



Public Notice

US Army Corps
of Engineers

Sacramento District
1325 J Street
Sacramento, CA 95814-2922

Public Notice Number: 199900732

Date: February 24, 2005

Comments Due: March 24, 2005

In reply, please refer to the Public Notice Number

SUBJECT: The U.S. Army Corps of Engineers, Sacramento District, (Corps) is evaluating a permit application to construct the Tahoe City Marina Expansion project, which would result in impacts to waters of the United States, in or adjacent to the Lake Tahoe. The activity includes dredging approximately 115 cubic yards of accumulated sediment constructing a break water. This notice is to inform interested parties of the proposed activity and to solicit comments. This notice may also be viewed at the Corps web site at <http://www.spk.usace.army.mil/regulatory.html>.

AUTHORITY: This application is being evaluated under Section 10 of the Rivers and Harbors Act of 1899 for structures or work in or affecting navigable waters of the United States and/or Section 404 of the Clean Water Act for the discharge of dredged or fill material in waters of the United States.

APPLICANT: Jim Phelan, Tahoe City Marina, 700 North Lake Tahoe Blvd, P.O. Box 6651, Tahoe City, California 96145-6651, 530-583-1039

PROJECT LOCATION: The northwest shore of Lake Tahoe, in Tahoe City at Section 6, Township 15 North, Range 16 East, Placer County, California.

PROPOSED PROJECT DESCRIPTION: The applicant, Tahoe City Marina (TCM), is proposing a major expansion of its marina facility (see attached drawing). Approximately 905 to 1025 feet of linear breakwater, extending 390-475 feet into the lake, would provide a perimeter for the new marina; the breakwater will be 335-400 feet parallel to the shoreline and 150-180 feet lakeward and over the existing buoy field. Because the design plans will not be finalized until final review and approval by TRPA is obtained (estimated to be in the spring of 2006), the exact dimensions of the proposed marina are not known; however the marina will not exceed the given maximum dimensions. The buoy field has 41 buoys in a 50-foot grid pattern and will be relocated to just outside the proposed new marina (see attached drawing). The breakwater will be both crib wall and sheet pile. Approximately 25% of the breakwater will be crib wall. The crest of the breakwater will be 10 feet wide and allow pedestrians to access the lake. Additionally, the new breakwater would provide ferry service docking point. The lakeward end of the breakwater will serve as a new fuel dock location (moved from the existing location at the current marina). An area, approximately 34,381 square feet, west of the existing marina and in front of the existing shoreline bulkhead will be dredged (see attached map) to an elevation of 6216 feet, Lake Tahoe Datum (LTD), which at this location may mean removing about 4-5 feet of accumulated sediment in certain locations and approximately 115 cubic yards overall. It is likely the method of dredging will be via clamshell or hydraulic suction with the material being placed on barges. The barges will be within the proposed marina and protected with a turbidity barrier perimeter so no suspended sediment could pollute the lake. The barge material will then be transported to the upland portion of the marina facility for ultimate disposal off-site. This area was dredged in 1989 to 6216 feet, LTD, and has since silted in very unevenly. Sediment testing will occur shortly before the area is to be dredged with the results provided to the Lahontan Regional Water Quality Control Board, the agency responsible for Section 401 water quality certification. Approximately 45 (plus/minus 15 boulders) boulders, more than 1-foot in diameter,

will need to be moved from the proposed marina area. These boulders will be moved to an area inside and adjacent to the sheet pile breakwater within the confines of the proposed marina to provide fish cover habitat, thus most boulders will be relocated to a position very near their present location. Approximately 81 new boat slips will be provided in the proposed expansion. These will range in size from 20 to 65 feet. Of these, 55 will be available for rent to the public; the remaining will be reserved for marina-related land uses and guest slips. The boat slips will be constructed of steel frames with Trex (weather and swell resistant, recycled materials) decking placed on top of polyurethane floats with pilings driven in to the lake bed. A new boat launching area will be constructed in the new facility; the boat lift in the existing marina will be removed.

BACKGROUND INFO: The TCM facility appears to be the original Tahoe City terminus of the Lake Tahoe Railway and Transportation Company in the late 1800's and early 1900's. It was used as a repair and loading area for the railroad and as a transfer point for supplies and mail to waterborne transit. In the early 1930's, the facility was used as a marina, the Tahoe Boat Company. In the 1970's, a new owner built a mall near the marina, and since then, several major changes have occurred at the facility, including leasing (from the California State Lands Commission) boat slips to private entities. The need for more marina boat slips, particularly larger boat slips, caused the TCM to initiate a master plan that includes the proposed marina expansion. The existing marina consists of 160 boat slips ranging in length from 18 feet to 40 feet, with one 45-foot slip and one 60-foot slip. Of these 160 slips, 133 are privately owned, one is owned by the Tahoe City Yacht Club, and 16 are owned by the TCM. The TCM slips are available for seasonal renting, as well as approximately 25 of the privately owned slips. TCM also owns and operates a buoy field located approximately 55 feet lakeward of the marina and includes 41 buoys for vessels up to 45 feet, three of which are available for guests. The existing marina is protected by approximately 715 linear feet of breakwater and the shore is protected by approximately 875 feet of bulkhead. The bulkhead is generally constructed along the shoreline with sheet piles to stabilize the shore for wave surge protection; the breakwaters are constructed offshore to protect the marina and beaches from the effects of wave action. Crib walls were used to construct most of the breakwater.

A Final Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) for the Tahoe City Marina Master Plan has been prepared and is available for reading at the Tahoe City Public Library, TCM, and TRPA. You may also visit the TCM web site for more information: www.tahoecitymarina.com. It is noted that the EIR/EIS for the TCM Master Plan is a separate process from the Corps permit evaluation process, and that many of the proposals in the TCM Master Plan are not regulated by the Corps and not part of this permit review process.

Alternatives. The applicant has provided information concerning project alternatives. The alternatives are described in the EIR/EIS. See paragraph above for information on reviewing the EIR/EIS. Additional information concerning project alternatives may be available from the applicant or their agent.

Mitigation. The Corps requires that applicants consider and use all reasonable and practical measures to avoid and minimize impacts to aquatic resources. If the applicant is unable to avoid or minimize all impacts, the Corps may require compensatory mitigation. The applicant has proposed to implement Best Management Practices.

OTHER GOVERNMENTAL AUTHORIZATIONS: Water quality certification or a waiver, as required under Section 401 of the Clean Water Act from the Lahontan California Regional Water Quality Control Board, is required for this project. The applicant has indicated they have applied for certification.

HISTORIC PROPERTIES: Based on the available information (including applicant's report entitled *Final Environmental Impact Report / Environmental Impact Statement for the Tahoe City Marina, Placer County, California*, cultural resources not are within the project's area of potential effect.

ENDANGERED SPECIES: The project will not affect any Federally-listed threatened or endangered species or their critical habitat that are protected by the Endangered Species Act.

ESSENTIAL FISH HABITAT: The proposed project will not adversely affect Essential Fish Habitat (EFH) as defined in the Magnuson-Stevens Fishery Conservation and Management Act.

The above determinations are based on information provided by the applicant and our preliminary review.

EVALUATION FACTORS: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the described activity, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the described activity will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people. The activity's impact on the public interest will include application of the Section 404(b)(1) guidelines promulgated by the Administrator, Environmental Protection Agency (40 CFR Part 230).

The Corps is soliciting comments from the public, Federal, State, and local agencies and officials, Indian tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

SUBMITTING COMMENTS: Written comments, referencing Public Notice 199900732, must be submitted to the office listed below on or before March 27, 2005:

Eileen Imamura, Project Manager
US Army Corps of Engineers, Sacramento District
Sacramento Valley Office
1325 J Street, Room 1480
Sacramento, California 95814-2922
Email: Eileen.R.Imamura@usace.army.mil

The Corps is particularly interested in receiving comments related to the proposal's probable impacts on the affected aquatic environment and the secondary and cumulative effects. Anyone may request, in writing, that a public hearing be held to consider this application. Requests shall specifically state, with particularity, the reason(s) for holding a public hearing. If the Corps determines that the information received in response to this notice is inadequate for thorough evaluation, a public hearing may be warranted. If a public hearing is warranted, interested parties will be notified of the time, date, and location. Please note that all comment letters received are subject to release to the public through the Freedom of Information Act. If you have questions or need additional information please contact the applicant or the Corps' project manager Eileen Imamura, 916-557-5262, Eileen.R.Imamura@usace.army.mil.

Attachments: 2 drawings