcel's scenic sensitivity and attainment status

  [**not in attainment / in attainment**]

  Visually Dominated = Marinas [**1/1**]

  Visually Modified = Developed Area [**2/1**]

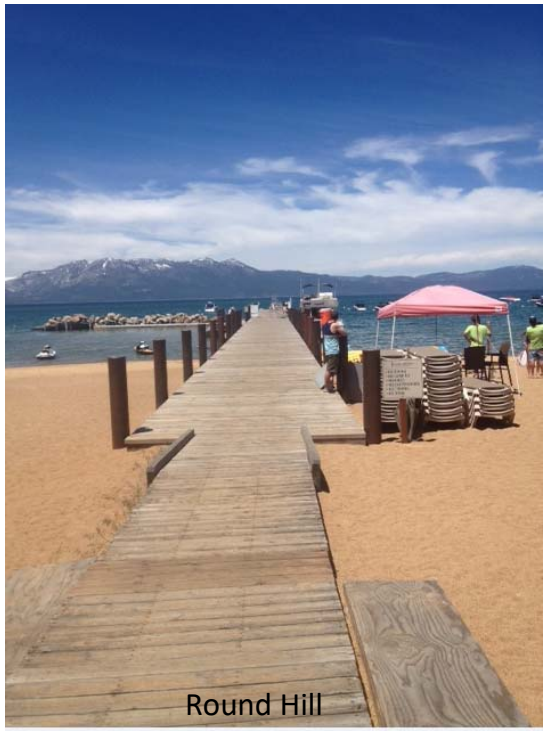
  Visually Sensitive = Most Sensitive [**2/2**]



Piers - Allocations

Principles

- ✧ Go Slow
- ✧ Encourage Parcel Retirement


Round Hill

Pier Allocation

- ✧ 10 Public Piers and 128 Private Piers (total) Available for Permitting
- ✧ Distribution around Lake (next slide)

Private Piers

- ✧ 96 Piers, Initial Release, Permitted over 16 years
- ✧ Permit up to 12 piers possible / 2-year
- ✧ Every 8 years (every other Threshold Report), evaluate number of parcels retired. For every 8 parcels retired, release 3 more piers (96+3, etc.), capped at 128

Modeling Results

- **Distribution of 128 new private piers around Lake Tahoe**
  a. **86 in California (2/3)**
     i. 58 of the 86 in Placer Quadrant (2/3)
     ii. 28 of the 86 oin El Dorado Quadrant (1/3)
  b. **42 in Nevada (1/3)**
     i. 21 of the 42 in Washoe Quadrant (1/2)
     ii. 21 of the 42 in Douglas/Carson Quadrant (1/2)

Piers – Permit Prioritization

- **Applications collected annually and prioritized**
  1. Amount of development potential retired within the same scenic character type within the same scenic unit
  2. Amount of development potential retired on the most parcels

- **Scenic BMPs required**

Piers – Multiple-Use, New Elements

Definition

- Serves more than one primary residence on one parcel or
- Multiple parcels with primary residences

RPIC Endorsed Design Standards Previously, *these are new elements*

Design Standards

Multiple Residences, Single Parcel

- ✧ Based on the number of units served
  - For 1-2 units, single-use design standards apply
  - For 3-4 units, multiple-use design standards apply with visual mass limited to 400 sf.
  - For 5-20 units, multiple use design standards apply with visual mass limited to 460 sf
  - For more than 20 units, multiple use design standards apply with visual mass limited to 520 sf
- ✧ One boat lift allowed

Single Primary Residence, Multiple Parcels

- ✧ Piers that serve a single primary residence with multiple vacant littoral parcels must comply with **single-use pier design standards,** but qualify for application priority.

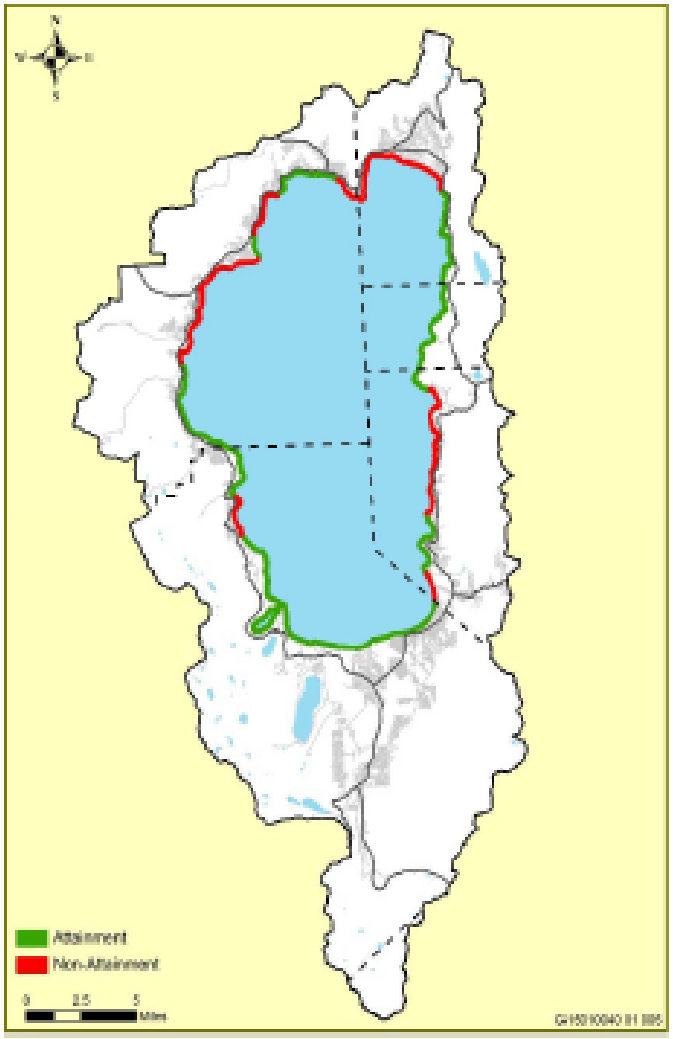
Piers – Commercial + Tourist

- **Commercial use eligible** for a new pier.
- If **upland use** is commercial and tourist accommodation, then eligible for new pier.
- For eligible piers **open to the public**, design to **multiple-use** standards for 4+ littoral parcels.
- For eligible piers **not open to the public**, design to **single-use** standards.
- Applications prioritized during annual pier application and allotment process.

Piers – Relocation + Transfer + Conversion

- Piers may be **relocated or transferred within the same or another scenic unit in attainment**, but not to unit out of attainment
- Transferred piers meet new pier **location and design criteria**
- When transferred
  - **Old pier fully removed and area restored**
  - Sending parcel **deed-restricted** from future pier
  - Sending and receiving parcels meet **scenic BMP requirements**
- **Existing boat ramps** may be converted to pier. These piers not counted within pier allocation.

Shoreline Scenic Status

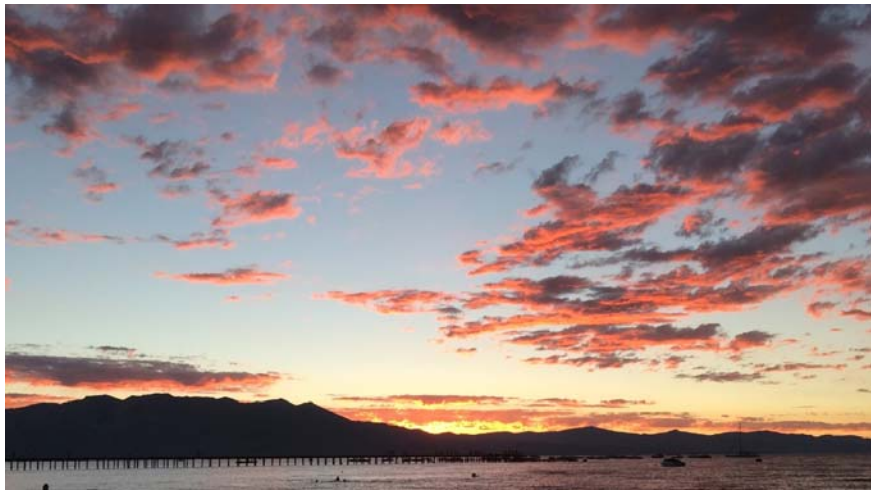


Existing Pier Expansions

- Existing piers that **conform to location and design standards**
  - **may be expanded** to the extent allowed for new piers
- Existing piers that **do not conform** to location and design standards **may not be expanded unless**:
  - the expansion is limited to an existing boat house and does not increase the functional capacity of the pier;
  - the effect of the expansion is to **increase contrast rating** of the structure; and
  - the expansion is the absolute minimum necessary to accomplish the **scenic quality improvement**.

Existing Pier Modifications

- Existing pier structures that **do not conform** to location and design standards **may be modified if**:
  - 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.



Piers - Mitigation

Priority Location

✧ Scenic mitigation and improvement should first occur when possible: 1) on the parcel in the shorezone; 2) on the parcel in the upland area; 3) within the unit on the shorezone; 4) within the unit in the upland; and 5) in another non-attainment unit.

Scenic Mitigation

✧ New pier mitigation increases with developing parcel location sensitivity
- For Visually Dominated areas, **ratio is 1:1.5.**
- For Visually Modified areas, **ratio is 1:2.0.**
- For Visually Sensitive areas, **ratio is 1:3.0**.

Fish Habitat Mitigation

✧ Consistent with the environmental thresholds, mitigation of fish habitat is 1:1.

Scenic Credit Program

✧ **Banking** of scenic credits in the shorezone and shoreland allowed.
✧ **Credit** always stays with the parcel.
✧ Private parcels, public parcels and marinas can participate.
✧ Improvement can occur anywhere on the parcel or in the unit.

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RPIC Endorsement and Direction on

Overall Pier Approach

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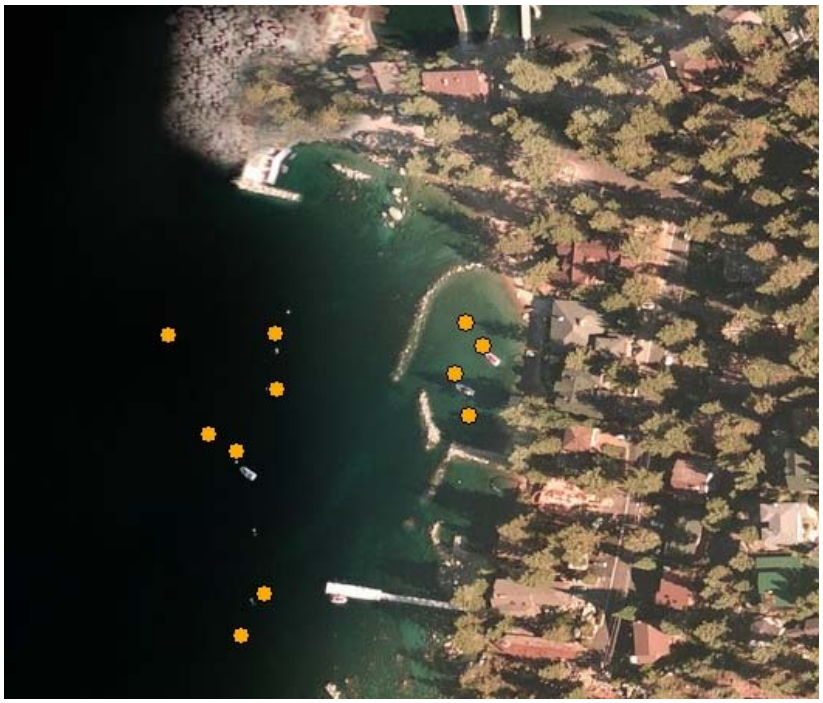
New Policy Proposals

Buoys in Coves
Boat Ramps
Dredging

Buoys in Cove Environments

- Buoys within cove environments with interfering projection lines
  - Cove environment allows only 1 buoy per littoral parcel if applicant is not eligible based on projection lines.
  - TRPA may adjust projection lines on a case-by-case basis.
  - Use same off-shore distance required for single-use buoys.
  - Buoys must be located 50 feet from other buoys.



Boat Ramps

- ✧During low lake levels, encourage **non-motorized boaters** to use boat ramps not functional for motorized boats
- ✧Existing **6 public boat ramps may relocate** to sites better suited to accommodate low lake level
- ✧**Up to 2 new public boat ramps**
- ✧New public boat ramps to be located in areas that promote **geographic distribution** in **clustered development areas and transportation hubs**.
- ✧**New ramp** locations should accommodate **access during low lake levels**.
- ✧Where feasible, marinas and other public ramps may extend ramps to be operational during periods of low lake levels.

Dredging

- New dredging would be allowed at marinas, 5 essential public health and safety facilities, and **6 existing public boat ramps**
- New dredging at public boat ramps may be allowed if **increased functionality** at the ramp can be demonstrated.
- Adopt conformance standard consistent with Army Corps 404 federal standard
- Applicants comply with each state's 401 permit requirements
- Maintenance dredging allowed

Response to Issues Raised at March RPIC

Consider allowing the trading and selling of mooring allocations between private property owners.

- SC Recommendation: The transfer of piers will be allowed under the Shoreline Plan. Once the mooring cap is reached, TRPA will consider allowing the trading and selling of mooring allocations between private property owners.

Consider allowing new dredging at public boat ramps.

- SC Recommendation: New dredging at public boat ramps may be allowed if increased functionality can be demonstrated.

Revisit the proposal regarding neighbor consent for buoys in coves.

- SC Recommendation: The neighbor consent provision will be removed from the compilation document. TRPA will carry forward existing code provisions that give staff the discretion to adjust projection lines in coves.

Clarify that planning for other lakes will be undertaken under a separate planning effort.

- SC Recommendation: The Steering Committee will address other lakes in the future. Reference to other lakes was removed from the compilation document.

RPIC from March

Revise the pier definition to clarify that they will be used as a docking or landing space, not necessarily as a mooring.

- SC: Done

Clarify that 1430 moorings is for buoys, slips, or new boat lifts.

- SC: Done

Clarify provisions regarding concessions at state parks and confirm whether TRPA needs to permit these activities (beyond moorings and buoys).

- SC Recommendation: TRPA will continue to require permits for concessions at state parks along the shoreline of Lake Tahoe.

Consider vertical public access as a mitigation for littoral property development.

- *Still under development.*

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www.shorelineplan.org