



## TALKING POINTS

### **PINECREST LAKE SHORELINE MANAGEMENT PLAN** **Draft April 3, 2012**

Friends of Pinecrest has reviewed the Shoreline Management Plan developed by PG&E for the Forest Service, relative to the Spring Gap Stanislaus Hydro Relicensing Project FERC No. 2130.

We're providing you with our synthesis of the core features of the proposed Plan, and some alternative ideas for you to consider submitting to PG&E.

The comment period closes on May 3, 2012.

**YOUR ABILITY TO CONTINUE ENJOYING PINECREST LAKE  
WILL BE SERIOUSLY COMPROMISED BY THE  
IMPLEMENTATION OF THIS PLAN.  
DO NOTHING AND BE SHOCKED WHEN YOU CAN NO LONGER  
ANCHOR YOUR SAILBOAT, MOTORBOAT, CANOE, OR KAYAK  
IN THE LAKE.**

**IF YOU THINK YOU'LL BE ONE OF THE LUCKY TWENTY (20)  
PEOPLE WHO WINS THE FOREST SERVICE MOORING BALL  
LOTTERY, ENABLING YOU AND 19 OTHERS TO LEGALLY  
MOOR YOUR BOAT IN THE LAKE, AND YOU DON'T CARE  
ABOUT THE OTHER HUNDRED OF US WHO WON'T HAVE  
ACCESS TO MOORING, THEN DO NOTHING.**

The Plan is based on what we consider to be outdated, specious, and poorly conducted carrying capacity studies and visitor information surveys. What we do know is that much of this Plan is derived from the personal agendas and pet peeves of Forest Service personnel. We apparently disagree about the magnitude of the problem, and in fact, we don't see much of a problem at all, with the exception of the one that the Forest Service is well aware of but refuses to address: carrying capacity of humans is exceeded at Pinecrest Lake. (*Think: 4<sup>th</sup> of July and Labor Day weekends, plus every other weekend during the summer season.*)

**WE DO NOT BELIEVE THAT WE, AS THE BOATING PUBLIC,  
SHOULD BE MADE TO CARRY THE BURDEN OF FAILED  
FOREST SERVICE POLICIES AND PRACTICES.**

**Below is a synopsis of the guts of the Draft Plan. There is more to it than just a massive reduction in the number of boats allowed to anchor. Anchorage for 20 watercraft will only be permitted in the designated south shore area. Do you have a cabin down the lake where you anchor your sailboat or motorboat off the shore? Tough luck.**

**Boat Mooring**

Twenty (20) Mooring Buoys will be allowed in the south shore area for sailboats and human-powered watercraft less than 18' in length.

- The Forest Service will conduct an annual drawing for these 20 Special Use Permits each January.
- “Winners” will provide their own anchors and buoys that must meet California State boating law standards.
- “Winners” will mark their buoy with I.D. tags provided by the USFS.
- “Winners” must adjust their buoy location as the Lake level changes.
- “Winners” must obtain liability insurance naming the Forest Service, PG&E, and Tuolumne County as additional insured's.
- “Winners” will pay a fee to anchor their boat. (*Discrimination.*)
- “Winners” get to pick their own anchor spot. (*Wow!!!*)

Of further note:

1. Those 20 mooring balls are **THE ONLY MOORING BALLS** that will be allowed in the entire Lake. What does this mean for all the folks who drop anchor east of the Marina? And all the cabins around the Lake that anchor their boats offshore? *This is death for the SOBYC (El Toro Sailing Club) and the Laser sailing club.*
2. According to the Draft Plan, concentrating a smaller number of boats (20) in one area creates more useable Lake surface area for recreation. *(We wonder who will actually be using all that extra useable surface area when they can't get their boat to the Lake.)*
3. The options for the rest of us who don't win a mooring ball are as follows, according to the Draft Plan:
  - Rent a temporary slip from the Marina *(in reality, the temporary slips at the Marina are already under strained capacity);*
  - Trailer your boat to the boat ramp *(the Draft Plan doesn't address the traffic jams and waiting periods this option will create, much less the hassle involved in daily launch. No one will trailer their boat to the launch every day; maybe that's the outcome the Forest Service wants);*
  - Use the hand launch facilities *(you bet we're all going to push our trailers back and forth to the beach every day);*
  - Use other Lakes in the vicinity *(Really?)*
4. No motorboats will be allowed to anchor in the sailboat area *(what does that do to early morning fishing trips and general motorboat use throughout the day? Oh, and by-the-way, if you want to bring your party boat or motor boat over to the shore to load up a gang for a supper cruise, you'll need a special use permit for a group.)*
5. No boats will be allowed to anchor within 75' of the fishing platform. *(The Plan doesn't specify how this area will be designated. Maybe*

- they intend to cordon it off and create another eyesore or dangerous situation for the passage of boats on the water.)*
6. The 3 public swimming beaches will be maintained as they currently exist. *(Why are these beaches sacred? Perhaps because they need to justify Ranger Caldwell's cutting of all those beautiful trees to "create more useable beach area when the water recedes." Yes, that's actually stated in the new Recreation Plan.)*
  7. The Draft Plan proposes to install a courtesy dock for boats at the south shore mooring area.
  8. No more than one watercraft may be anchored to each buoy.
  9. Race buoys must be issued a Special Use Permit from the Forest Service and must be approved by the Tuolumne County Sheriff. The permit holder for the race buoys must obtain insurance that absolves liability to the Forest Service, PG&E and Tuolumne County.
  10. All log booms except those commercially permitted (Marina) are disallowed. *(North Shore, there goes the neighborhood.)*
  11. This program is scheduled to go into effect the season following the completion of the build-out of the Traffic, Circulation and Parking Plan (TCP). PG&E estimates completion of the TCP in 3-4 years. *(The TCP continues to have problems of its own.)*

**IT IS NOW OUR JOB TO COMMENT ON THE ELEMENTS OF THIS MIS-GUIDED PLAN.**

**WE SHOULD ALSO PROVIDE SOME SOUND ALTERNATIVES THAT ADDRESS FOREST SERVICE CONCERNS RELATED TO CAPACITY AND SAFETY.**

For example, how about bringing back **LIFEGUARDS** to ensure safety and help manage "user conflicts." Instead of twenty mooring fees, charge for parking and allocate some of the revenue to employ people as lifeguards.

Formally **DESIGNATE** the area between the swim buoys and the fishing platform as watercraft mooring, with some space at either end remaining clear for fishing and other activities. Allow this area to be self-regulating as it always has been. We, as the users, will appoint a group of people to clean up buoys left at the end of the season, and we will work with our constituents to maintain a safe and pleasant moorage.

Erect user information **SIGNS** designating the zones and informing people of how to do stuff, like anchoring a boat and where to fish.

Conduct **VISITOR INFORMATION** orientations to Pinecrest on Saturday morning Forest Service Lake walks and incorporate into every amphitheater presentation, including concessionaire movie nights.

**RESTRICT** the size of boats allowed on the Lake and start the process of eventually allowing only electric motors.

**ENFORCE** the speed limit on the Lake.

**PROVIDE** an additional FISHING ZONE, perhaps reducing the size of Beach 1 closest to the Marina, or somewhere amidst/between the three beaches.

Allow the Marina to administer mooring balls to the east of its facility for a select number of watercraft including **“PARTY BOATS.”**

Establish certain **FEES** for parking, or entrance, for example, and/or use of the Marina’s launching facilities. Redirect revenue into functions like hiring lifeguards and funding the Watch program (disabled persons beach cleanup crew).

Allow the **LOG BOOMS** at the North Shore cove to remain. The booms provide a safe environment at the cove.

**Do not impose restrictions** on mooring balls/anchorage of watercraft at residential cabins along the Lake. *(The Forest Service is clueless about life on the Lake. Here is the paragraph from p.12 of the Plan, limiting the entire Lake to 20 mooring balls: The only exceptions to the requirements described above pertain to residential cabin permittees who have no road access or docks. Because these permittees can only access their cabins by boat and because they have no docks to tie up to, they are allowed to land and leave two boats overnight on the shoreline near their cabins while using their cabins. This is simply ridiculous. We must mount a protest.)*

**REMIND** the Forest Service of the economics: each cabin contributes approximately \$8,000 in tax revenues and goods purchased locally. Multiply this by 383 (or so) cabins and it's a big number to the County and the Federal coffers.

**CHALLENGE** the Forest Service on the basis for this Plan and tell them they can do better than this approach that **KILLS RECREATION** and our wonderful life at Pinecrest Lake.

Thank you for taking the time to write this very important letter.

You can submit your comments directly on the PG&E website.

You can also upload a document from the PG&E website.

Friends of Pinecrest would like to maintain a file of your comments. If you don't send them to us, only PG&E, its consultants, and the Forest Service will see them.

If you write your comments directly into the website, please "select" your content, "copy" it, and paste it into an email to Friends of Pinecrest. If you upload a document on the website, please send us a copy.

**THIS IS IT, FOLKS.  
THE FUTURE OF PINECREST IS AT STAKE.**