



### Summary of Water Access for Marinas and Public Boat Ramps

Table 1: Marinas – Buoy Field Assessment

Marinas	Notes	Issues	Low Lake Considerations	Buoy Field Assessment*
<b>1. North Tahoe</b>	<ul style="list-style-type: none"> <li>• Small 30 slip marina</li> <li>• 48 buoys</li> </ul>		Approximately 24 buoys (50%) are inland of elevation 6,210'	Additional capacity = 96 buoys Additional capacity beyond 6,210 = 48 buoys  However, existing buoy spacing appears to already maximize the buoy field
<b>2. Sierra Boat Company</b>	<ul style="list-style-type: none"> <li>• 120 slips</li> <li>• 15 buoys</li> </ul>	Buoy field is partially landward of estimated 6,213' line.	Only 1 buoy is inland of elevation 6,210'	Additional capacity = 39 buoys Additional capacity beyond 6,210 = 38 buoys  However, based on existing buoy spacing, approximately 4 new buoys could be placed along the waterward side
<b>3. Tahoe City</b>	<ul style="list-style-type: none"> <li>• 241 slips</li> <li>• Expanded in-water slip capacity in 2010</li> <li>• 41 buoys</li> </ul>	Buoy field boundary not identified in TRPA GIS database – CA State Lands has field boundaries in their GIS.	NA	NA
<b>4. Sunnyside</b>	<ul style="list-style-type: none"> <li>• 24 slips</li> <li>• 24 buoys</li> </ul>	Only outer row of buoy field is waterward of estimated 6,213' line	All buoys are inland of elevation 6,210'	Additional capacity = 6 buoys Additional capacity beyond 6,210 = 6 buoys  However, existing buoy spacing appears to already maximize the buoy field

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<b>5. Homewood</b>	<ul style="list-style-type: none"> <li>• 296 slips (racks)</li> <li>• 125 buoys</li> </ul>	Buoy field is partially landward of estimated 6,213' line.	Approximately 40 buoys (32%) are inland of elevation 6,210'	<p>Additional capacity = 42 buoys Additional capacity beyond 6,210 = 46 buoys</p> <p>However, existing buoy spacing appears to already maximize the buoy field</p>
<b>6. Obexer's Boat Company</b>	<ul style="list-style-type: none"> <li>• 39 slips</li> <li>• 16 buoys</li> </ul>	Buoy field is partially landward of estimated 6,213' line.	No issues are apparent – all buoys appear operational at low lake conditions	<p>Additional capacity = 29 buoys Additional capacity beyond 6,210 = 29 buoys</p> <p>However, existing buoy spacing appears to already maximize the buoy field</p>
<b>7. Meeks Bay</b>	<ul style="list-style-type: none"> <li>• 119 slips. Located at mouth of creek.</li> </ul>	No buoy field	NA	NA
<b>8. Camp Richardson</b>	<ul style="list-style-type: none"> <li>• 12 slips</li> <li>• 110 buoys</li> </ul>	Buoy field is partially landward of estimated 6,213' line. Maintenance dredging needed periodically	Approximately 60 buoys (55%) are inland of elevation 6,210'	<p>Additional capacity = 186 buoys Additional capacity beyond 6,210 = 92 buoys</p> <p>However, existing buoy spacing limits placement of new buoys</p>
<b>9. Tahoe Keys</b>	<ul style="list-style-type: none"> <li>• 239 slips.</li> </ul>	No buoy field	NA	NA
<b>10. Timber Cove</b>	<ul style="list-style-type: none"> <li>• Only 1 slip</li> <li>• 80 buoys</li> </ul>		All buoys are inland of elevation 6,210' and 6,213'	<p>Additional capacity = 165 buoys Additional capacity beyond 6,210 = 0 buoys</p> <p>Existing buoy spacing and shallow water limits placement of new buoys</p>
<b>11. Ski Run</b>	<ul style="list-style-type: none"> <li>• 34 slips</li> <li>• 71 buoys</li> </ul>	Buoy field located waterward of buoy line.	All buoys are inland of elevations 6,210' and 6,213'	<p>Additional capacity = 472 buoys Additional capacity beyond 6,210 = 0 buoys</p> <p>Shallow water likely limits placement of new buoys in existing field</p>
<b>12. Lakeside</b>	<ul style="list-style-type: none"> <li>• 63 slips</li> </ul>		All buoys are inland of	Additional capacity = 63 buoys

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	<ul style="list-style-type: none"> <li>10 buoys</li> </ul>		elevation 6,210'	Additional capacity beyond 6,210 = 0 buoys  Shallow water likely limits placement of new buoys in existing field
<b>13. Round Hill Pines</b>	<ul style="list-style-type: none"> <li>68 buoys</li> </ul>	Buoy field partially landward of estimated 6,213' elevation	All but 4 buoys are inland of elevation 6,210'	Additional capacity = 82 buoys Additional capacity beyond 6,210 = 10 buoys  However, existing buoy spacing and shallow water limits placement of new buoys
<b>14. Zephyr Cove</b>	<ul style="list-style-type: none"> <li>65 buoys</li> </ul>	Buoy field partially landward of estimated 6,213' elevation	Approximately 37 buoys (57%) are inland of elevation 6,210'	Additional capacity = 240 buoys Additional capacity beyond 6,210 = 185 buoys

\* Buoy field capacity was calculated based on overall buoy field area, assuming a minimum 60' spacing between buoys and 30' side setback. These calculations represent a rough estimate regarding spatial capacity and are not intended to portray any future planning by marina operators.

**Table 2: Marinas – Boat Ramp Assessment**

Marinas	Boat Ramp (public or private)	Ramp Open / Closed in 2015	Notes	Issues	Low Lake Ramp Considerations
<b>1. North Tahoe</b>	Private gantry lift	NA	<ul style="list-style-type: none"> <li>Small 30 slip marina</li> </ul>	Annual dredging occurs to address littoral drift.	
<b>2. Sierra Boat Company</b>	Private gantry lift	NA	<ul style="list-style-type: none"> <li>120 slips</li> </ul>		
<b>3. Tahoe City</b>	Private gantry lift	NA	<ul style="list-style-type: none"> <li>241 slips</li> </ul>		

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			<ul style="list-style-type: none"> <li>Expanded in-water slip capacity in 2010</li> </ul>		
<b>4. Sunnyside</b>	Private gantry lift	NA	<ul style="list-style-type: none"> <li>24 slips</li> </ul>		
<b>5. Homewood</b>	Private gantry lift	NA	<ul style="list-style-type: none"> <li>296 slips (racks)</li> </ul>		
<b>6. Obexer's Boat Company</b>	Publicly available ramp	<b>Open</b>	<ul style="list-style-type: none"> <li>39 slips</li> </ul>		No issues are apparent – ramp appears operational at lake elevation 6,220'
<b>7. Meeks Bay</b>	Publicly available ramp	<b>Open</b>	<ul style="list-style-type: none"> <li>119 slips. Located at mouth of creek.</li> </ul>	<ul style="list-style-type: none"> <li>Ramp closed for other issues in 2016.</li> <li>Maintenance dredging likely needed periodically</li> </ul>	Ramp is not operational at lake elevation 6,220'
<b>8. Camp Richardson</b>	Not available	Closed	<ul style="list-style-type: none"> <li>12 slips</li> </ul>	<ul style="list-style-type: none"> <li>Ramp has been closed for many years.</li> <li>Maintenance dredging needed periodically</li> </ul>	
<b>9. Tahoe Keys</b>	Publicly available ramp	Closed temporarily for dredging	<ul style="list-style-type: none"> <li>239 slips.</li> </ul>	Maintenance dredging of marina mouth needed fairly frequently	No issues are apparent – ramp appears operational at lake elevation 6,220'. However, boat size may be limited at such a time
<b>10. Timber Cove</b>	No ramp	NA	<ul style="list-style-type: none"> <li>Only 1 slip</li> </ul>	Maintenance dredging likely needed	
<b>11. Ski Run</b>	No ramp	NA	<ul style="list-style-type: none"> <li>34 slips</li> </ul>	Maintenance dredging needed periodically	
<b>12. Lakeside</b>	Publicly available	<b>Open</b>	<ul style="list-style-type: none"> <li>63 slips</li> </ul>	Maintenance dredging	Ramp is not operational at

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	ramp			needed periodically.	lake elevation 6,220'
<b>13. Round Hill Pines</b>	No ramp	NA			
<b>14. Zephyr Cove</b>	No ramp	NA			

**Table 3: Other Public Boat Ramp Assessment**

Public Ramps	Closed / Open in 2015	Notes	Issues	Expansion Feasibility	Low Lake Considerations
<b>1. Kings Beach (Coon St.)</b>	Closed early	Operated by CA State Parks - California State Parks and California Tahoe Conservancy are revising the Kings Beach State Recreation Area General Plan and are assessing alternatives for this launch facility (see Boating Fact Sheet)	Closed due to low water levels. No trailer launching has been available since 2012 and since 2008 the ramp has been closed 75% of the time. The 200-foot long pier is completely out of the water in most years.	Ramp extension may be difficult due to extensive shallow water	Ramp already not operable during recent low lake conditions
<b>2. Tahoe Vista</b>	Closed early	Operated by North Tahoe PUD - Historically, Tahoe Vista has the largest number of public boat launches per year than any of the other north end public launch	Closed due to low water levels. Recent parking expansion has not been fully utilized due to closure of the launch area resulting from siltation of the harbor	Ramp extension may be possible further into harbor, but access is limited at the harbor entrance due to	Any modification to the ramp would likely need to include modification to the harbor entrance to ensure access during the full boating season

**Table 3: Other Public Boat Ramp Assessment**

Public Ramps	Closed / Open in 2015	Notes	Issues	Expansion Feasibility	Low Lake Considerations
		ramps.	entrance.	siltation	
<b>3. Lake Forest</b>	<b>Open</b>	Operated by Tahoe City PUD.	There was a partial closure in the off-season of 2015 for improvements.	<b>Yes.</b> Has been open during low water years.	The approximate contour line for elevation 6,220' is near the waterward end of the existing pier. Therefore, this ramp will likely be unusable during such a low lake condition. A ramp extension may not achieve necessary results. Site specific investigation would be necessary.
<b>4. El Dorado</b>	Closed early	Operated by the City of South Lake Tahoe.	Closed due to low water levels.	Ramp extension may be difficult due to extensive shallow water	Ramp already not operable during low lake conditions.
<b>5. Cave Rock</b>	<b>Open</b>	Operated by Nevada State Parks	Closed on 8/1/16 for construction/ improvements- slated to reopen mid-October 2016.	<b>Yes.</b> Has been open during low water years.	This location is likely best suited for modifications to ensure usability during low lake conditions
<b>6. Sand Harbor</b>	Closed early	Operated by Nevada State Parks	Closed mid-summer due to low water levels.	Ramp extension may be difficult due to extensive shallow water	Ramp already not operable during low lake conditions.

## Facts:

1. **Marinas:** There were only three marinas open in 2016 for public boat launching (Obexer's, Tahoe Keys, and Lakeside). Tahoe Keys closed temporarily for maintenance dredging.
2. **Public Boat Launches:** There were only two public boat launches open to the public during the 2015 boating season (Lake Forest and Cave Rock). Three others were open and closed early.
3. **Viewing Piers:** There are 22 viewing piers around the Lake, including one at each of the 14 marinas.
4. **Non-motorized Access:** Per the Water Trail map and available GIS data, there are 27 high-quality access points and another 14 day-use access points.
5. **Suggested New Launch Sites:** Six new sites were mentioned in the 2008 update process. These include:

Site Location	Access Feasibility and Low Lake Considerations
1. Skyland (NV)	Shallow water area. May not be good candidate for motorized launch.
2. Chambers Landing	Entry point located at mouth of stream which contributes to sediment deposition. Could require long-term maintenance dredging.
3. Tahoe City	Shallow water area. May not be good candidate for motorized launch.
4. Lake Forest	Shallow water area. May not be good candidate for motorized launch.
5. Carnelian Bay	<b>Potential good candidate for motorized boat launch.</b> However, site is adjacent to Sierra Boat Co. and nearby Waterman's Landing proposed site. Note: Carnelian Bay is already a developed non-motorized launch site.
6. Waterman's Landing	<b>Potential good candidate for motorized boat launch. Nearshore gradient appears to drop off quickly.</b> However, site is adjacent to Sierra Boat Co. and

<b>Site Location</b>	<b>Access Feasibility and Low Lake Considerations</b>
	nearby Carnelian Bay proposed site. Note: Waterman's Landing is already a developed non-motorized launch site.