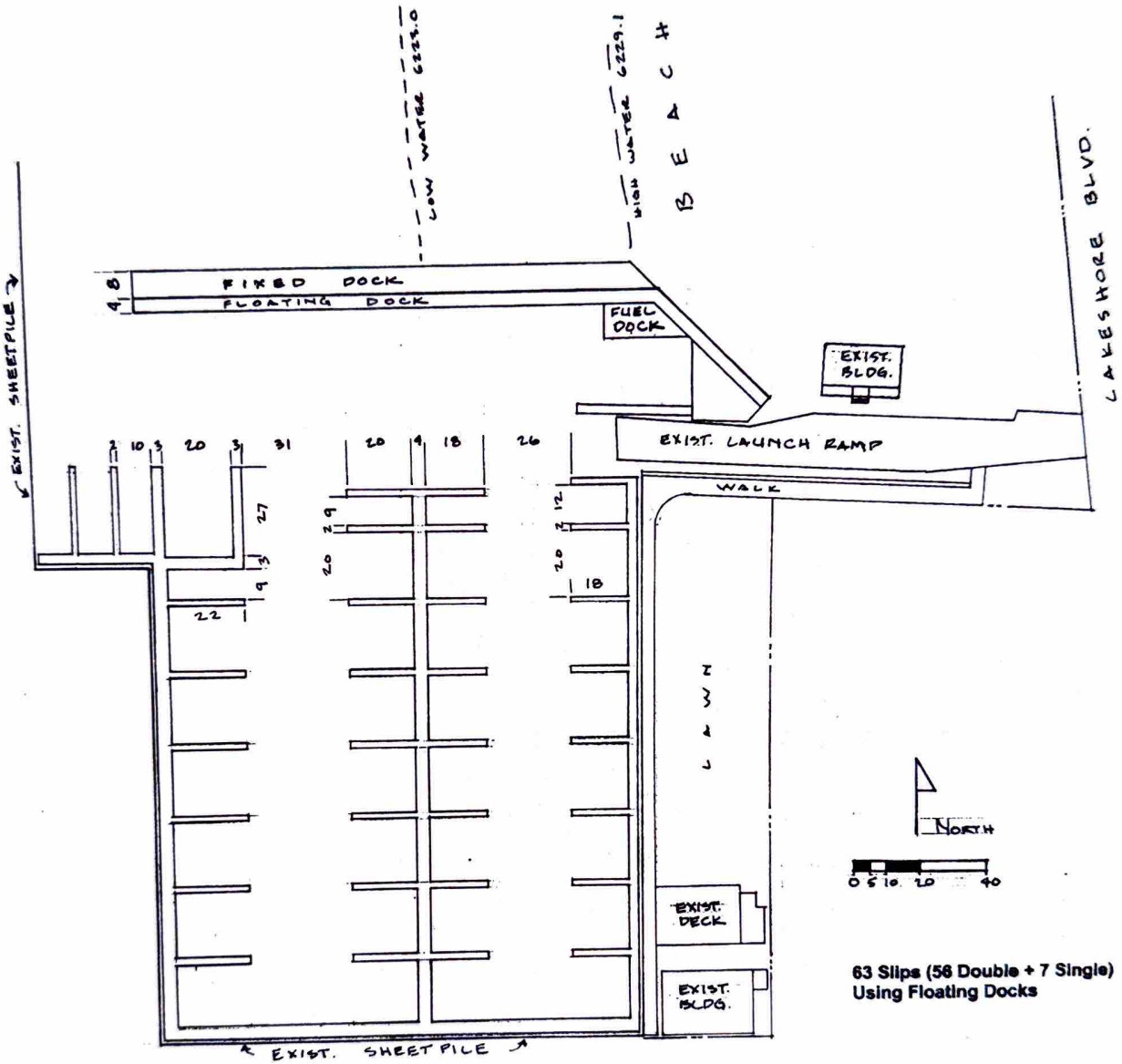

SLIP REPLACEMENT PROJECT

Lakeside Marina - 4041 Lakeshore Blvd. - South Lake Tahoe, CA

Owner: Lakeside Park Association APN: 029-030-02 02/10/04

AGENDA ITEM NO. 8.A.

of the marina at the western edge of the parcel/project site is shown on the Overall Site Plan. This site plan also identifies the low and high water contours and the Backshore Boundary of Lake Tahoe. The existing dock configuration is shown on the Existing Layout Plan. The layout and dimensions of the proposed slips are shown in the Slip Replacement Project plan. The floating docks/slips will be assembled from segments constructed of a welded steel frame on top of hard polyethylene plastic floats filled with foam. The deck and sleepers will be Trex wood/plastic composite material. Dock sections will be approximately eight inches high. A typical dock section is detailed in the 4' x 22' Head Dock shop drawing.

The proposed slips are predominately double-wide (20 feet wide) between fingers. Seven single-wide slips ranging in width from nine to twelve feet are also included at the outer ends of each row and at the marina entrance. Slip lengths range from 18 feet in the first two rows against the bulkhead, to 20 feet on the outside of the middle row, to 22 feet in the row against the outer breakwall and 27 feet for the slips facing the marina entrance.

The proposed project also includes a four foot floating dock inside the northern breakwall for transient/temporary tie-ups and a fixed eight foot wide dock on top of the breakwall for use by the waterborne transit vessel berthed at and operating from the marina. The wider fixed dock is intended to improve transit passenger loading and unloading which is difficult with the current configuration which requires passengers to walk along a narrow platform to the end of the breakwall and then turn back along the outside edge to reach the loading area. The fuel dock is also proposed to be relocated to the landward end of these docks. It is currently located immediately south of the boat ramp.

Proposed Construction

The existing docks are supported by approximately 250-300 small galvanized steel pilings driven into the sandy substrate. All of the existing pilings and dock structures will be removed. Because of the sandy substrate, little to no turbidity is anticipated during the piling removal process. If turbidity is observed, a turbidity curtain will be placed across the marina entrance to contain the work area.

The new docks will be held in position by steel pilings at various locations along each row of docks. Approximately 20 relocated six-inch galvanized steel pilings recycled from the existing dock structures would be driven to implement the proposed project. Again, no turbidity is anticipated from pile driving because of the sandy bottom. If necessary, the turbidity curtain could be placed across the marina entrance to separate the work area from Lake Tahoe.

Material from the existing docks not utilized in the new configuration would be hauled away to an approved disposal site. New dock sections will be constructed off-site and delivered to the marina "ready to float." Sections would be launched from the boat ramp area using floating equipment, then floated into place and assembled. Little or no construction staging and/or material storage would occur on the landward portion of the marina. Demolition is expected to require two weeks time and construction of new structures would require one week, totaling three weeks of work in the marina.