

SHOREZONE PROJECT INFORMATION PACKET

I. PROCESS FOR SUBMITTAL OF SHOREZONE PROJECTS

- Step 1:** Review the TRPA Shorezone development standards in [TRPA Code of Ordinances Chapter 84](#)
- Step 2:** Check the [shoreline map](#) to see if your property is within a Stream Mouth Protection Zone or Shorezone Protection Zone. Pier projects, other than maintenance and repairs to existing structures, are prohibited in these areas.
- Step 3:** Gather information about your parcel. Visit the [parcel tracker](#) to look up land capability, backshore boundary delineation, IPES, land coverage, BMP compliance status, and general permit records. Allowable uses and planning considerations are described in your local plan (i.e. Plan Area Statement, Community Plan, Area Plan), which can be found on the [shoreline map](#).
- Step 4:** Prepare a baseline scenic assessment to be submitted with your application. More information on scenic regulations is provided under Section II, "Definitions and Information."
- Step 5:** Determine the Fish habitat designation for the project area. All work causing disturbance to feed and cover or spawning habitat requires a mitigation or restoration plan. Fish habitat maps are available on the [shoreline map](#). Projects in feed and cover or spawning habitat are limited to a construction season of October 1 to April 30 to avoid adverse impacts during the spawning season.
- Step 6:** Request a Tahoe Yellow Cress survey. If the proposed activity will impact the shorezone lakeward of lake bottom elevation 6,229 feet Lake Tahoe Datum, a Tahoe Yellow Cress (TYC) survey must be completed during the growing season immediately prior to the date of the activity (June 15-September 30). If TYC is found, an avoidance and mitigation plan will be required as part of your application submittal.
- Step 7:** Locate all underground and underwater utilities. If your project includes excavation call the regional Underground Service Alert (USA North: 1-800-227-2600) when preparing your site plan. California and Nevada state law both require the permittee to call USA DIGS at least 48 hours prior to commencement of construction.
- Step 8:** Complete the Shorezone Project application and gather all required checklist items
- Step 9:** Determine your [application fees](#)
- Step 10:** Submit your Shorezone Project application and required checklist items to TRPA
- Step 11:** Obtain other necessary agency approvals prior to beginning work (see resource below)

II. DEFINITIONS AND INFORMATION

DEFINITIONS RELATED TO THE SHOREZONE

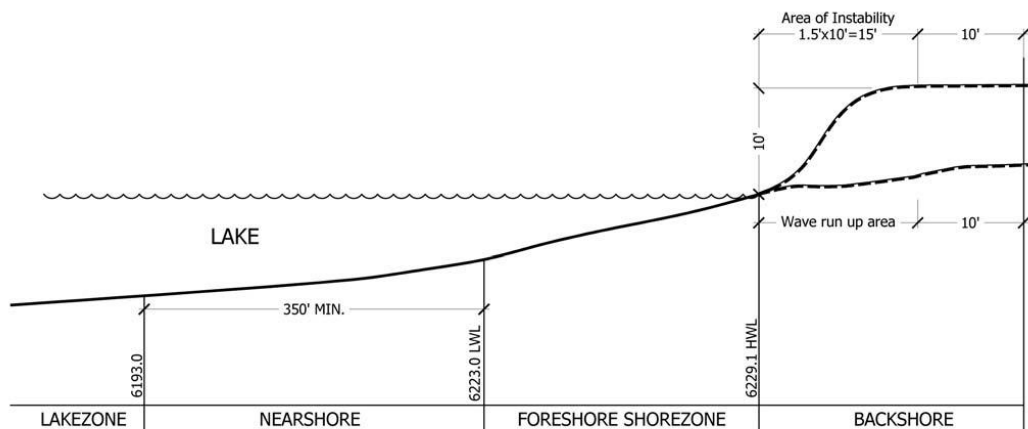
Nearshore: the area extending from the low water elevation of Lake Tahoe (6,223 feet) to a lake bottom elevation of 6,193 feet, but in any case, a minimum lateral distance of 350 feet measured perpendicular from the shoreline. In lagoons and lakes other than Lake Tahoe, the nearshore extends to a depth of 25 feet below the low water elevation.

Foreshore: The area between the low and highwater elevation.

Backshore: The lakeward limit of the backshore is at the highwater elevation. The landward limit of the backshore is established using one of the following criteria, whichever establishes the wider backshore:

- Wave Run-Up: The area of wave run-up, plus ten feet
- Instability: The area of instability, plus 10 feet. The area of instability is measured landward from the highwater line a horizontal distance equal to 1.5 times the height of the bluff located adjacent to the shoreline. As an alternative, the area of instability may be determined through a report prepared by a licensed engineering geologist or soils engineer.

Lakezone: The area of the lake located beyond the lakeward limits of the nearshore.



SHOREZONE - LAKEZONE DIAGRAM

Shoreland: The distance from the highwater line of Lake Tahoe to the most landward boundary of the littoral parcel, or 300 feet landward, whichever is less. In the case where the littoral parcel is a narrow parcel not qualifying for a development right, such as a road right-of-way or dedicated beach access parcel, the most landward boundary of the adjoining parcel to the littoral parcel or 300 feet shall apply. In the case where a littoral parcel is split by a right-of-way but is considered one project area, the most landward boundary of the project area or 300 feet, whichever is less, shall apply.

Pier Headline: A line established on the adopted shorezone maps of TRPA and digitized for all areas around Lake Tahoe

Relevant Contour Elevations: (available on shoreline map):

- High Water Line: 6,229 feet Lake Tahoe Datum
- Natural Rim: 6,223 feet Lake Tahoe Datum
- Estimated Lake Bottom: 6,219 feet Lake Tahoe Datum

PROJECTION LINES AND SETBACKS

In order to determine if your shorezone structure meets location and setback standards, your site plan

must include property lines projected perpendicular to the tangent of the shoreline from the low water line. If in a cove, please include property and projection lines of adjacent parcels and include existing shorezone structures bounded within. Project lines are rarely shared and are usually located independent from the projection lines of adjacent property. TRPA may require projection lines of additional properties if needed to determine proper structure location.

SCENIC REGULATIONS

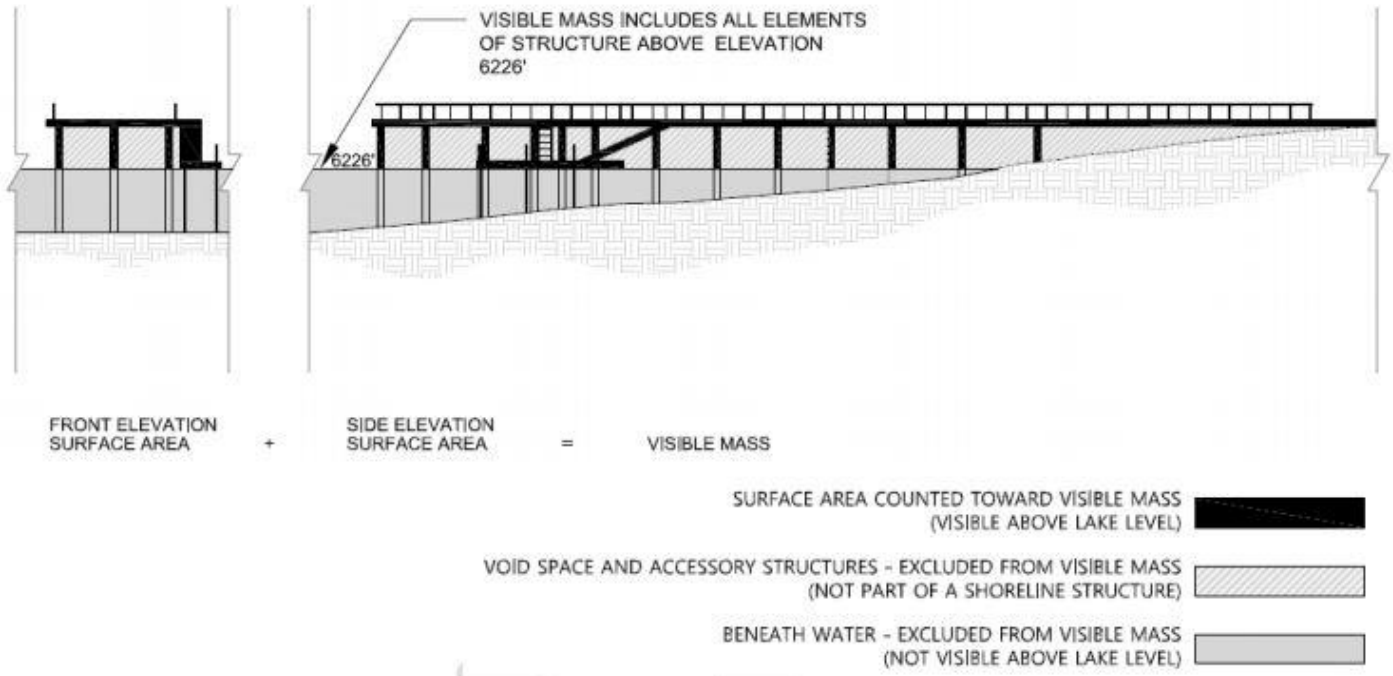
Scenic regulations and the contrast rating system are described in Chapter 66 of the TRPA Code of Ordinances. Visual magnitude/contrast ratings procedural steps are available in Appendix H: Visual Assessment Tool for Review of Projects Located Within the Shoreland.

Scenic Requirements:

A project application for an additional pier must meet the following scenic requirements:

1. The project area must initially score a minimum of 21 points based on the Contrast Ratings System.
2. No later than six months following project application submittal, the project area shall score a minimum of 25 points based on the Contrast Rating System, unless the applicant demonstrates that a score of 25 is infeasible.

Visible Mass Calculations: Visible mass calculations include all elements of a structure above elevation 6,226'. The calculation is the front elevation surface area plus the side elevation surface area. Visible mass used to calculate required scenic mitigation for piers shall include all accessory structures, including boat lifts and watercraft on a boat lift.



Allowed Visible Mass: Allowed visible mass shall include any catwalk but shall exclude the visible mass of a boat lift, watercraft on a boatlift, and other allowed accessory structure. Visible mass due to a lateral public access accommodation shall not count toward the visible mass limitation nor be subject to mitigation requirements, nor be part of the parcel’s shoreland scenic score.

Visible Mass Mitigation Requirements: Additional piers and expansions of existing piers (and other structures) shall mitigate additional visible mass according to the following provisions (TRPA Code Section 84.4.3.A.6):

Scenic Character Types

1. In Visually Dominated Areas, scenic mitigation at a ratio of 1:1.5
2. In Visually Modified Areas, scenic mitigation at a ratio of 1:2
3. In Visually Sensitive Areas, scenic mitigation at a ratio of 1:3

Mitigation shall occur in the following order of decreasing preference:

1. On the littoral parcel and with the shorezone
2. On the littoral parcel within the upland area
3. On a different littoral parcel within the same scenic unit and in the shorezone
4. On a different littoral parcel within the same scenic unit and in the upland area
5. In a different non-attainment scenic unit

Scenic Regulations Resources:

- ✓ [Appendix H](#)
- ✓ [Scenic Assessment Contrast Rating Sheet](#)
- ✓ [Design Review Guidelines](#)

FISH HABITAT REGULATIONS

All projects undertaken in areas identified as, and adversely affecting, prime fish habitat (Spawning Habitat or Feeding and/or Escape Cover Habitat) shall be required to mitigate impacts in accordance with TRPA Code of Ordinance Section 84.11. Fish habitat is available on the shoreline map.

All permanent impacts to substrate in prime fish habitat associated with new or expanded structures shall be mitigated at a ratio of 1.5:1 using one of the following methods:

1. Replacement “in-kind” with similar spawning gravels where gravels previously exists (equal or greater function and value)
2. Construction of complementary habitat adjoining the remaining spawning gravels in-site (must enhance the spawning habitat by substantially increasing function and value)

III. VERIFICATIONS, BANKING, TRANSFERS, & CONVERSIONS

The Shoreline Plan allows for verification, banking, transfer and conversion of the following shorezone rights:

VERIFICATIONS:

Scenic Credits

Scenic credits are defined as the difference between the existing visible mass and the proposed visible mass associated with shorezone structures. Subject to the provisions in TRPA Code Section 84.4.3.A.6.e, scenic credits can be transferred to littoral parcels within the same scenic unit. Scenic credits will be determined through scenic review as part of a modification project or baseline scenic assessment.

BANKING:

Piers and Boat Ramps

Pier rights and boat ramps can be banked using the shorezone application. Verification of the pier or boat ramp will be included as part of the banking process. Associated land coverage must be verified under separate application prior to banking the pier or boat ramp.

Scenic Credits

Scenic credits can be banked as part of a shorezone structure modification project. If no project is proposed, scenic credits can be banked as a separate action using the shorezone application.

TRANSFERS:

Piers and Boat Ramps

Pier rights and boat ramps can be transferred using the shorezone application. Verification of the pier or boat ramp will be included as part of the transfer project. Associated land coverage must be verified under separate application prior to transfer the pier or boat ramp.

Scenic Credits

Once banked, scenic credits can be later used on-site or transferred to another littoral parcel using the shorezone application (receiving parcel must be within the same Scenic Unit and show scenic improvement).

CONVERSIONS

Boat Ramps

A legally existing private boat ramp may be converted to a pier, provided the converted boat ramp (pier) and littoral parcel receiving the pier shall comply with the applicable eligibility and development standards in TRPA Code Chapter 84.

Conversion of a boat ramp to a pier will be reviewed as a pier project using the shorezone application.

Mooring Structures

Pursuant to Code Section 84.3.2.D, the following conversions are allowed:

- A serviceable, legally existing marine railway may be converted to a buoy or boat lift (shorezone project application)
- A legally existing boat slip within a marina or public facility may be converted to a buoy within the same facility and vice-versa (Marina project application)
- A legally existing buoy may be converted to a boat lift and vice-versa (shorezone project application)

IV. RESOURCES

SHOREZONE AGENCY CONTACT INFORMATION

Agency	Jurisdiction	Phone Number
Lahontan Regional Water Quality Control Board	California	(530) 542-5400
California State Lands Commission	California	(916) 574-1940
California Fish and Wildlife	California	(916) 445-0411
Nevada Division of State Lands	Nevada	(775) 684-2730
Nevada Department of Wildlife	Nevada	(775) 688-1500
Nevada Division of Environmental Protection	Nevada	(775) 687-4670
U.S. Army Corps of Engineers	Federal	(775) 784-5304
Lake Tahoe Water Supplies Association	Regional	(775) 832-1284

LOCAL BUILDING DEPARTMENT CONTACT INFORMATION

Agency	Phone Number
City of South Lake Tahoe	(530) 542-6010
Douglas County	(775) 782-6224
El Dorado County	(530) 573-3330
Placer County	(530) 581-6200
Washoe County	(775) 328-2020

GIS/MAPPING RESOURCES

Visit the [shoreline map](#) to look up the following information:

- ✓ Stream Mouth Protection Zones
- ✓ Shorezone Protection Zones
- ✓ Scenic Character Type
- ✓ Tolerance Districts
- ✓ Shoreline & Roadway Units
- ✓ Unit Attainment Status
- ✓ Plan Area Statement, Community Plan, Area Plan
- ✓ Fish Habitat
- ✓ Pier Headline
- ✓ Highwater Contour 6,229
- ✓ Natural Rim Contour 6,223
- ✓ Lake Bottom Contour 6,219

V. SHOREZONE MITIGATION FEES

Mooring Fee: The owner of every mooring on, or with access to, Lake Tahoe shall pay a fee to TRPA of \$43 per year.

Buoy Scenic Mitigation Fee: All buoys shall be assessed a scenic mitigation fee of \$47 per year.

Motorized Boat Rental Concession Fee: Concessionaires shall pay the following fees to TRPA annually for every motorized boat subject to rental:

- a. For every boat with an EPA 3-star or better rating: \$75 per year
- b. For every boat with an EPA 2-star or worse rating: \$150 per year

New Construction and Expansions:

- a. **Piers.** New pier construction and the expansion of the existing piers shall be assessed mitigation fees as follows:
 - i. New Pier- \$60 per lineal foot
 - ii. Additional length to an existing pier- \$60 per lineal foot
 - iii. Other additions- \$600 per application.
- b. **Boat Ramps.** Boat ramp construction and the expansion of existing boat ramps shall be assessed mitigation fees as follows:
 - i. New boat ramp- \$60 per lineal foot
 - ii. Additional length to an existing ramp - \$60 per lineal foot
 - iii. Additional width to an existing ramp - \$200 per lineal foot
- c. **Marinas.** Marina construction and the expansion of existing marinas shall be assessed mitigation fees as follows:
 - i. New boat slip- \$200 per slip
 - ii. New mooring buoy- \$200 per buoy
 - iii. Other additions- \$500 per application