

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the **Advisory Planning Commission** of the Tahoe Regional Planning Agency will conduct its regular meeting at **9:30 a.m.** on **Wednesday, June 12, 2019** at the **TRPA Offices**, located at **128 Market Street, Stateline, NV**. The agenda for the meeting is attached hereto and made a part of this notice.

June 5, 2019

A handwritten signature in blue ink, reading "Joanne S. Marchetta". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

June 12, 2019
9:30 a.m.

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PUBLIC INTEREST COMMENTS

Any member of the public wishing to address the Advisory Planning Commission on any item listed or not listed on the agenda may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chair reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Advisory Planning Commission. All such comments will be included as part of the public record.

NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.

- IV. DISPOSITION OF MINUTES

V.	PLANNING MATTERS		
	A. Update on the Main Street Management Plan and other components of the US 50/South Shore Community Revitalization Project	Informational Only	<u>Page 1</u>
	B. Briefing on Tahoe Keys Lagoons Restoration Project Collaborative Process	Informational Only	<u>Page 5</u>
	C. Update on New Tools & Technology for Lake Tahoe Info	Informational Only	<u>Page 7</u>
VI.	PUBLIC HEARINGS		
	A. Amendments to Chapters 81, 84, and 90 regarding the determination of property boundary projection lines for shorezone purposes; number of boatlifts per multiple use pier; and commercial boating	Recommendation	<u>Page 9</u>
VII.	REPORTS		
	A. Executive Director	Informational Only	
	1) Quarterly Report: January – March 2019	Informational Only	<u>Page 57</u>
	B. General Counsel	Informational Only	
	C. APC Members	Informational Only	
VIII.	PUBLIC COMMENT		
IX.	ADJOURNMENT		

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

April 10, 2019

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Teshara called the meeting to order at 9:34 a.m.

Members present: Mr. Alling, Mr. Buelna, Mr. Cariola, Ms. Carr, Mr. Drake, Mr. Grego, Mr. Hill, Mr. Larsen, Mr. Plemel, Ms. Stahler, Mr. Teshara, Mr. Young

Members absent: Mr. Callicrate, Mr. Drew, Mr. Ferry, Mr. Guevin, Ms. Roverud, Washoe Tribe

II. APPROVAL OF AGENDA

Ms. Burch said Agenda Item V.A - Update on new Tools & Technology for Lake Tahoe Info will be rescheduled to a future meeting.

Mr. Larsen moved approval of the agenda as amended.
Mr. Plemel seconded the motion.

Motion carried.

III. PUBLIC INTEREST COMMENTS

None.

IV. DISPOSITION OF MINUTES

Mr. Teshara said he provided Ms. Ambler with his minor edits.
Mr. Larsen moved approval of the March 13, 2019 minutes as amended.

Motion carried.

V. PLANNING MATTERS

A. Update on new Tools & Technology for Lake Tahoe Info

Agenda item will be rescheduled to a future meeting.

B. Lake Tahoe Aquatic Invasive Species (AIS) Program Update: 2018 Achievements and Priorities for Building Future Success

TRPA team member Mr. Zabaglo provided the presentation.

Mr. Zabaglo said the Aquatic Invasive Species program monitors for species that currently exist in the Lake and ones that do not. During the ten-year program there have been no new invasions of invasive species. Some of the partnerships in the AIS program is the Aquatic Invasive Species Coordinating Committee, co-chaired by Mr. Zabaglo and Ms. Hurt with the Tahoe Resource Conservation District amongst support by the partner agencies, marinas, landowners, and the boating public. Education is also a critical component of the program.

Achievements of the monitoring program are the no new detections and the employment of lake wide plant surveillance over the past year with funding support from the Lahontan Regional Water Quality Control Board, Senate Bill 630, the Nevada Division of State Lands License Plate grant, and Army Corps funds. With those funds they were able to do a comprehensive lake wide survey that included over 80 transects, some targeted and some random, and included marinas and tributaries not completed before. With that, there were some new areas found to have invasive species. The monitoring plan will allow them to do surveillance monitoring efforts consistently over time. In addition, there'll be remote sensing with bathymetric LiDAR and high resolution aerial imagery. It's the first of its kind in a freshwater system using bathymetric LiDAR. The LiDAR uses a green light that can penetrate up to three secchi depths along the nearshore.

Control highlights for 2018 was work performed for Asian clams at the Elks Point marina, the Truckee River outside the dam on the north shore, Lakeside marina, and Sand Harbor. The Elks Point marina project is a good example of how they want to model projects moving forward. Elks Points marina represents private property and is not leased or permitted from the state except for a bulkhead. Until recently they were not able to acquire funds for private property locations. With the help of the Nevada Division of State Lands providing money and a match from the homeowners to do monitoring and surveillance in perpetuity. This is coupled with the eyes on the lake program training from the League to Save Lake Tahoe that enables the homeowner to do that effort.

Locations with new infestations identified through monitoring are Logan Shoals, Emerald Bay Eagle Creek, General Creek, Wavoka Estate rock crib, Camp Richardson, Pope Marsh, and Timber Cove. The Emerald Bay location was a pop up of a previous infestation and has been addressed. Burke Creek and Tahoe Beach Club in Nevada have already been funded through the Lake Tahoe License Plate fund and the Nevada Division of State Lands awarded the Tahoe Resource Conservation District with money to do those projects this year.

It's planned to implement a second level of testing this season with the ultraviolet lighting at Lakeside Marina and the Tahoe Keys. The Tahoe Keys is a challenging with the uneven surfaces, submerged obstacles, dock pilings, and turbidity.

There are four inspection stations that are open from May to September staffed by the

Tahoe Resource Conservation District. In the off season inspections are performed at Cave Rock, Nevada and Lake Forest boat ramp near Tahoe City. Staff performs a visual and tactile inspection of the boat, trailer, and tow vehicle looking for any evidence of aquatic invasive species or water because these species can live in a juvenile microscopic stage in standing water. If a decontamination is required, it's done with water ranging from 120 to 140 degrees. After completion of an inspection a seal is placed on the trailer between the boat and the trailer and then the boater can proceed to the launch ramp. Last year, there were approximately 9,300 inspections which was an increase over previous years. Most boats are arriving clean, drain, and dry. The threat is still there with close to 50 boats arriving with some known aquatic invasive species on board with eight of those having mussels which came from the Great Lakes and the lower Colorado river system. Recently, staff has completed a long term contract for the inspection program with the Tahoe Resource Conservation District. Work is being continued with the regional partners throughout the west along with the Town of Truckee and their program. There is a mobile application that has been implemented that is used by other partners throughout the west where information can be shared. For example, when a boat comes out of Lake Mead, the inspection staff alerts the users of the mobile application that the boat is leaving that area and where the boat may be going, if known.

Priorities for 2019 are to continue improving the inspection stations. With funding from the Division of Boating and Waterways they were able to purchase and develop a state of the art decontamination unit that will be located at the Alpine inspection station. The partnership with the boat industry continues to grow. Boats are becoming more powerful and technical, therefore, they need to ensure that the decontamination units can keep pace. The boat industry has formed a ballast tank task force since those tanks continue to be the biggest challenge because their design allows them to hold a little water, so they always need to be decontaminated. If the industry and partners can make improvements to them, that's a game changer. There is a fee for services performed that is leveraged with funding from the two states. With cost increasing, the Governing Board approved fee increases for inspection services. They face challenges with increasing program costs. The cost of living is becoming higher and effects many industries including the boat inspectors. Finding staff and retaining them is becoming more challenging. They want to be able to offer more competitive salaries to attract and retain staff. The goal was to simplify the fee structure by taking 13 categories down to five. Personal watercraft and boats up to 17 feet was increased to \$43.00, the Tahoe Only fee was increased by \$3.00 to \$33.00, and then they paired the larger boats into one fee structure. The single inspection is a one-time inspection with a modest discount to be able to have as many inspections throughout the season. The reasons to drop the categories down was the length was a good way to determine or predict the amount of work an inspection took but with boats becoming more complicated, length is no longer a predictive indicator of what an inspection and decontamination will take. The decontamination schedule was modified with a level of decontamination being added. The previous rate structure was \$35.00 per decontamination with an extra \$10.00 for the ballast tank decontamination. They wanted to offer a reduced rate for those decontaminations because it was becoming hard to justify \$35.00 for a quick flush of an engine. They wanted to reward people for their efforts of trying to come to a station clean, drain, and dry. For multiple systems that are wet or have invasive species present, there is a \$40 fee and if they find attached mussels there could be a charge of \$200.00 for that additional work. They've also added to the protocols the ability to turn those boats away to a professional

mechanic. There was a shoreline fee that was implemented as a result of the shoreline program that added a \$12.00 to the boating stickers that will go to control efforts. Other plans include providing an office area for the inspection staff.

They're also working on an action plan that should be completed by this summer. Surveys were sent out to get background information and perspectives on where the program is going and what things can be done from a control standpoint. After the survey, they'll be developing better metrics. Projects are currently tracked are with dollars spent and acres treated. It's a good metric for determining the level of work but not necessarily the levels of success.

Presentation can be viewed at:

[Agenda Item No. V.B AIS Program Update](#)

Commission Comments & Questions

Ms. Carr asked what was included for personal watercraft.

Mr. Zabaglo said personal watercraft are the jet skis.

Mr. Grego asked what the average inspection time was.

Mr. Zabaglo said if the watercraft is clean, drain, and dry, it's about 15 to 20 minutes. There's additional time required for a decontamination.

Mr. Grego asked when the inspection season starts and ends.

Mr. Zabaglo said the inspection stations open on May 1st and run through the end of September. October through April, they operate at Cave Rock and Lake Forest boat ramps.

Ms. Stahler asked what form of payments are accepted at the inspection stations.

Mr. Zabaglo said the inspection stations only accept credit cards.

Ms. Stahler asked how the fee increase was determined, is it based on cost recovery to the prevention program?

Mr. Zabaglo said they're anticipating about a \$70,000 increase in the overall budget to help with inspector salaries and equipment replacement.

Mr. Larsen referred to slide seven. He asked if those are all the identified sites in the new survey that need control. Are there other sites or are these a subset of those that have been identified for control work at this time?

Mr. Zabaglo said those identified are all of them.

Ms. Carr asked if those areas identified are on the lakeshore only.

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Mr. Zabaglo said these areas identified are in Lake Tahoe and the tributaries. There was Eurasian watermilfoil found in the pond at the Edgewood Golf Course.

Mr. Teshara asked how the invasive species got into the pond at Edgewood.

Mr. Zabaglo said it could have been wave action, geese, etc. It is unknown at this time.

Mr. Drake asked if the LiDAR algorithms are being used to detect potential locations of new infestations.

Mr. Romsos, Spatial Informatics Group referred to the remote sensing slide. He said they are using some of the derivative products from the LiDAR which shows the reflectance. It is an active sensor which sends down a laser and the laser sends back a signal of how strong that laser is reflecting. Plants tend to absorb that reflectance, so the darker zone shown in the presentation is a derivative of that LiDAR data. They're also using the four-band high resolution imagery as well and using the near infrared band to calculate the normalized difference vegetation index.

Mr. Drake asked if that information is used to identify areas for the divers to survey.

Mr. Zabaglo said yes, that's correct.

Mr. Young said he hopes they're documenting all of this and taking every opportunity to develop and gather data for the use of available technology.

Mr. Zabaglo said yes, it's being documented.

Mr. Young said he feels the inspection fees are a reasonable cost. He said a \$5.00 increase across the board would still be reasonable. These will not be the final program cost, as program demands change, fees will need to be adjusted.

Mr. Zabaglo said this is the first increase in seven years. They've been fortunate to keep the cost down through funding from California, Nevada, and grant funding. The program is modeled after the Environmental Improvement Program with a private and public cost share. Currently, it's a fifty-fifty cost share but will continue to be reviewed over time.

Mr. Alling asked how often the remote sensing data is updated.

Mr. Zabaglo said the expense is high and will probably be done every five to ten years. They're considering every eight years with every second Threshold Evaluation Update.

Mr. Alling asked if there were other areas within breakwaters where Eurasian watermilfoil was found besides what's shown in the slides.

Mr. Zabaglo said yes, there are others. What was shown in the presentation was an example.

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Mr. Alling referred to the remote sensing slide. He asked if there are other breakwaters on personal property where Eurasian watermilfoil has been found.

Mr. Zabaglo said he would need to check the data because there are many breakwater locations around the Lake. There is a location at Logan Shoals with a breakwater that has historical information that Eurasian watermilfoil was present. They're working with the homeowner and the state to gain access.

Mr. Alling asked if they collect fees from the boats that remain in the water year-round.

Mr. Zabaglo said that would be the Tahoe Only sticker with a fee of \$33.00. They don't need reinspection's, but part of that fee goes to the sealing and resealing efforts that occur at the marinas.

Mr. Hill asked how the number of inspections and watercraft found with invasive species in 2018 compared to previous years.

Mr. Zabaglo said there were approximately 800 to 1,000 additional inspections last year. The number of boats with invasive species was about the same of 50 per year. But there are thousands of boats that get decontaminations because they have water on board.

Mr. Hill asked how the determination is made in charging the \$200 fee.

Mr. Zabaglo said inspectors would make a determination of approximately how many mussels are on the watercraft. When they find mussels, they contact the state in which the inspection is taking place and if they feel they can do a decontamination it's done to get the boater on the water. A temperature of 120 to 140 degrees will kill an adult mussel. It would only be in rare cases where they would need to determine how to proceed.

Public Comments & Questions

None.

VI. PUBLIC HEARINGS

- A. Technical amendments to Chapters 6, 14, 21, 30, 31, 34, 36, 37, 38, 50, 51, 52, 65, 66, 80, 81, 82, 84, and 90 of the Code of Ordinances to update references and correct errors, incorporate references to Area Plans, clarify residential density standards, and clarify recently adopted language regarding development rights and shorezone development; and (B) minor amendments to Chapters 50 and 63 of the Code of Ordinances relating to commercial floor area allocation for special projects and aquatic invasive species inspection and decontamination

TRPA team member Mr. Conger provided the presentation.

Mr. Conger said today's proposal is a series of amendments to the Code of Ordinances. The Code of Ordinances are a set of regulations intended to implement the Regional Plan that was

adopted in its current form in 2012. The last technical amendment was done in October 2017 and major policy updates were adopted in October 2018 as a part of the Development Rights and Shoreline Plan initiatives. As part of the routine maintenance of the Code of Ordinances, staff will regularly bring technical updates to the Advisory Planning Commission, the Regional Plan Implementation Committee, and the Governing Board.

These amendments were focused on technical corrections which don't result in a change in policy. In assembling those technical corrections, staff identified two amendments that had minor changes in policy. The proposal includes two components: The first one is technical corrections that have 44 amendments and the second component are minor substantive amendments.

The technical amendments are primarily clarifications and corrections that do not affect policy. The 44 amendments fall into five categories and effect 18 chapters: Updating references and correcting errors; adding references to area plans, clarifying residential density in area plans, and corrections for the development rights and shoreline initiative.

The two substantive amendments relate to two chapters: The first one relates to commercial floor area allocations for special projects. The current Code of Ordinances states that allocations can be granted where a project addresses a threshold issue that was not in attainment as of the 2001 Threshold Evaluation report. The amendment would remove reference to the 2001 report. The second component relates to aquatic invasive species that would add boat trailers and tow vehicles as being subject to inspection and decontamination in addition to the watercraft. This was recommended by the Regional Plan Implementation Committee on March 27, 2019.

Presentation can be viewed at:

[Agenda Item No VI. A Technical Corrections](#)

Commission Comments & Questions

Mr. Grego asked for further information on the differences between what's being referenced as plan area statements and the new term of local plan.

Mr. Conger said rather than reference the individual local plan components which are plan area statements, community plans, and area plans, staff defined a new term of local plans. These local plans refer to all three of those.

Mr. Grego asked if there is any overlap when referring to three different types of plans.

Mr. Conger said there are certain circumstances in the Code of Ordinances where it only refers to a community plan or plan area statement and these were not included in this.

Mr. Grego referred to section 81.3.2. He said instead of having four specific findings there is a reference to section 80.3.3. It seems that the language that's being deleted is more expressive and has more detail to it than the section being referenced. He feels it should be the opposite. For example, in the deleted language there is section C that states "The applicant has taken

reasonable steps to protect the land, water, and air resources of both the applicant's property and the surrounding property owner." That language is not contained in section 80.3.3

Mr. Conger said it is being proposed to be added to section 80.3.3 on page 52 of the staff report.

Mr. Grego referred to section 80.3.3. He said it talks about it in the surrounding areas but the language in A., section 81.3.2 seems to be more specific in the areas it's referring to. The language being deleted is more detailed and has more requirements in it.

Mr. Conger said the intention was to eliminate the duplication of having two sets of separate findings. If there is preferred language in one of the subsections that was in section 81.3.2 and would like to see it duplicated into 80.3.3 it can be a recommendation by the Advisory Planning Commission.

Mr. Grego suggested that the language be changed to the opposite of what it is.

Mr. Conger said the language from section 81.3.2 could be carried over to section 80.3.3. The section 80.3.3 was created specifically to house the additional findings required for special use projects. He recommended keeping those findings in that section and eliminating them from section 81.3.2. With regard to the language in the individual subsections A, B, C, and D, staff doesn't have preference of one versus the other.

Mr. Grego suggested that when the motion is made that this could be an amendment to the motion.

Mr. Plemel said in paragraph A, "To which the use pertains" was deleted from the original verbiage of "The project to which the use pertains and the related use."

Mr. Alling said in A, it also states where it will be located as well. It's inherent in the statement.

Mr. Plemel said he's satisfied with either recommendation.

Mr. Zabaglo said the addition of the tow vehicle and trailer is part of the standard inspection practice and these amendments is to codify that.

Public Comments & Questions

None.

Commission Comments & Questions

Mr. Larsen made a motion to recommend approval of the Required Findings as described in Attachment D, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff report.

Mr. Grego seconded the motion.

Motion carried unanimously.

Mr. Grego made a motion to recommend adoption of Ordinance 2019-____, amending Ordinance 87-9, as previously amended, to amend the Code of Ordinances as shown in Attachment A as amended to take the language that's being deleted in section 81.3.2, A, B, C, and D placed into section 80.3.3 for the findings.

Mr. Young seconded the motion.

Mr. Larsen said he's looked at the differences between A, B, C, and D and said the only difference is "To which the use pertains" which is repeated in a few areas. It is unclear from a legal perspective whether or not "To which the use pertains" is a critical function. If those words have value or meaning he would support their inclusion. If not, he recommends using staff's recommendations.

Ms. Burch said it's correct that the only difference is the deletion of "To which the use pertains." It's an artifact from earlier versions of the Code of Ordinances. The substance of the findings is the same and keeping that additional language wouldn't make a difference.

Mr. Grego said he's satisfied with the explanation and modified his motion to recommend adoption of Ordinance 2019-____, amending Ordinance 87-9, as previously amended, to amend the Code of Ordinances as shown in Attachment A.

Mr. Young seconded the motion.

Motion carried unanimously.

VII. REPORTS

A. Executive Director

No report.

B. General Counsel

No report.

C. APC Members

Ms. Stahler said Assembly Bill 220 which provides \$8 million dollars in bond funding for the Environmental Improvement Program was heard by the Committee on Ways and Means and there will now need to be a work session to clear it. Senate Bill 280 was heard by the Nevada Senate Natural Resources Committee on April 4th. There were comments in support and opposition and the Nevada Division of State Lands provided comments from a neutral position but still with strong concerns. The next step is either for the bill to have another hearing or work session or to move out of committee and onto the floor which needs to happen by April 12th.

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Mr. Buelna said the environmental impact report for the base to base gondola at Squaw Valley and Alpine ski resorts is out for a 45-day public comment. Placer County staff is preparing a staff report to their board to modify the fee schedule for items performed under the Memorandum of Understanding with TRPA. This will reflect the fee increase that was recently adopted by TRPA.

Mr. Larsen said the Lahontan Regional Water Quality Control Board approved amendments to its basin plan that align with TRPA's updated shoreline codes specifically removing the prohibition on the development of piers in fish spawning habitat. That action will go to the State Water Board for consideration in late June and then onto the California Office of Administrative Law for approval.

Mr. Teshara said the Tahoe Transportation District will hold a meeting on April 12th at the Sierra Nevada College in Incline Village. Their board is considering releasing a request for qualification for affordable housing developers to begin the process of fulfilling the mitigation requirement for the US 50 South Shore Community Revitalization Project to construct deed restricted affordable housing to replace those that will be lost in the mitigation requirement.

VIII. PUBLIC COMMENT

None.

IX. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 10:43 a.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review.



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STAFF REPORT

Date: June 5, 2019
 To: TRPA Advisory Planning Commission
 From: TRPA Staff
 Subject: Update on the Main Street Management Plan and other components of the US 50/South Shore Community Revitalization Project

Summary and Staff Recommendation:

This staff report is intended to provide a brief update on the Main Street Management Plan and the U.S. Highway 50 South Shore Community Revitalization Project. This item is for informational purposes and no action is required.

Project Description/Background:

Prior to permit acknowledgement of Phase 1 of the South Shore Community Revitalization Project (SSCRP), the Main Street Management Plan (MSMP) must be developed and adopted by the TRPA Governing Board. The MSMP will provide a plan for the transition of the Main Street area after its conversion from a five lane US highway to a space which enhances the business environment, visitor experience and environmental sustainability. TRPA, as a partner agency and in coordination with the Tahoe Transportation District (TTD), is the lead in developing the MSMP. TTD is the lead in developing and completing the remaining project conditions/components of the SSCR, as shown in the table below.

Project Condition/Component	Lead Entity
Main Street Management Plan must be approved by TRPA before proceeding with roadway realignment	TRPA
<ul style="list-style-type: none"> • Main Street Management Plan Transit • Main Street Management Plan Property and Improvements Ownership, Management, and Funding 	TTD TTD
Replacement Housing - 109 Transit Oriented Development (TOD) Residential Units (102 low income, 7 moderate income).	TTD
<ul style="list-style-type: none"> • 76 units shall be constructed prior to displacement of any residents for any part of the SSCR. • No less than 33 units shall be constructed before or concurrent with the roadway realignment. 	
Parking Management	TTD
Circulator Transit	TTD

Rocky Point Neighborhood Amenities Plan	TTD
US 50 Engineering and Construction Plans	TTD
Secure Project Funding	TTD

In January 2019, TRPA staff kicked off the Main Street Management Plan with the approval of the [Work Plan](#) by the TRPA Governing Board. The plan is expected to be completed by the end of 2019 and submitted for endorsements by the City of South Lake Tahoe, Douglas County, and the Tahoe Transportation District (TTD) and approval from the TRPA Governing Board. To ensure the success of the plan, it will be developed with input from the public in addition to a Stakeholder Working Group (SWG), made of representatives from local governments, non-profits, local residents and the business community.

The SWG will meet four times between May and December 2019 in five sub-phases. Each SWG meeting will be followed by a public workshop to allow the community to provide input on the development of the plan throughout the process. Topics to be discussed at each SWG meeting and public workshop are listed below.

- Phase 2.1: Project Initiation
- Phase 2.2: Analyze Existing Conditions & Select Goals/Objectives for Street Design
- Phase 2.3: Review Best Practices & Development of Alternatives
- Phase 2.4: Select a Preferred Alternative
- Phase 2.5: Alternative Refinement, Draft & Final Plan & Approvals

TRPA Status Report:

In May, the second Stakeholder Working Group meeting was held, concluding Phase 2.2. The meeting focused on developing specific goals for what the design of the street corridor should achieve. A few of the goals selected by the SWG include improving air and water quality, ensuring safety for all modes of transportation, and establishing the South Shore as a year-round destination. Following the SWG meeting, TRPA held the first public open house to allow the community to provide input on the selected goals. Over 150 ideas were collected using maps and graphics to help the community visualize the potential of the corridor.

Now in Phase 2.3, TRPA staff and consultants are summarizing the input received in Phase 2.2 and developing design concepts that will meet each goal. The next SWG meeting and public open house are scheduled in July, where the group will look at best practices from other communities and review draft alternatives.

More information on the Main Street Management Plan and Stakeholder Working Group can be found on the [TRPA website](#).

TTD Status Report:

Replacement Housing

- In May, TTD released a Request for Qualifications for partners in the development of 109 units of affordable housing. They received qualified bids and are now in the contract initiation process.

US 50 Engineering and Construction Plans

- The Request for Proposals (RFP) for the US 50 engineering work was released in May. The RFP includes engineering and design work for the US 50 realignment and the Rocky Point Neighborhood, and engineering work for the Main Street Management Plan.

Contact Information:

For questions regarding this agenda item, please contact Alyssa Bettinger, Associate Planner, at (775) 589-5301 or abettinger@trpa.org.

STAFF REPORT

Date: June 5, 2019

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Briefing on Tahoe Keys Lagoons Target Aquatic Weed Control Methods Test

Summary and Staff Recommendation:

Staff will report on the nature and extent of the aquatic invasive species infestation in the Tahoe Keys Lagoons and the history of weed management and control projects. Staff will also provide information on the proposed Tahoe Keys Lagoons project, collaborative stakeholder process and upcoming scoping period. This item is for informational purposes and no action is required.

Background:

Years of work on the aquatic invasive weed problem in the Tahoe Keys Lagoons has culminated in the 2019 kick off of a collaborative process and environmental analysis to test a variety of control methods there. A Notice of Preparation for the development of an Environmental Impact Statement to study a range of test methods to manage target aquatic weeds in the Tahoe Keys will be released in June of 2019. An environmental consultant has been selected and is leading the environmental analysis. The proposed project description and alternatives have been collaboratively developed by a stakeholder committee. Field studies that will provide critical water quality and biological information are underway and initial testing of some techniques is scheduled for this season. Broad public engagement will begin this summer with the official scoping period planned for June 17th-August 2nd, 2019.

Contact Information:

For questions regarding this agenda item, please contact Dennis Zabaglo, at (775) 589-5255 or dzabaglo@trpa.org.

STAFF REPORT

Date: June 5, 2019

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Update on new Tools & Technology for Lake Tahoe Info

Summary and Staff Recommendation:

This item is for informational purposes and no action is required.

Background:

Since 2014, TRPA has invested in the <https://www.laketahoeinfo.org> platform with the goal of connecting people with information to improve decision making and sustain investments in the Lake Tahoe Basin. TRPA staff will highlight several recently developed tools for the Lake Tahoe Info platform, including the release of the TRPA mooring registration and permitting system.

During the summer of 2018, the Lake Tahoe Aquatic Invasive Species Program acquired topobathymetric Light Detection and Ranging (LiDAR) data and high-resolution aerial imagery for the entire nearshore area of Lake Tahoe. LiDAR is a state-of-the-art remote sensing technology that uses laser pulsed from an airplane to produce a three-dimensional representation of the earth's surface features, such as rocks, buildings, roads, trails, trees, and other vegetation. Topobathymetric green LiDAR can permeate the water surface, thereby also yielding representations of subsurface features, including lakebed, vegetation, and boulders.

The primary purpose of the topobathymetric data acquisition was to improve our understanding of the current status (location, density, species type, etc.) of existing aquatic invasive species, to continue strategic planning and implement effective control projects.

However, this data will also be used by TRPA to support multiple planning efforts, delineate regulatory lakebed elevations, and improve TRPA's GIS data layers, consistent with TRPA's strategic pillar to use best information, data and science to inform decision making. TRPA staff will demonstrate how these tools have been incorporated into the mooring registration and permitting system and other tools that are now available for the public, stakeholders, partners and agency staff.

Contact Information:

For questions regarding this agenda item, please contact Ken Kasman, at (775) 589-5253, kkasman@trpa.org, or Mason Bindl, at (775) 589-5209, or mbindl@trpa.org

STAFF REPORT

Date: June 5, 2019

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Proposed amendments to Chapters 81, 84, and 90 of the Code of Ordinances regarding the determination of property boundary projection lines for shorezone purposes; number of boatlifts per multiple-use pier; and commercial boating.

Summary and Staff Recommendation:

Staff recommends that the Advisory Planning Commission recommend Governing Board approval of the proposed amendments to the Code of Ordinances. These amendments address implementation of the Shoreline Plan.

Required Motions:

In order to recommend adoption of the ordinance amendments, the Advisory Planning Commission must make the following motion(s), based on the staff report:

- 1) A motion to recommend approval of the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary; and
- 2) A motion to recommend adoption of Ordinance 2019-___, amending Ordinance 2019-03, to amend the Code of Ordinances as shown in Attachment A.

In order for the motions to pass, an affirmative vote of a majority of the quorum in attendance is required.

Background:

In October 2018, the Governing Board adopted the Shoreline Plan, a comprehensive program for regulating uses and structural development in the shorezone and lakezone. Implementation of the Shoreline Plan is now underway. Mooring registration began in March. Proposals for new single-use and multiple-use piers are now being accepted, with selection to take place in July.

In administering the new ordinance standards, staff has identified several code amendments that are needed to ensure clarity and consistency. The amendments are intended to accomplish the following:

- Provide a clear definition for “parcel boundary projection lines,” which are used in determining setbacks for moorings and piers.
- Limit multiple-use piers to one boatlift per parcel up to a maximum of four.

- Eliminate the “commercial boating” use and merge it into “water-oriented outdoor recreation concessions.”

Project Description: The project would involve amending the Chapters 81, 84, and 90 of the TRPA Code of Ordinances as shown in Exhibit 1 to Attachment A. The proposed amendments fall into three categories:

A. Defining Parcel Boundary Projection Lines

Moorings, piers, and floating platforms are required to maintain a 20-foot setback from parcel boundary projection lines. There is, however, no definition for this term in the Code of Ordinances. Additionally, the Code uses several variations on the term. The proposed ordinance amendments would standardize the term “parcel boundary projection line” and add a definition to Chapter 90. Parcel boundary projection lines would be established based on where the parcel boundary meets the low water line. From that point, the projection line would extend lakeward, perpendicular to the tangent of the shoreline. This is consistent with the definitions used by both California and Nevada State Lands.

B. Specifying the Maximum Number of Boatlifts for a Multiple-Parcel Pier

The consolidated policies developed by the Shoreline Plan’s steering committee and analyzed in the Shoreline Plan Environmental Impact Statement (EIS) recommended that multiple-use piers be limited to one boatlift per parcel, up to a maximum of four boatlifts. While this was included in a figure adopted as part of the Code of Ordinances (Figure 84.4.3-2), there is no corresponding restriction in the regulatory text. The proposed amendments would add a design standard to limit the number of boatlifts on multiple-parcel piers in accordance with the EIS.

C. Merging the “Commercial Boating” use into “Water-Oriented Outdoor Recreation Concessions.”

Chapter 81 of the TRPA Code of Ordinances defines the permissible uses within the shorezone. Amongst these uses is *commercial boating* which is broadly defined as “commercial use of pleasure craft or other vessel on a body of water.” *Commercial boating* is distinct from other boating-related shorezone uses. For example, rental of boats falls under *water-oriented outdoor recreation concessions* and tour boats serving more than 30 passengers are classified as *tour boat operations*. As such, *commercial boating* is primarily focused on boating and fishing charters. *Commercial boating* is not widely included as a permissible use, even in areas where *tour boat operations* and *water-oriented outdoor recreation concessions* are permissible.

Because *commercial boating* is functionally similar to boating concessions, staff recommends deleting it as a separate use and instead including it within the definition of *water-oriented outdoor recreation concessions*. This change would result in commercial boating uses being permissible wherever concessions are permissible. Additionally, standards in Chapter 84 relating to *water-oriented outdoor recreation concessions* would also apply to *commercial boating*. This means, for example, that motorized commercial boating would be required to operate out of a marina.

Environmental Review:

The Code amendments have been reviewed in an Initial Environmental Checklist (IEC) pursuant to Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The IEC found that the proposed amendments would not result in significant effects on the environment (see Attachment C).

Regional Plan Compliance:

The proposed amendments to the Code of Ordinances are consistent with the Shorezone Subelement, a component of the Regional Plan's Conservation Element.

Contact Information:

For questions regarding this item, please contact Michael Conger, AICP, Senior Planner, at (775) 589-5221 or mconger@trpa.org.

Attachments:

- A. Adopting Ordinance
 - Exhibit 1: Code Amendments
- B. Required Findings/Rationale
- C. Initial Environmental Checklist (IEC)

Attachment A
Adopting Ordinance

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2019-__

AN AMENDMENT TO ORDINANCE NO. 2019-03 TO AMEND THE TRPA CODE OF ORDINANCES, CHAPTERS 81, 84, AND 90 REGARDING THE DETERMINATION OF PROPERTY BOUNDARY PROJECTION LINES FOR SHOREZONE PURPOSES; NUMBER OF BOATLIFTS PER MULTIPLE-USE PIER; AND COMMERCIAL BOATING.

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.00 Findings

- 1.10 It is desirable to amend TRPA Ordinance 2019-03 by amending the TRPA Code of Ordinances to further implement the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact.
- 1.20 The TRPA Code of Ordinances amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The TRPA Code of Ordinances amendments have been determined not to have a significant effect on the environment, and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.
- 1.30 The Advisory Planning Commission (APC) and the Governing Board have each conducted a noticed public hearing on the proposed TRPA Code of Ordinances amendments. The APC has recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.
- 1.40 The Governing Board finds that the TRPA Code of Ordinances amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.
- 1.50 Prior to the adoption of this ordinance, the Governing Board made the findings required by Section 4.5 of the TRPA Code of Ordinances, and Article V(g) of the Compact.
- 1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Ordinance 2019-03 is hereby amended by amending the TRPA Code of Ordinances, as set forth in Exhibit 1.

Section 3.00 Interpretation and Severability

The provisions of this ordinance amending the TRPA Code of Ordinances adopted hereby shall be liberally construed to affect their purposes. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendments to the Regional Plan Package shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan Package are hereby declared respectively severable.

Section 4.00 Effective Date

The provisions of this ordinance amending the TRPA Code of Ordinances shall become effective on _____

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held on _____, 2019, by the following vote:

- Ayes:
- Nays:
- Abstentions:
- Absent:

William Yeates, Chair
Tahoe Regional Planning Agency,
Governing Board

Exhibit 1 to Attachment A

Code Amendments

EXHIBIT 1

CODE AMENDMENTS

There are **9** amendments affecting **3** chapters in the Code of Ordinances. These amendments are numbered in sequence (1 through 9) for reference. The amendments fall into five categories, which are referenced by letters (A through C).

Categories



Defining Parcel Boundary Projection Lines

This amendment would create a definition for the term “parcel boundary projection line” and standardize the use of this term by replacing variations.



Specifying the Maximum Number of Boatlifts for a Multiple-Use Pier

This amendment would codify the limit of four boatlifts per parcel that is presently only referenced in Figure 84.4.3-2.



Merging the “Commercial Boating” Use into “Water-Oriented Outdoor Recreation Concessions”

These amendments would delete “commercial boating” as a separate use. The use would instead fall under “water-oriented outdoor recreation concessions.”

Amendments

Reference #	Chapter	Action	Page	Category
1	81	Delete Subsection 81.5.	2	C
2		Modify Subsection 81.5.13	4	C
3	84	Modify Subsection 84.3.3	5	A
4		Modify Figures 84.3.3-1 and 84.3.3-2	9	A
5		Modify Figure 84.4.3-1	12	A
6		Modify Subparagraph C.2.f of Subsection 84.4.3	14	A
7		Add a new Subparagraph C.2.k to Subsection 84.4.3	15	B
8		Modify Subparagraph B.3 of Subsection 84.8.1	16	A
9	90	Add a definition of “Parcel Boundary Projection Line” to Section 90.2	17	A

1. Delete Subsection 81.5.3 and renumber Subsections 81.5.4 through 81.5.14 accordingly



<i>Description</i>	This amendment would eliminate “commercial boating” as a separate use. Commercial boating would instead fall under the definition of “water-oriented outdoor recreation concessions.” The definition of “commercial boating” would remain in Chapter 90: Definitions, as the term is used elsewhere in the Code.
<i>Purpose</i>	Commercial boating is presently regulated as a separate use. Commercial boating, however, is not listed as a permissible use in most areas. Given that commercial boating is similar in function and impact to water-oriented outdoor recreation concessions, staff is recommending that it be merged into that use.
<i>Result</i>	Commercial boating would be permissible where water-oriented outdoor recreation concessions are permissible. Standards that apply to concessions, such as the requirement that motorized concessions operate at a marina, would also apply to commercial boating.

Delete Subsection 81.5.3 and renumber Subsections 81.5.4 through 81.5.14 as Subsections 81.5.3 through 81.5.13, respectively:

CHAPTER 81: PERMISSIBLE USES AND STRUCTURES IN THE SHOREZONE AND LAKEZONE

81.5. USE DEFINITIONS

The following uses are defined as set forth below:

~~**81.5.3. Commercial Boating**~~

~~Commercial use of pleasure craft or other vessel on a body of water.~~

Subsection Renumbering

Current Subsection	Proposed Subsection	Title
81.5.4	81.5.3	Construction Equipment Operation
81.5.5.	81.5.4	Construction Equipment Storage
81.5.6	81.5.5	Marinas
81.5.7	81.5.6	Recreational Boating
81.5.8	81.5.7	Safety and Navigational Facilities
81.5.9	81.5.8	Salvage Operations
81.5.10	81.5.9	Seaplane Operations
81.5.11	81.5.10	Tour Boat Operation
81.5.12	81.5.11	Waterborne Transit
81.5.13	81.5.12	Water-Intake Lines

81.5.14	81.5.13	Water-Oriented Outdoor Recreation Concessions
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2. Modify Subsection 81.5.13



<i>Description</i>	This amendment would expand the definition of “water-oriented outdoor recreation concessions” to include commercial boating. It would also delete “commercial boating” as a separate use.
<i>Purpose</i>	Commercial boating is presently regulated as a separate use. Commercial boating, however, is not listed as a permissible use in most areas. Given that commercial boating is similar in function and impact to water-oriented outdoor recreation concessions, staff is recommending that it be merged into that use.
<i>Result</i>	Commercial boating would be permissible where water-oriented outdoor recreation concessions are permissible. Standards that apply to concessions, such as the requirement that motorized concessions operate at a marina, would also apply to commercial boating.

Amend Subsection 81.5.13 to read as follows:

CHAPTER 81: PERMISSIBLE USES AND STRUCTURES IN THE SHOREZONE AND LAKEZONE

81.5. USE DEFINITIONS

The following uses are defined as set forth below:

81.5.14. Water-Oriented Outdoor Recreation Concessions

Water-oriented outdoor recreation uses, such as food and beverage facilities at public beaches; fishing guide services; parasailing; recreation equipment rental (e.g., boats, wind surfing and beach equipment); and commercial boating; but not including, boat slips, boat and engine repair or the sale of fuel. ~~The following uses are defined as set forth below:~~

3. Modify Subsection 84.3.3



<i>Description</i>	These modifications would standardize use of the term “parcel boundary projection line.” That term would then be defined in Chapter 90 (see Item #9).
<i>Purpose</i>	To ensure that the text’s references to “parcel boundary projection lines” and “stream-mouth protection zones” are clear and consistent.
<i>Result</i>	The term “parcel boundary projection line” will now be used throughout Chapter 84 and will have a clear definition.

Amend Subsection 84.3.3 to read as follows:

CHAPTER 84: DEVELOPMENT STANDARDS LAKEWARD OF HIGH WATER IN THE SHOREZONE AND LAKEZONE

84.3. MOORING STRUCTURES

84.3.3. Mooring Buoys

In addition to the general standards in subsection 84.3.2, mooring buoys are subject to the following standards:

- A. Removal or Relocation.** The removal of buoy anchors or the relocation of buoy anchors shall follow best management practices.
- B. Location.** The placement of a mooring buoy shall be prohibited within Stream-mouth Protection Zones of the creeks and rivers listed in subsection 84.4.3.A.1.
- C. Buoy Scenic Mitigation Fee.** All existing and additional buoys shall be subject to an annual TRPA buoy scenic mitigation fee in addition to the annual mooring registration fee, as set forth in Article 10 of the TRPA Rules of Procedure.
- D. Mooring Buoys Not Associated with a Buoy Field.**
 - 1. Eligibility.** Private, single-family littoral parcels shall be eligible for mooring buoys according to the following provisions:
 - a. Except as provided in subsection 84.3.3.D.3, littoral parcels shall be eligible for a maximum of two mooring buoys per parcel, provided the development standards in subsection 84.3.3.D.2 below are met.
 - b. For constricted parcels that are unable to meet the development standards in subsection 84.3.3.D.2 below, TRPA may adjust the spacing requirement from adjacent littoral parcel boundary ~~ies~~ projection lines on a case-by-case basis.

- c. Where parcel boundary projection lines within a cove environment prevents a littoral parcel from meeting the spacing requirement from adjacent littoral parcel boundary ~~ies~~ projection lines per subsection 84.3.3.D.2 below, TRPA may adjust the projection lines on a case-by-case basis to allow up to one mooring buoy on the affected parcel.
 - 2. Development Standards.** Mooring buoys not associated with a permitted buoy field shall be located according to the following, as shown in Figure 84.3.3-1:
 - a. At least 50 feet from another mooring buoy;
 - b. No greater than 600 feet lakeward from elevation 6,220 feet Lake Tahoe Datum, as measured horizontally, or no farther lakeward than elevation 6,210 feet Lake Tahoe Datum, whichever is less; and
 - c. At least 20 feet from adjacent littoral parcel boundary ~~projection lines~~ boundaries.
 - 3. Existing Buoys.** TRPA may authorize existing mooring buoys offshore of a littoral or non-littoral parcel according to the following provisions, notwithstanding the actual number of buoys present offshore of the subject parcel:
 - a. TRPA may authorize a maximum of two existing buoys for a littoral parcel with less than 50 linear feet of lake frontage, or three existing buoys for a littoral parcel with 50 linear feet or more of lake frontage; provided:
 - (i) The littoral parcel owner provides a valid buoy permit issued by a federal or state agency with appropriate jurisdiction prior to September 1, 2018; or
 - (ii) The littoral parcel owner provides clear evidence of the existence of the buoy(s) prior to February 10, 1972.
 - b. TRPA may authorize a maximum of one existing buoy for a non-littoral parcel, provided:
 - (i) The non-littoral parcel owner provides clear evidence of the existence of the buoy prior to February 10, 1972; and
 - (ii) The non-littoral parcel owner provides a valid authorization from the applicable federal or state agency with jurisdiction at Lake Tahoe.
 - c. Existing buoys shall comply with the development standards in subsection 84.3.3.D.2 of this subsection, above, unless TRPA concludes that relocation would create unnecessary additional environmental impacts; that the existing buoy is at least 50 feet from any other buoy or structure; and that the existing buoy does not unreasonably interfere with potential buoy locations on adjacent littoral parcels.
- E. Buoy Fields.**
 - 1. Eligibility.**
 - a. No additional buoy fields shall be permitted by TRPA.

- b. The total number of homeowners association mooring structures, including buoys within buoy fields, shall not exceed the total number of residential units served by the association.
 - c. The total number of buoys allowed within a buoy field shall not exceed the buoy field capacity within the area defined by the lake frontage, not including ~~side~~-setbacks from parcel boundary projection lines, multiplied by 300 feet (Figure 84.3.3-2). The capacity within the calculated buoy field area shall be limited by a 50-foot grid spacing pattern.
- 2. Development Standards.** The following provisions apply to additional buoys in legally existing buoy fields. TRPA may allow deviation from these standards based on site-specific conditions, including neighboring uses and structures; State agency compliance; Coast Guard consultation; navigation; substrate, including obstacles; or bathymetry. Buoy fields associated with marinas are also subject to the provisions of subsection 84.6.3.C of this Chapter.
- a. Buoys within a buoy field shall be located at least 50 feet from all legally existing buoys (50-foot grid spacing);
 - b. Buoys within a buoy field shall be located no greater than 600 feet lakeward from elevation 6,220 feet Lake Tahoe Datum, as measured horizontally; and
 - c. Buoys within a buoy field shall be located at least 20 feet from adjacent littoral parcel boundary projection lines ~~boundaries~~.
- F. Low Lake Level Adaptation.** TRPA may authorize additional permanent anchor blocks to accommodate low water levels or when harbors are inaccessible due to sediment accumulation, according to the following provisions:
- 1. Mooring Buoys not within a Buoy Field.** TRPA may authorize one additional anchor block per littoral parcel, for a maximum of three anchor blocks per littoral parcel. The additional anchor block shall be located lakeward of other additional or legally existing buoys to the extent practicable, and shall comply with the development standards in subsection 84.3.3.D.2.
 - 2. Buoy Fields.** TRPA may authorize up to one additional row of anchor blocks within an existing buoy field. The additional anchor blocks shall be located lakeward of other additional or legally existing buoys to the extent practicable, and shall comply with the development standards in subsection 84.3.3.E.2.
 - 3. Buoys Associated with Private Harbors.** TRPA may authorize additional anchor blocks offshore of private harbors, as part of an existing buoy field or in exchange for boat slips, for up to two seasons.
 - 4.** For a given littoral parcel, buoy field, or private harbor, the total number of mooring buoys attached to anchor blocks shall not exceed the number of mooring buoys permitted by TRPA for the littoral parcel, buoy field, or private harbor.

- G. State and Federal Standards.** In addition to the provisions of this Section, buoys shall comply with the construction specifications set forth in the California Waterway Marking System or as otherwise recommended by the U. S. Army Corps of Engineers or Coast Guard.

4. Modify Figures 84.3.3-1 and 84.3.3-2

A

<i>Description</i>	These modifications would standardize use of the term “parcel boundary projection line.” That term would then be defined in Chapter 90 (see Item #9).
<i>Purpose</i>	To ensure that the text’s references to “parcel boundary projection lines” are clear and consistent.
<i>Result</i>	The term “parcel boundary projection line” will now be used throughout Chapter 84 and will have a clear definition.

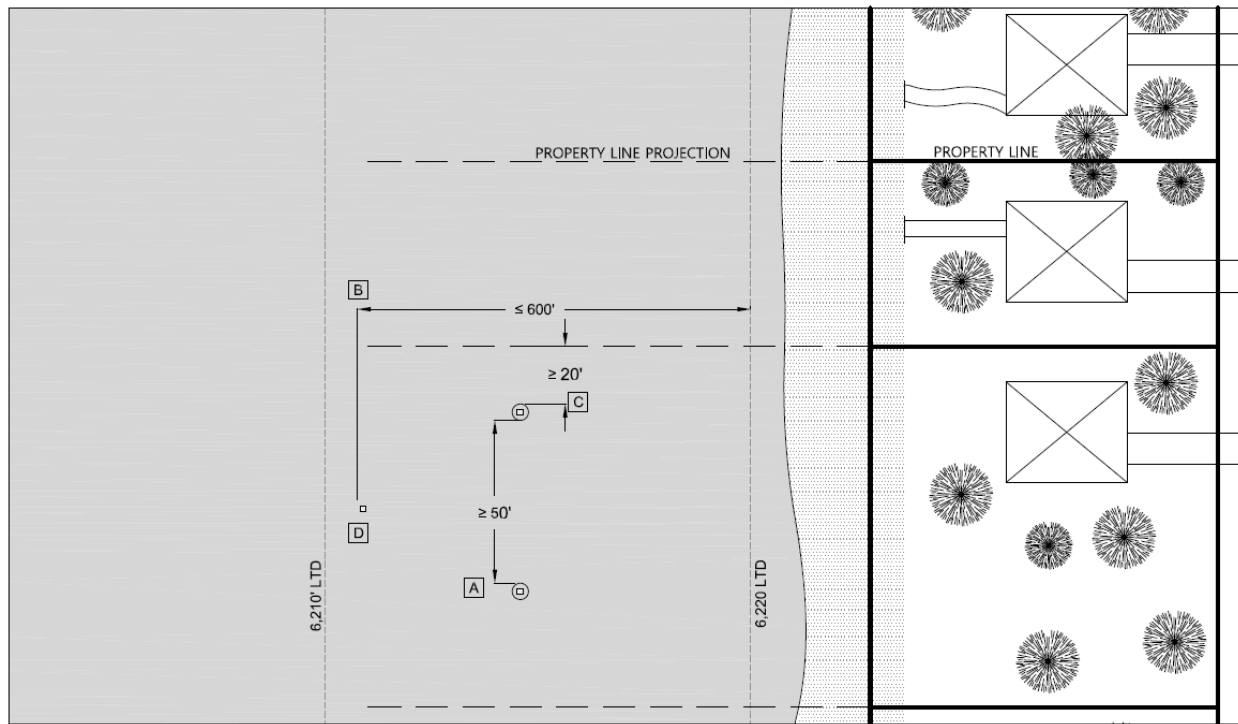
Within Subsection 84.3.3, amend Figures 84.3.3-1 and 84.3.3-2 as follows:

CHAPTER 84: DEVELOPMENT STANDARDS LAKEWARD OF HIGH WATER IN THE SHOREZONE AND LAKEZONE

84.3. MOORING STRUCTURES

84.3.3. Mooring Buoys

[Figures on following pages]



- A) BUOYS SHALL BE AT LEAST 50' FROM ANOTHER MOORING BUOY
- B) BUOYS SHALL BE NO GREATER THAN 600' LAKEWARD FROM 6,220 LTD, OR NO FARTHER LAKEWARD THAN 6,210 LTD, WHICHEVER IS LESS
- C) BUOYS SHALL BE AT LEAST 20' FROM LITTORAL PARCEL BOUNDARY PROJECTION LINES BOUNDARIES
- D) THERE SHALL BE NO MORE THAN 2 MOORINGS BUOYS PER PARCEL, HOWEVER A SINGLE ADDITIONAL BUOY BLOCK IS PERMITTED FOR USE IN LOW-WATER CONDITIONS

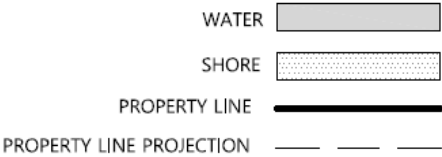


Figure 84.3.3-1. Mooring Buoy Location Standards

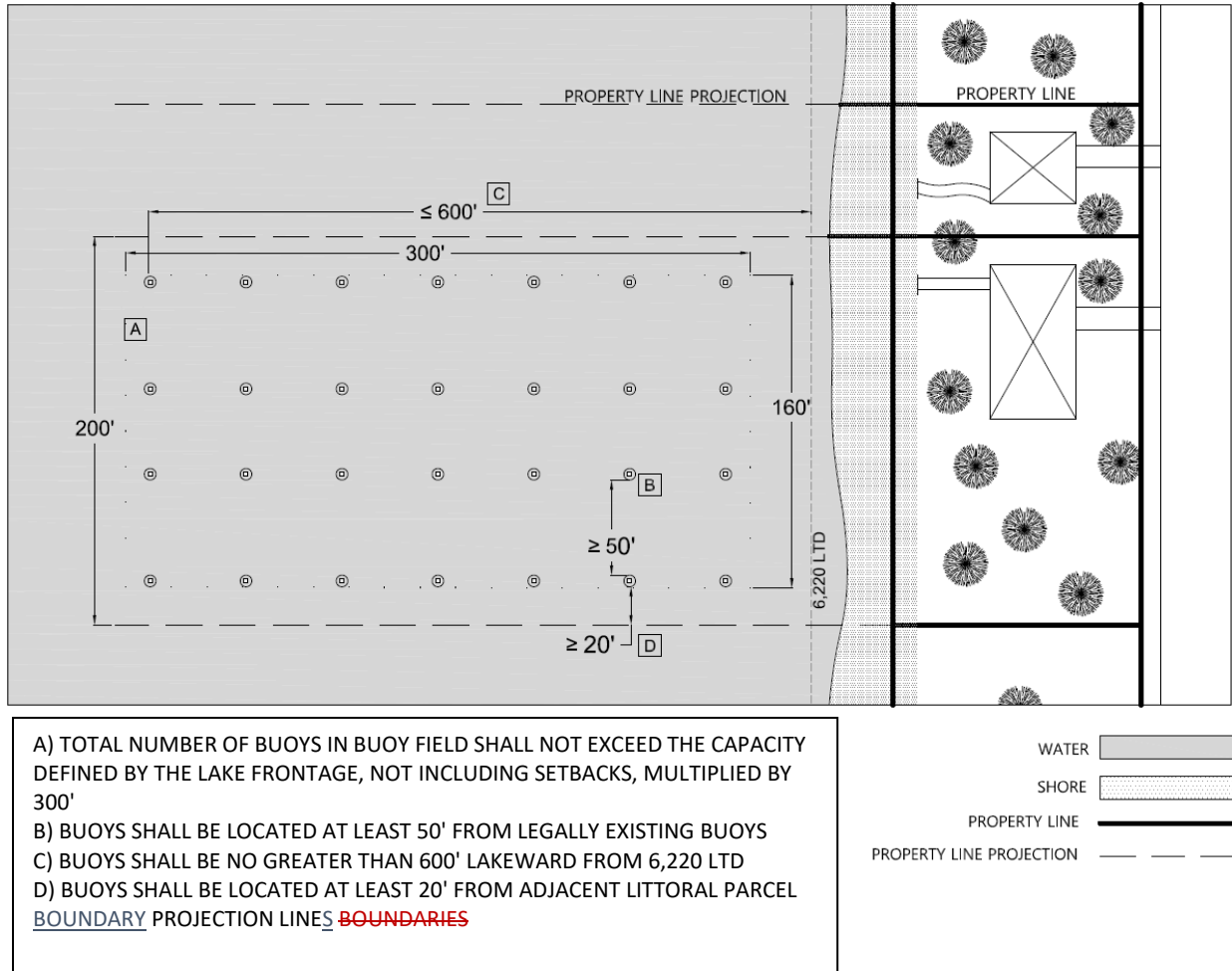


Figure 84.3.3-2. Buoy Field Standards

5. Modify Figure 84.4.3-1

A

<i>Description</i>	This modification would standardize use of the term “parcel boundary projection line.” That term would then be defined in Chapter 90 (see Item #9).
<i>Purpose</i>	To ensure that the text’s references to “parcel boundary projection lines” are clear and consistent.
<i>Result</i>	The term “parcel boundary projection line” will now be used throughout Chapter 84 and will have a clear definition.

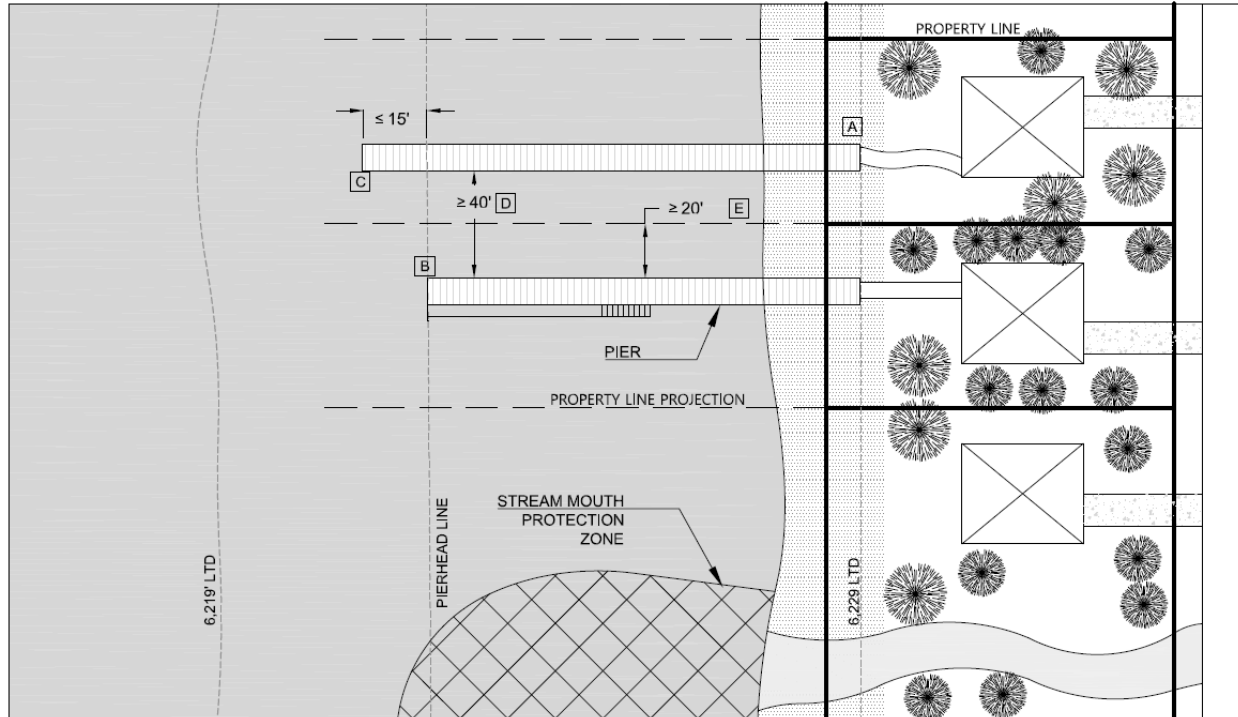
Within Subsection 84.4.3, amend Figure 84.4.3-1 as follows:

CHAPTER 84: DEVELOPMENT STANDARDS LAKEWARD OF HIGH WATER IN THE SHOREZONE AND LAKEZONE

84.4. PIERS

84.4.3. Development Standards

[Figure on following page]



- A) PIER DECKS NOT TO EXTEND VERTICALLY ABOVE 6,232' LTD
- B) PIER DECKS SHALL EXTEND NO FARTHER LAKEWARD THAN 6,219' LTD OR THE PIERHEAD LINE, WHICHEVER IS MORE LIMITING
- C) AN ADDITIONAL 15' LENGTH IN PIER MAY BE GRANTED IN SOME CIRCUMSTANCES, REFER TO CODE SECTION **Error! Reference source not found.**
- D) 40' MINIMUM SETBACK REQUIRED FROM OTHER PIERS
- E) 20' MINIMUM SETBACK REQUIRED FROM ADJACENT PARCEL BOUNDARY

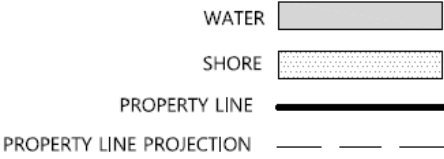


Figure 84.4.3-1. Single-Use Pier Design Standards

6. Modify Subparagraph C.2.f of Subsection 84.4.3

A

<i>Description</i>	This modification would standardize use of the term “parcel boundary projection line.” That term would then be defined in Chapter 90 (see Item #9).
<i>Purpose</i>	To ensure that the text’s references to “parcel boundary projection lines” are clear and consistent.
<i>Result</i>	The term “parcel boundary projection line” will now be used throughout Chapter 84 and will have a clear definition.

Amend Subparagraph C.2.f of Subsection 84.4.3 to read as follows:

CHAPTER 84: DEVELOPMENT STANDARDS LAKEWARD OF HIGH WATER IN THE SHOREZONE AND LAKEZONE

84.4. PIERS

84.4.3. Development Standards

C. Additional Standards for Multiple-Use Piers

2. **Development Standards.** Piers shall be constructed consistent with the following provisions:
 - f. Piers shall be setback from each adjacent ~~property~~ parcel boundary projection line by a minimum of 20 feet unless the adjacent property has legal shared access to the pier;

7. Add a new Subparagraph C.2.k to Subsection 84.4.3

B

<i>Description</i>	This modification would place a restriction on the number of boatlifts into the code. This restriction presently exists in Figure 84.4.3-2 but was omitted from the ordinance text.
<i>Purpose</i>	To formalize a restriction on the number of boatlifts that was inadvertently omitted.
<i>Result</i>	The text will clearly state that boat lifts on multiple-use piers would be limited to one per parcel with a maximum of four.

Add a new Subparagraph C.2.k to Subsection 84.4.3 to read as follows:

CHAPTER 84: DEVELOPMENT STANDARDS LAKEWARD OF HIGH WATER IN THE SHOREZONE AND LAKEZONE

84.4. PIERS

84.4.3. Development Standards

C. Additional Standards for Multiple-Use Piers

2. Development Standards. Piers shall be constructed consistent with the following provisions:

k. Boatlifts. One boatlift per parcel eligible for shorezone development is allowed in association with a multiple-use pier, up to a maximum of four boatlifts.

8. Modify Subparagraph B.3 of Subsection 84.8.1

A

<i>Description</i>	This modification would standardize use of the term “parcel boundary projection line.” That term would then be defined in Chapter 90 (see Item #9).
<i>Purpose</i>	To ensure that the text’s references to “parcel boundary projection lines” are clear and consistent.
<i>Result</i>	The term “parcel boundary projection line” will now be used throughout Chapter 84 and will have a clear definition.

Amend Subparagraph B.3 of Subsection 84.8.1 to read as follows:

CHAPTER 84: DEVELOPMENT STANDARDS LAKEWARD OF HIGH WATER IN THE SHOREZONE AND LAKEZONE

84.4. OTHER STRUCTURES

84.8.1. Floating Platforms

B. Development and Use Standards

3. Floating platforms shall be located at least 20 feet from adjacent littoral parcel boundary projection lines ~~boundaries~~ and no closer than 50 feet from another mooring buoy.

9. Add a definition of “Parcel Boundary Projection Line” to Section 90.2

A

<i>Description</i>	“Parcel boundary projection line” will be defined. This term is used throughout Chapter 84 to establish setbacks for piers and moorings.
<i>Purpose</i>	To ensure that the text’s references to “parcel boundary projection lines” are clear and consistent.
<i>Result</i>	The term “parcel boundary projection line” will have a clear definition, consistent with the policies of California and Nevada State Lands.

Add the following definition to Section 90.2:

CHAPTER 90: DEFINITIONS

90.2. OTHER TERMS DEFINED

Parcel Boundary Projection Line

Projection of a parcel boundary line lakeward from the low water line, perpendicular to the tangent of the shoreline.

Attachment B

Required Findings/Rationale

REQUIRED FINDINGS / RATIONALE

TRPA Code of Ordinances Section 3. 3 – Determination of Need to Prepare an Environmental Impact Statement

Finding: TRPA finds that the proposed Code amendments will not have a significant effect on the environment.

Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed amendments to the Code of Ordinances (see Attachment C). The IEC found that the proposed Code amendments would not have a significant effect on the environment.

The proposed amendments are consistent with and will implement the Shoreline Plan. The amendments are minor in nature and are not anticipated to result in environmental effects. The proposed amendments are consistent with the assumptions and analysis supporting the [Shoreline Plan Environmental Impact Study \(EIS\)](#). As demonstrated in the EIS and accompanying findings, implementation of the Shoreline Plan will not result in an unmitigated significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4. 4 – Threshold-Related Findings

1. Finding: The project (amendments to the Code of Ordinances) is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs;

Rationale: The proposed amendments to the Code correct and clarify existing language in the Code of Ordinances. The amendments are substantially consistent with the Shoreline Plan's project description and associated policies. The changes are minor in nature and will not result in environmental effects. The Code amendments will improve understanding of the Code and increase the efficiency of Code administration and compliance. These changes will improve the implementation of the Shoreline Plan and the Regional Plan. Additionally, they will support the achievement and maintenance of the thresholds. The Code amendments are consistent with the Regional Plan policies and goals and all implementing elements of the Regional Plan.

2. Finding: The project will not cause the environmental threshold carrying capacities to be exceeded; and

Rationale: The proposed amendments are consistent with the threshold attainment strategies in the Regional Plan. As demonstrated in the [EIS](#) and [findings](#) for adoption for the Shoreline Plan, implementation of the Shoreline Plan will not cause the environmental threshold carrying capacities to be exceeded. The

proposed amendments to the Code of Ordinances are intended to more effectively facilitate Shoreline Plan implementation.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed amendments would not adversely affect any state, federal, or local standards. The amendments are intended to correct and clarify existing Code provisions, which will maintain adopted standards.

TRPA Code of Ordinances Section 4. 6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs.

Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains thresholds.

Rationale: As demonstrated in the Chapter 4 [findings](#) for adoption of the Shoreline Plan (see Attachment C of the October 24, 2018 Governing Board packet), implementation of the Shoreline Plan will achieve and maintain thresholds. The proposed amendments to the Code of Ordinances will improve implementation of the threshold attainment strategies by improving the efficiency of administering the Code and reducing the staff and public resources being expended as a result of errors or omissions in the currently adopted Code.

Therefore, the Code of Ordinances, as amended by the proposed amendments, and in combination with other regulatory programs, will attain and maintain thresholds.

Attachment C

Initial Environmental Checklist (IEC)

INITIAL DETERMINATION OF ENVIRONMENTAL IMPACT CHECKLIST

Project Name:

Shoreline Code Amendments – June 2019

Project Description:

The project would involve amending the Chapters 81, 84, and 90 of the TRPA Code of Ordinances as shown in Exhibit 1 to Attachment A. The proposed amendments fall into three categories:

A. Defining Parcel Boundary Projection Lines

Moorings, piers, and floating platforms are required to maintain a 20-foot setback from parcel boundary projection lines. There is, however, no definition for this term in the Code of Ordinances. Additionally, the Code uses several variations on the term. The proposed ordinance amendments would standardize the term “parcel boundary projection line” and add a definition to Chapter 90. Parcel boundary projection lines would be established based on where the parcel boundary meets the low water line. From that point, the projection line would extend lakeward, perpendicular to the tangent of the shoreline. This is consistent with the definitions used by both California and Nevada State Lands.

B. Specifying the Maximum Number of Boatlifts for a Multiple-Parcel Pier

The consolidated policies developed by the Shoreline Plan’s steering committee and analyzed in the Shoreline Plan Environmental Impact Statement (EIS) recommended that multiple-use piers be limited to one boatlift per parcel, up to a maximum of four boatlifts. While this was included in a figure adopted as part of the Code of Ordinances (Figure 84.4.3-2), there is no corresponding restriction in the regulatory text. The proposed amendments would add a design standard to limit the number of boatlifts on multiple-parcel piers in accordance with the EIS.

C. Merging the “Commercial Boating” use into “Water-Oriented Outdoor Recreation Concessions.”

Chapter 81 of the TRPA Code of Ordinances defines the permissible uses within the shorezone. Amongst these uses is *commercial boating* which is broadly defined as “commercial use of pleasure craft or other vessel on a body of water.” *Commercial boating* is distinct from other boating-related shorezone uses. For example, rental of boats falls under *water-oriented outdoor recreation concessions* and tour boats serving more than 30 passengers are classified as *tour boat operations*. As such, *commercial boating* is primarily focused on boating and fishing charters. *Commercial boating* is not widely included as a permissible use, even in areas where *tour boat operations* and *water-oriented outdoor recreation concessions* are permissible.

Because *commercial boating* is functionally similar to boating concessions, staff recommends deleting it as a separate use and instead including it within the definition of *water-oriented outdoor recreation concessions*. This change would result in commercial boating uses being permissible wherever concessions are permissible. Additionally, standards in Chapter 84 relating to *water-oriented outdoor recreation concessions* would also apply to *commercial boating*. This means, for example, that motorized commercial boating would be required to operate out of a marina.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments.

I. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

- Yes No
- No, With Mitigation Data Insufficient

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

- Yes No
- No, With Mitigation Data Insufficient

c. Unstable soil conditions during or after completion of the proposal?

- Yes No
- No, With Mitigation Data Insufficient

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

- Yes No
- No, With Mitigation Data Insufficient

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

- Yes No
- No, With Mitigation Data Insufficient

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

- Yes No
- No, With Mitigation Data Insufficient

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

- Yes No
- No, With Mitigation Data Insufficient

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

- Yes No
- No, With Mitigation Data Insufficient

b. Deterioration of ambient (existing) air quality?

- Yes No
- No, With Mitigation Data Insufficient

c. The creation of objectionable odors?

- Yes No
- No, With Mitigation Data Insufficient

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

- Yes No
- No, With Mitigation Data Insufficient

e. Increased use of diesel fuel?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Alterations to the course or flow of 100-yearflood waters?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Change in the amount of surface water in any water body?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f. Alteration of the direction or rate of flow of ground water?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

- Yes No
- No, With Mitigation Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

- Yes No
- No, With Mitigation Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

- Yes No
- No, With Mitigation Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

- Yes No
- No, With Mitigation Data Insufficient

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

- Yes No
- No, With Mitigation Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

- Yes No
- No, With Mitigation Data Insufficient

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

- Yes
- No
- No, With Mitigation
- Data Insufficient

e. Reduction of the numbers of any unique, rare or endangered species of plants?

- Yes
- No
- No, With Mitigation
- Data Insufficient

f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

- Yes
- No
- No, With Mitigation
- Data Insufficient

g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

- Yes
- No
- No, With Mitigation
- Data Insufficient

h. A change in the natural functioning of an old growth ecosystem?

- Yes
- No
- No, With Mitigation
- Data Insufficient

5. Wildlife

Will the proposal result in:

a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

- Yes No
- No, With Mitigation Data Insufficient

b. Reduction of the number of any unique, rare or endangered species of animals?

- Yes No
- No, With Mitigation Data Insufficient

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

- Yes No
- No, With Mitigation Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

- Yes No
- No, With Mitigation Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?

- Yes No
- No, With Mitigation Data Insufficient

b. Exposure of people to severe noise levels?

- Yes No
- No, With Mitigation Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

- Yes No
- No, With Mitigation Data Insufficient

d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

- Yes No
- No, With Mitigation Data Insufficient

e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

- Yes No
- No, With Mitigation Data Insufficient

f. Exposure of existing structures to levels of ground vibration that could result in structural damage?

- Yes No
- No, With Mitigation Data Insufficient

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

- Yes No
- No, With Mitigation Data Insufficient

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

- Yes No
- No, With Mitigation Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

8. Land Use

Will the proposal:

a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Expand or intensify an existing non-conforming use?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Substantial depletion of any non-renewable natural resource?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

10. Risk of Upset

Will the proposal:

- a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

- Yes No
- No, With Mitigation Data Insufficient

- b. Involve possible interference with an emergency evacuation plan?

- Yes No
- No, With Mitigation Data Insufficient

11. Population

Will the proposal:

- a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

- Yes No
- No, With Mitigation Data Insufficient

- b. Include or result in the temporary or permanent displacement of residents?

- Yes No
- No, With Mitigation Data Insufficient

12. Housing

Will the proposal:

- a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

- (1) Will the proposal decrease the amount of housing in the Tahoe Region?

- Yes No
- No, With Mitigation Data Insufficient

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

- Yes No
 No, With Mitigation Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

- Yes No
 No, With Mitigation Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

- Yes No
 No, With Mitigation Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

- Yes No
 No, With Mitigation Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

- Yes No
 No, With Mitigation Data Insufficient

d. Alterations to present patterns of circulation or movement of people and/or goods?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Alterations to waterborne, rail or air traffic?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Police protection?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Schools?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Parks or other recreational facilities?

- Yes No
- No, With Mitigation Data Insufficient

e. Maintenance of public facilities, including roads?

- Yes No
- No, With Mitigation Data Insufficient

f. Other governmental services?

- Yes No
- No, With Mitigation Data Insufficient

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

- Yes No
- No, With Mitigation Data Insufficient

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

- Yes No
- No, With Mitigation Data Insufficient

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

- Yes No
- No, With Mitigation Data Insufficient

b. Communication systems?

- Yes No
- No, With Mitigation Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

- Yes No
- No, With Mitigation Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

- Yes No
- No, With Mitigation Data Insufficient

e. Storm water drainage?

- Yes No
- No, With Mitigation Data Insufficient

f. Solid waste and disposal?

- Yes No
- No, With Mitigation Data Insufficient

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

- Yes No
- No, With Mitigation Data Insufficient

b. Exposure of people to potential health hazards?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Be visible from any public recreation area or TRPA designated bicycle trail?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

- Yes No
- No, With Mitigation Data Insufficient

b. Create additional recreation capacity?

- Yes No
- No, With Mitigation Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

- Yes No
- No, With Mitigation Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

- Yes No
- No, With Mitigation Data Insufficient

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

- Yes No
- No, With Mitigation Data Insufficient

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

- Yes No
- No, With Mitigation Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

- Yes No
- No, With Mitigation Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

- Yes No
- No, With Mitigation Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

- Yes No
- No, With Mitigation Data Insufficient

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

- Yes No
- No, With Mitigation Data Insufficient

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

- Yes No
- No, With Mitigation Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.


Yes No

- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

Yes No

- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

Yes No



Signature of Evaluator

Date May 28, 2019

Michael T. Conger, AICP, Senior Planner

Title of Evaluator

2019 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
First Quarter: January – March 2019



TAHOE
REGIONAL
PLANNING
AGENCY



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TRPA STRATEGIC INITIATIVES

The Tahoe Regional Planning Agency (TRPA) is moving forward with strategic initiatives the Governing Board identified as major priorities for the agency. These initiatives align directly with the four objectives in the agency’s Strategic Plan.

TRANSPORTATION

U.S. 50 South Shore Community Revitalization Project

The U.S. 50 South Shore Community Revitalization Project is a transformational and regionally significant project identified as a top transportation priority for Lake Tahoe. The project will realign approximately one mile of Highway 50 behind Heavenly Village and the casino core, creating a pedestrian-friendly and transit-oriented local main street corridor that extends throughout project area in Stateline and South Lake Tahoe.

A committee of the Bi-State Consultation on Transportation formed to solidify agreement on project elements and processes following project approval by TRPA last November. These project elements include the development and implementation of a Main Street Management Plan, construction of 109 units of replacement housing, and community connectivity improvements and amenities including a community park within the Rocky Point neighborhood.

Phase one of the project concluded this quarter with a stakeholder working group kick-off meeting in late March. This initial meeting focused on introductions, roles and responsibilities, project background, and the approach for the stakeholder working group process.

**U.S. 50 South Shore Community Revitalization Project
Stakeholder Working Group Membership**

- Tahoe Regional Planning Agency
- Lake Tahoe Visitors Authority
- South Tahoe Alliance of Resorts
- Lake Tahoe South Shore Chamber of Commerce
- South Tahoe Chamber of Commerce
- League to Save Lake Tahoe
- Heavenly Resort
- City of South Lake Tahoe
- Douglas County
- Heavenly Village
- Tahoe Transportation District
- California Department of Transportation
- Nevada Department of Transportation
- California Public Safety
- Nevada Public Safety
- Business Community
- Community Member
- Rocky Point Neighborhood Residents (3)

Other tasks in phase one included stakeholder identification, completion of an existing conditions report that will be reviewed by the stakeholder working group and further developed by the consultant, developing a list of contacts for public outreach, and contract initiation for the Main Street Management Plan. TRPA will continue to provide project outreach to local businesses, community members, and other interested parties to solicit participation and support for the project.

THRESHOLDS AND PERFORMANCE MANAGEMENT



The thresholds and performance management strategic initiative continues to review the threshold standards and information management system. The threshold update working group, the Tahoe Science Advisory Council, and TRPA staff have worked over the past eight months to review and evaluate the system TRPA uses to manage data to support adaptive management. To provide a more seamless connection between the threshold standards and the Regional Plan and continue to bring the threshold standards in line with best practices, the initiative has developed two proposals. The first would colocate the threshold standards with the Regional Plan and the second would remove six narrative policy statements as threshold standards.

Colocating the threshold standards and Regional Plan would make the environmental goals to be achieved by the Regional Plan clearer and more apparent. Identifying the policies and measures to achieve those goals within the same document would then directly link the TRPA Compact's mission to set environmental threshold standards and develop a Regional Plan to meet those standards. A consolidated Threshold Standard and Regional Plan document describes a structured system for review and amendment of both the threshold standards and the Regional Plan.

The Tahoe Science Advisory Council also noted the "corrosive influence of policy statements as standards is in the vagueness of those statements," challenging TRPA to address the shortcoming. TRPA adopted policy statements in 1982 in conjunction with the threshold standards to provide direction for the agency's development of the Regional Plan. The policy statements do not meet best practices for threshold standards because they are neither specific nor measurable and cannot be objectively evaluated. The guidance of the policy statements has been fully incorporated into the Regional Plan and their elimination as threshold standards would not alter the policies or implementation of the Regional Plan.

The TRPA Advisory Planning Commission and Regional Plan Implementation Committee considered both proposals at their March meetings and voted unanimously to support each. The proposals will be considered by the Governing Board in April.

TAHOE KEYS WEED MANAGEMENT

Tahoe Keys Stakeholder Committee

A stakeholder committee formed this quarter to collaboratively guide the development and environmental analysis of the Tahoe Keys weed management project. Formation of this committee was a recommendation of Zephyr Collaboration, the firm selected to lead the collaborative mediation for the Tahoe Keys. The committee includes representatives from TRPA, the Lahontan Regional Water Quality Control Board, Tahoe Keys Property Owners Association, League to Save Lake Tahoe, Tahoe Water Suppliers Association, and Tahoe Resource Conservation District. The committee met several times this quarter and is finalizing a timeline for the project. Next quarter, the committee will provide input and

recommendations on the goals, objectives, and alternatives for the Tahoe Keys weed management project and provide input on a public outreach plan.

Environmental Analysis

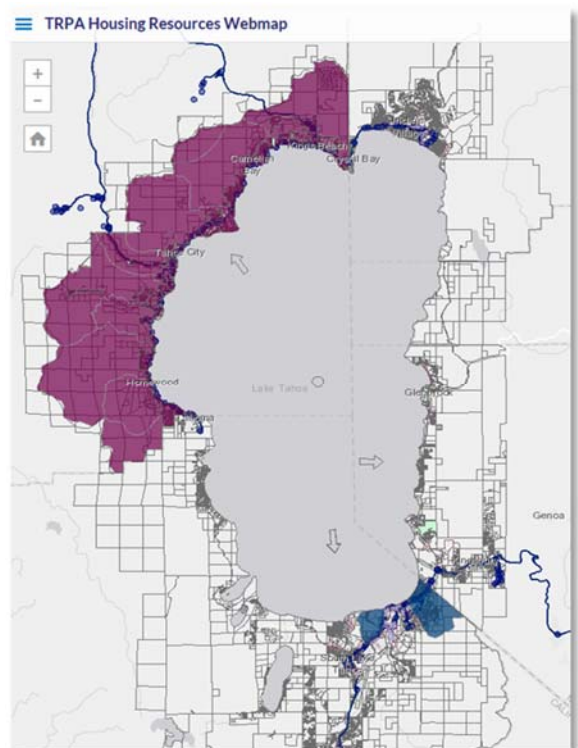
TRPA contracted with TRC, an environmental consultant firm, to complete the environmental analysis needed for the Tahoe Keys weed management project and TRC has developed a scope and schedule for the necessary studies and data collection for the 2019 field season.

LIVABLE AND SUSTAINABLE COMMUNITIES

TRPA Launches Housing Webpage

Tahoe agencies are taking steps to encourage the creation of more workforce housing. But what has changed, and how do changes affect people who want to build new housing for residents? TRPA has identified all the incentives available for affordable, moderate, “achievable,” and market-rate housing on a new housing webpage (<http://www.trpa.org/permitting/housing/>).

On this webpage, people can learn about application fee waivers for resident housing, how to get a free residential unit of use to build housing for residents, and what other agencies, such as the South Tahoe Public Utility District are doing to encourage more local housing. The webpage includes an interactive map showing locations where the incentives apply, as well as other useful data, such as the location of opportunity zones and where accessory dwelling units are allowed on parcels smaller than one acre. This webpage will be updated as new housing incentives are created.



A screenshot of the housing map, which includes data that may be helpful to developers, local jurisdictions, and the public looking for resources on housing in the Tahoe Basin. Source: <http://gis.trpa.org/housing/>

Tahoe Prosperity Center and Mountain Housing Council Working Groups

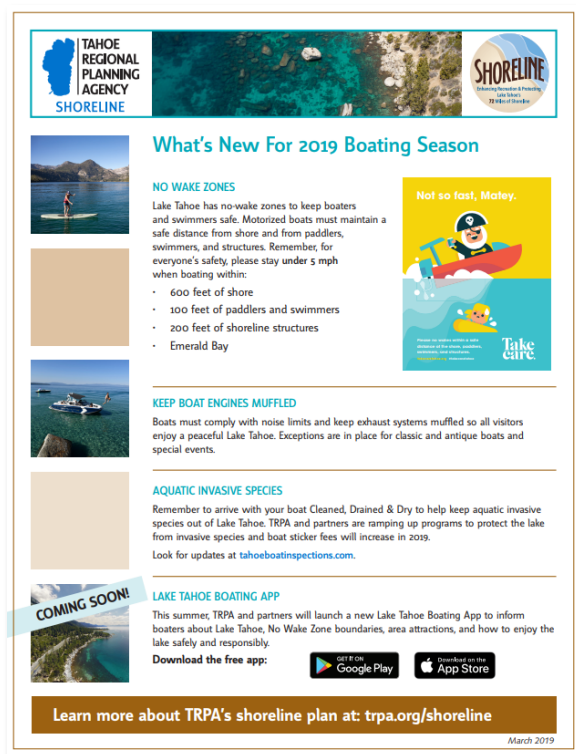
The Tahoe Prosperity Center and Mountain Housing Council working groups continue to focus on helping the Region achieve its workforce housing goals. TRPA serves on a variety of working groups for both partnerships. The Housing Tahoe Partnership recently released its policy recommendation for flexible parking standards, in which the TRPA was an active partner. The Mountain Housing Council released its white paper on the impact of short-term vacation rentals and a policy paper on how fee incentives can help achievable housing projects. TRPA participated in the development of both papers. Links to these papers are provided below:

- White paper on the impact of shore-term vacation rentals:
https://mountainhousingcouncil.files.wordpress.com/2018/02/mhc_policy1briefinal_achievablelocalhousing.pdf
- Policy paper on fee incentives:
https://mountainhousingcouncil.files.wordpress.com/2018/08/mhc_policyrecommendation.pdf

Shoreline Plan Implementation

Implementation of the shoreline program the Governing Board approved last October continued this quarter. Highlights of this work include:

- TRPA created a new position for a **dedicated shoreline planner** to oversee mooring, permitting, and registrations. The position will also lead the permitting for boat rental concessions.
- TRPA updated its website to include a dedicated page for the shoreline program <http://www.trpa.org/shoreline>. The page includes links to shoreline permit applications, information about moorings and boating, and fact sheets for a variety of frequently asked questions about shoreline topics.
- TRPA released a series of **updated permit applications** for shorezone projects and activities under the new Shoreline Plan. These applications include new Express Check applications for expedited TRPA review of in-kind shorezone structure reconstructions, declarations for exempt and qualified exempt activities for shorezone structures, a general shorezone application, and an information packet on the application process for new piers. Applications for new piers will be accepted this June and up to 12 applications will be selected to move forward through the permitting process.
- The **new registration system for existing moorings** (buoys, boat lifts, and slips) went live on March 1 on Lake Tahoe Info. By the end of March, more than 160 mooring registrations have been submitted through this online portal, which represents over 500 individual moorings and approximately 10 percent of all eligible moorings on the lake. The mooring registration system can be found at: (<https://parcels.laketahoeinfo.org/MooringRegistration/Welcome>).



One of the shoreline fact sheets available on the TRPA website.

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE & TRANSPORTATION PLANNING DIVISION

Sustainable Recreation

The sustainable recreation working group completed a draft existing conditions report for outdoor recreation in the Tahoe Region. The report highlights recreation trends, challenges, plans, and hot-spots and will inform the ongoing development of a larger sustainable recreation strategy for the Tahoe Region.

The Tahoe Science Advisory Council approved the final work plan for science support for the development of the sustainable recreation strategy. The work plan, totaling \$175,000, will examine linkages between recreation experience, public access, and environmental quality. Key deliverables will include conceptual models to measure recreation experiences and public access and develop a regional monitoring framework.

Mountain Ventures Summit

TRPA staff attended and spoke at the Mountain Ventures Summit in Mammoth Lakes this quarter. The conference brings together mountain towns from across the West to begin to jointly address topics around housing, economic development, and sustainable recreation. Devin Middlebrook, sustainability program coordinator for TRPA, presented the work of the sustainable recreation working group and how recreation challenges are being addressed at Lake Tahoe.

Office of Sustainable Outdoor Recreation and Tourism for the Eastern Sierra

TRPA staff began coordinating with the Town of Mammoth Lakes on the creation of an Office of Sustainable Outdoor Recreation and Tourism for the Eastern Sierra. This work is being funded by a grant from the Sierra Nevada Conservancy. Key deliverables for the project include a climate vulnerability assessment, coordination among recreation providers from Shasta to Death Valley National Park, capacity building, and public outreach and education.

Sustainable Communities Program

Sustainable Top 100. Lake Tahoe was recognized as a winner in the Green Destinations Sustainable Top 100 awards for 2019 in Berlin, Germany. This awards program recognized sustainable tourist destinations around the globe and highlighted their accomplishments. Additionally, Lake Tahoe placed second in the “Best of Nature” category, an award that highlights Tahoe’s continued commitment to sustainability and the environment.

Chile: A small delegation from Tahoe, including TRPA, the League to Save Lake Tahoe, and U.C. Davis, made a return trip to southern Chile to continue working on sustainable development in the Northern Patagonia Lakes Region. Highlights from this delegation include multiple public workshops and speaking events, placement of the first permanent monitoring station in Lago Panguipulli to measure lake

temperature and lake mixing, formation of an international non-governmental organization called Chile Lagos Limpios. This work highlights Tahoe's global impact and the exchange of knowledge and expertise from Tahoe to the world.



The Tahoe delegation in Chile. Photo Credit: Devin Middlebrook.

CURRENT PLANNING DIVISION

Permit Application Review

Summary of TRPA Project Applications Received Quarter 1 2018 through Quarter 1 2019					
	Q1 CY2018	Q2 CY2018	Q3 CY2018	Q4 CY2018	Q1 CY2019
Applications Received¹	213	278	293	174	161
Residential Projects ²	50	83	63	33	57
Commercial Projects ²	4	5	7	2	5
Recreation/Public Service Projects ²	16	11	9	5	10
Environmental Improvement Construction Projects	5	5	2	2	2
Shorezone/Lakezone Projects ²	4	22	4	2	6
Grading Projects	5	12	14	6	3
Verifications and Banking ³	91	94	145	96	52
Transfers of Development	13	14	14	9	6
Other ⁴	25	32	35	19	20
<u>Notes:</u> (Data is sourced from TRPA Accela Permit Records)					
1 Does not include Exempt projects, Qualified Exempt declarations, Tree Removal applications, or Administrative applications.					
2 Includes New Development and Additions/Modification					
3 Includes Soils/Hydrology Verifications, IPES, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments and Standalone Banking Applications					
4 'Other' includes Historic determinations, Lot Line Adjustments, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Sign, Allocation Assignments, and other miscellaneous project types					

Hearings Officer Meetings

The Hearings Officer approved seven project applications this quarter:

- Two land capability challenges;
- Demolition of a historic cabin;
- Undergrounding of utility lines along a portion of Apache Avenue in Meyers near the Lake Tahoe Environmental Magnet School;
- Construction of a telecommunication facility atop an existing building in Tahoe City to improve wireless service in the area;
- Upgrades to electrical utilities to address ongoing power outages in a portion of the Al Tahoe neighborhood in South Lake Tahoe;
- And modifications to a damaged shoreline revetment structure near Tahoe Vista.

ENVIRONMENTAL IMPROVEMENT PROGRAM DIVISION

Tahoe Interagency Executives Steering Committee

The Tahoe Interagency Executive (TIE) Steering Committee met twice this quarter to receive briefings from Environmental Improvement Program (EIP) working groups, including the Sustainable Recreation Working Group, the Pathway Partnership group, and the Upper Truckee River Watershed Advisory Group/Stream Environment Zone Regional Working Group. The TIE Steering Committee has made progress on development of the fiscal year 2020 Lake Tahoe Restoration Act (LTRA) Priority Project List and has begun agency coordination in preparation for the 2019 Lake Tahoe Summit.



EIP Update

TRPA, with assistance from the EIP Coordinating Committee, convened an EIP update workshop in March for all EIP working group leads. The workshop focused on identifying new challenges and threats the EIP needs to address over the next five-plus years and reviewing the EIP action priorities. Members of the EIP Coordinating Committee include Kim Caringer (TRPA), Dorian Fougères (California Tahoe Conservancy), Heather Noel (U.S. Forest Service), and Ellery Stahler (Nevada Division of State Lands). The coordinating committee will complete an updated strategic document for the EIP prior to the 2019 Lake Tahoe Summit.

EIP Reporting

The 2018 EIP reporting season concluded this quarter with all partners submitting project information, expenditures, and accomplishments for the previous year to the Lake Tahoe Info EIP Project Tracker (<https://eip.laketahoeinfo.org/>). The submitted information is being reviewed for accuracy so this data can be relied upon for future reports and the annual Lake Tahoe Summit.

Stormwater Management Program

Best Management Practices (BMP) Certificates Issued

TRPA issues best management practices (BMP) certificates to recognize a parcel's compliance with stormwater management requirements in TRPA's Code of Ordinances. The Stormwater Management Program at TRPA targets priority properties for BMP compliance in coordination with local jurisdictions to achieve required pollutant load reductions. Concentrating BMP compliance on commercial and large multi-family (six units or more) properties is shown by the Total Maximum Daily Load Program to generate more pollutant load reductions compared to single-family residential properties. This quarter, TRPA issued 13 BMP certificates: Nine for single family residential parcels and four for commercial parcels.

BMP Certificates issued from January 1 to March 31, 2019					
	Land Use	Total Certificates Issued Year to Date	Certificates Issued Through Permitted Projects	Certificates Issued Through Voluntary Compliance	Certificates Issued Through Enforced Compliance
California	Single Family Residential	8	8	0	0
	Multi-Family Residential	0	0	0	0
	Commercial	1	1	0	0
	California Total	9	9	0	0
	Single Family Residential	1	1	0	0
Nevada	Multi-Family Residential	0	0	0	0
	Commercial	3	1	2	0
	Nevada Total	4	2	2	0
	Total Certificates Issued	13	11	2	0

- Stormwater Management Program staff issued **notice of failure letters** for two non-compliant parcels this quarter. TRPA also individually met with local jurisdictions to determine compliance priorities for 2019.
- **Shoreline BMP Handbook:** TRPA was awarded \$10,000 from Nevada Division of State Lands to augment previously secured funding to update the BMP Handbook with information about BMPs specifically for shoreline projects. Other funding needed for this update will come from California BMP violation funds and funds from the Nevada Division of Environmental Protection.
- **Implemented BMP Action Plan Recommendations:** In coordination with the Lahontan Water Board and South Tahoe Public Utility District, TRPA staff identified

parcels with contaminated soils that should not infiltrate stormwater on their properties due to the heightened risk of contaminating groundwater. These parcels were flagged as “constrained” and unable to meet TRPA’s infiltration requirements in the BMP database and on the Lake Tahoe Info website. These parcels are predominately located within the boundaries of the Tahoe Valley Area Plan.

- In preparation for the upcoming building season and ongoing implementation of the new Shoreline Plan, Stormwater Management Program staff are working with planners to **implement the new BMP fees** the Governing Board adopted last year and educate planners about protocols for BMPs to ensure consistent information between departments.

- **Lake-Friendly Business Program:** At the end of this quarter, 106 business were members of the Lake-Friendly Business Program, up from 81 businesses at this time last year. The program recognizes local businesses that install and maintain their BMPs by publicly acknowledging them as good stewards of the lake through print advertisements and social media campaigns. Stormwater Management Program staff attended the 2019 Lake Tahoe Business Expo in March and networked with existing and potential Lake-Friendly Business members.



TRPA staff members Joan Douglas, Adam Jensen, and Shay Navarro at the 2019 Lake Tahoe Business Expo.

Aquatic Invasive Species Program

Prevention:

- Inspections: Watercraft inspections have been ongoing throughout the winter at the Cave Rock and Lake Forest boat ramps. All watercraft inspection stations will reopen for the boating season on May 1.
- In March, the Governing Board approved a modified watercraft inspection fee schedule that more accurately reflects the amount of work required for certain inspections and simplifies the fee categories. This modification is expected to increase available funding by approximately \$70,000 per year, which will help offer competitive wages to inspectors and replace aging equipment.

Control:

- Planning is underway for an invasive weed control project at the mouth of Meeks Creek, which flows into Lake Tahoe through Meeks Bay. The project will start in late spring or early summer 2019. Funding for this high priority project is being leveraged from multiple agencies (California Tahoe

Conservancy, U.S. Army Corps, U.S. Fish & Wildlife Service, U.S. Forest Service, and TRPA).

- Funding to respond to new invasive plant locations on Nevada’s southeast shore of the lake has been awarded to the Tahoe Resource Conservation District from the Nevada Division of State Lands license plate grant. The new locations were discovered during the lake-wide survey completed in summer 2018.

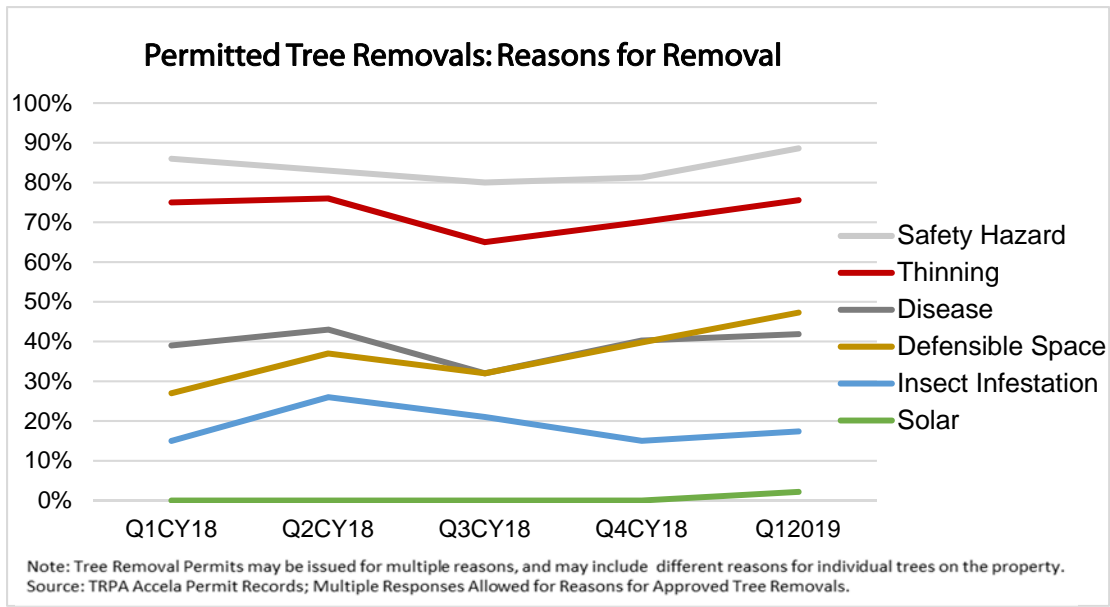
Monitoring:

- Preliminary results from the lake-wide aquatic invasive species (AIS) survey completed in 2018 identified new plant infestations at General Creek, Pope Marsh, Camp Richardson, and Timber Cove on the California side, along with Burke Creek, Edgewood, and Tahoe Beach Club on the Nevada side of Lake Tahoe. Funding for control projects at most of the Nevada locations has been secured, as noted above, and a funding request submitted to the California Tahoe Conservancy to utilize Senate Bill 630 funds for the California locations is anticipated to be approved in April.
- Remote sensing data was collected during the lake-wide survey last year with the use of LiDAR and high-resolution aerial imagery. The data is being analyzed to develop a complete nearshore map that will identify invasive plant infestations.

Urban Forestry/Tree Removal Permits on Private Property

TRPA’s forester is part of the network of forestry and fire professionals who help private landowners keep their property safe and defensible from wildfire. TRPA’s staff forester provides expertise in tree risk assessment and serves Tahoe’s private property owners with thorough tree evaluations. The table below summarizes tree removal applications by quarter since the first quarter of 2018. In the first quarter of 2019, TRPA received 42 tree removal applications. Trees removed due to safety hazard continue to be the primary reason for making trees for removal.

Summary of TRPA Tree Removal Applications & Permitting Activity Quarter 1 2018 through Quarter 1 2019					
	Q1 CY2018	Q2 CY2018	Q3 CY2018	Q4 CY2018	Q1 CY2019
Tree Removal Applications Received	90	271	334	182	42
Number of Trees Permitted for Removal	339	1,431	1,155	812	184
Percent Applications Submitted Online	68%	69%	73%	75%	60%
<u>Source:</u> TRPA Accela Permit Records					



RESEARCH & ANALYSIS DIVISION

Parcel Tracker Updates

The Lake Tahoe Info Parcel Tracker (<https://parcels.laketahoeinfo.org/>) provides information to the public about parcels in the Tahoe Region. Information on almost 500 parcels was updated in the Parcel Tracker this quarter. A new portal specifically for mooring registration was launched on the Parcel Tracker this quarter, allowing property owners to register their moorings online. TRPA also responded to 75 help requests directly through the Parcel Tracker. These requests from property owners, real estate agents, and local government partners requested updated permitting information on parcels. The number of help requests submitted through the Parcel Tracker is up significantly due to more people using the site to search for property information and because of the new moorings registration portal on the Parcel Tracker.



Light Detection and Ranging (LiDAR) Data

During summer 2018, the Lake Tahoe AIS program acquired topobathymetric LiDAR data and high-resolution imagery for the entire nearshore area of Lake Tahoe. LiDAR is a state-of-the-art remote sensing technology that uses laser pulsed from an airplane to produce a three-dimensional representation of the Earth's surface features. Topobathymetric green LiDAR can permeate the water surface and give representations of subsurface features.

This data has improved the understanding of AIS infestations in Lake Tahoe and is being used to support other efforts to improve TRPA's GIS data layers including bathymetric contours, the no-wake zone, and mooring locations. The data will also be used for new geospatial products to improve nautical navigation, help detect AIS, and create detailed visualizations of the nearshore in web maps.



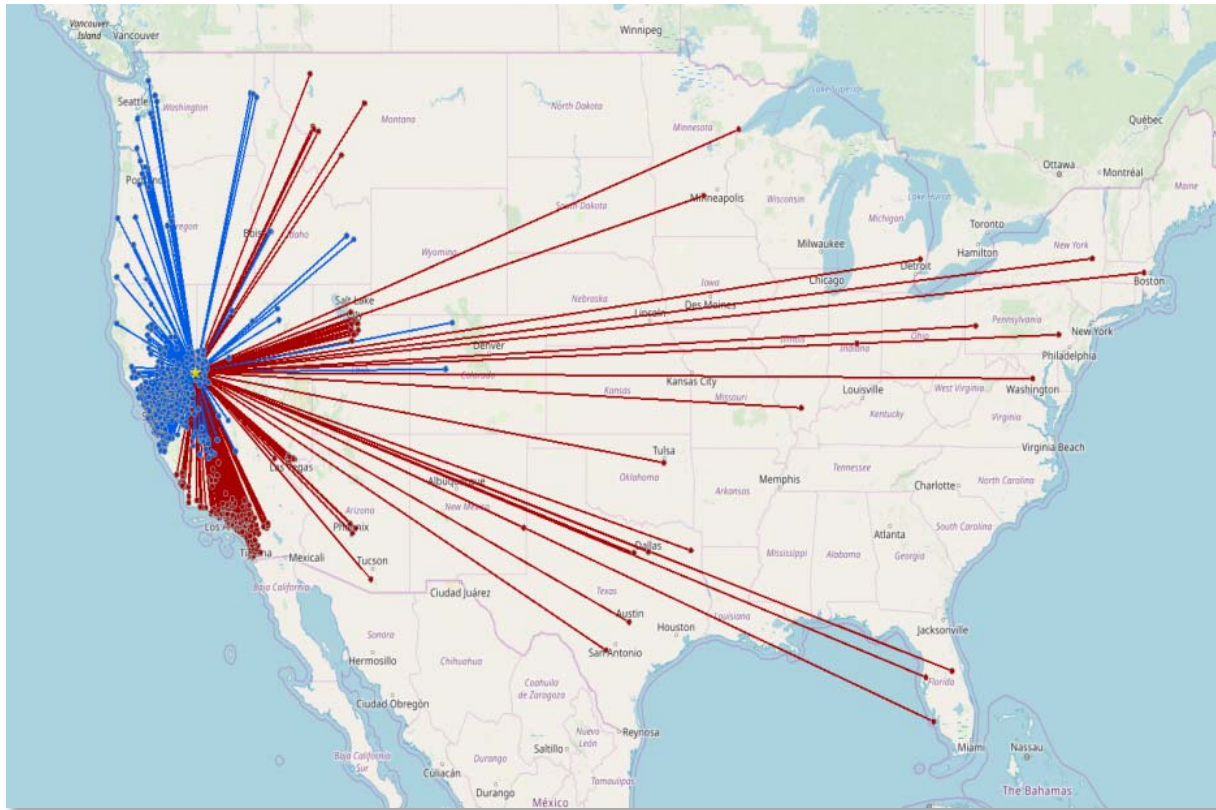
An example of LiDAR and high-resolution imagery used to show lake bottom features and to identify aquatic invasive species.

Area-Wide Stormwater Treatment Map

TRPA created a password-protected, web-based map to help staff and local jurisdiction partners with planning for area-wide water quality treatment projects. The map helps identify constrained parcels that are unable to meet TRPA’s stormwater infiltration requirements, constrained parcels contributing runoff to existing treatment systems, and locations with constrained parcels where future treatment systems may be proposed.

Aquatic Invasive Species Boating Map

The Research and Analysis Division worked with the AIS program to develop a boating map that illustrates where visitors bringing their boats to Lake Tahoe live near high-risk waterbodies infested with quagga/zebra mussels, New Zealand mud snails, or invasive aquatic plants not currently in Tahoe. The map shows Tahoe receives boats from many states and that the threat of new aquatic invasive species being introduced to the lake is high, demonstrating the importance of Tahoe’s boat inspection program that has successfully prevented the introduction of any new AIS in Tahoe over the past decade.



Map showing where boats launched in Lake Tahoe are coming from. Locations in red are considered near high-risk waterbodies.

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Tahoe Regional Plan. The external affairs team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders. This quarter, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise awareness about issues at Lake Tahoe and improve public understanding about the role of TRPA and the EIP collaborative partnership.

Legislative Affairs

The External Affairs team collaborates with federal, state, and local delegations and represents TRPA in legislative hearings. The 2019 first quarter's legislative affairs activities focused on budget matters in California and Nevada and federal appropriations for the Tahoe Basin under the Lake Tahoe Restoration Act (LTRA). The LTRA, passed in December 2016, authorized up to \$415 million over seven years for the federal share of the Environmental Improvement Program (EIP). In federal fiscal year 2018, Congress appropriated \$5.5 million for forest health and aquatic invasive species projects. With the passage of the 2019 federal budget in February, approximately \$15 million in federal funds were appropriated for the same categories plus watershed restoration and water quality projects.

Representatives from the Tahoe Partnership visited Washington D.C. in March to begin conversations about priority EIP projects for federal fiscal year 2020. The team is also tracking dozens of bills in both California and Nevada’s legislative sessions including Nevada’s SB 136 which affects the Tahoe Transportation District, California’s SB 45 which is a climate resiliency bond act, and legislation in both states to set up offices for outdoor recreation.



Tahoe Partnership representatives made rounds on Capitol Hill in March to elevate Lake Tahoe in Washington D.C. From left: Mike Goar, Heavenly Mountain Resort/Vail Resorts, Darcie Collins, League to Save Lake Tahoe, Kim Caringer and Julie Regan of TRPA, and Steve Teshara, Tahoe Chamber.

Public Outreach and Education

- As part of implementing the new Shoreline Plan, External Affairs staff developed a strategic communications plan and budget for the year.
- Staff helped to create content for a **web site that educates on the Tahoe Keys collaborative process** and options for treating weeds. The website will be launched in the upcoming months.
- External affairs staff participated in a working group of agency representatives and Lake Tahoe Visitor Authority staff working to **improve communication with motorists** and ease congestion during peak travel times. Coordination among the group has led to more timely and consistent messaging between TRPA partners.
- TRPA staff coordinated the 4th annual **EpicPromise Winter Adventure Program**, which allows more than 300 fifth-grade students at the South Shore to snowshoe at the top of Heavenly Mountain Resort’s Aerial Tram and learn about snowmaking, avalanche safety, and winter wildlife survival through a series of stations with agency partners. Zephyr Cove Elementary School was successfully added to the program this year for the first time.

- **2019 Business Expo:** External Affairs represented TRPA with a booth at the Business Expo in Stateline. More than 1,000 attendees participated in this important local event and TRPA connected with hundreds of community members on Shoreline outreach, upcoming plans and projects, and how people can help protect Lake Tahoe's environment.

FINANCE, INFORMATION TECHNOLOGY, & FACILITIES

Finance Update

The budget process is underway in both California and Nevada and TRPA staff continue to support budgeting activities with information and testimony. TRPA's Governing Board approved an internal budget change to fund the roll out of the Shoreline Program. A revised planning fee schedule was also implemented for permit applications

Facilities/Information Technology Update

TRPA installed a modern voice over internet protocol phone system this quarter to support its operations. All network switches were updated and the Internet bandwidth doubled. Building tenants with expiring leases have all renewed and the building is fully leased. Solar panels on the roof of the TRPA building generated 408,563-kilowatt hours of electricity this quarter, reducing carbon emissions by 286 tons.

HUMAN RESOURCES

This quarter, TRPA said goodbye to Tom Lotshaw and Morgan Beryl, who relocated to Colorado for new opportunities. A new public information officer, Chris Larson, was selected and will start work with the agency in early April. Positions were opened to backfill Morgan's role in transportation planning. Matt Miller moved from code compliance to shoreline permitting, resulting in an opening to replace him on the code compliance team. Human Resources also approved and posted five summer intern openings and two additional seasonal boat crew positions.

The Human Resources and Finance departments completed a request for proposals process to select a new vendor for payroll, timekeeping, and human resources information systems. Kronos was selected as this new vendor and the transition process is underway.

