fairly sorted between a half of an inch and a sixteenth of an inch grain size.

The upland consists of established topsoil and humus which has been landscaped. Pine needles and decaying leaves and branches cover the remainder of the unaltered areas of the parcel.

A small stream, McKinney Creek, is located approximately 300 feet northwest of the pier. The stream flows through a woodland. It passes adjacent to a crib and across a gravelly to sandy substrate before entering Lake Tahoe. Hardwood trees, evergreens, shrubs and grasses are found along this stream course. A population of Rorippa subumbellata has been found on the beach sediment adjacent to McKinney Creek.

No vegetation including Rorippa subumbellata were found at the project site during this survey. The beach area was void of vegetation.

The sand gravel cobble substrate characteristic of this site is similar to other Rorippa subumbellata habitats (Knapp, 1979) (Ferrerira, 1987). This site is considered as potential habitat for the plant.

The existing pier is located in one of the highest density stretches of shoreline at Lake Tahoe. There is 3,150 feet of shoreline in this area. The February 1978 Phillips Brandt Reddick report on The Cumulative Impacts of Shorezone Development at Lake Tahoe identified the project area as having a 1978 density of 4.13 piers per 1000 feet of shoreline, with a future density of 6.03 piers per 1000 feet of shoreline. The shorezone in the area is mapped spawning habitat on the Prime Fish Habitat Maps identified by the Tahoe Regional Planning Agency.

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DONALD A. WELLS JR. PIER AND BUOYS W 22081
ENVIRONMENTAL IMPACT ASSESSMENT

A.1. Earth Conditions

The project involves an existing recreational pier and two buoys. The existing pier was constructed with open steel pilings supporting a wood deck. The buoys are anchored by concrete blocks resting on the lakebed. This construction did not alter or cover any ground features and did not create unstable conditions.

A.2. Overcovering Soil

The existing pier was constructed with 12" diameter steel pilings for support driven into the lakebed. An eight foot wide wood deck was constructed on pilings, approximately six feet above the lakebed. This open construction did not cover the lake bottom except the space occupied by pilings and the buoy anchors. The buoys are anchored with concrete blocks approximately two feet in diameter resting on the lakebed. The amount of soil coverage which the piles and buoy anchors occupy is considered to be a minor impact.

A.3. Topography

The existing pier was constructed using an open construction. The pilings were set with hydraulic pressure to minimize impacts to the lakebed. The structure does not modify the topography of the lakebed. No new shore modification resulted from the pier construction. The mooring buoys were installed with concrete anchor blocks resting on the substrate of the lakebed. This impact was minimal.

A.4. Unique Features

The lakebed at the pier site is flat and lacks unique features. The existing pier was designed with open construction to reduce impacts to the lakebed. The pier and buoys do not affect any unique features.

A.5. Erosion

The pilings were placed directly in the lakebed substrate and the buoy anchors rest on the bottom of the lakebed within the body of the lake. They did not cause any wind or water erosion or significant disturbance to lake bottom profiles.

A.6. Siltation/Deposition

The existing pier was constructed using an open construction. Their placement would not have an impact to existing erosion or depositional processes.

A.7. Geologic Hazards

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The pilings were set directly into the lakebed. The buoy anchors rest on the bottom of the lakebed. The depths of installation were shallow and did not induce seismic instabilities or ground failures. No impacts occurred.

B.1. Emissions

The pilings were set using a barge-mounted pile driver. Construction crews arrived by car and truck during construction. Some emissions resulted from operation of the pile driving equipment and vehicles used by commuting workers. This impact was small and temporary, lasting during the construction.

B.2. Odors

The construction operations created some odors as engines were operated during the piling installation and from crew vehicles arriving at and leaving the site. This impact was not significant and was temporary; lasting until construction was completed. Use of the pier creates some odors as boats arrive and leave. This impact is seasonal, intermittent, and considered to be minimal.

B.3. Air Alterations

The existing pier and buoys are located in the lake. They do not contain fuel-operated equipment, nor features which would create impacts which would alter air characteristics in any way.

C.1. Currents

The existing pier was constructed using an open piling design and the buoys held by submerged anchor blocks and chains. These structures do not create a significant impact on currents or water movements.

C.2. Runoff

The existing pier and buoys were placed within the body of Lake Tahoe. They do not affect surface water drainage patterns, etc.

C.3. Flood Waters

The existing pier and buoys were placed within the body of Lake Tahoe. They do not affect flood waters from streamflows.

C.4. Surface Water

The existing pier and buoys were placed in the body of Lake Tahoe. The pilings and

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buoys do not affect the surface water volume of Lake Tahoe.

C.5. Turbidity

The existing pier was constructed in the dry land area so no turbidity resulted from the operations. The buoy blocks rest on the lake bottom. Minor amounts of sediment may be disturbed from boat movements at the pier. These impacts are considered minimal.

C.6. Ground Water Flows

The pier pilings and buoy blocks were set at relatively shallow depths. They do not affect ground water flows.

C.7. Ground Water Quality

The pier and buoy anchor blocks were set at relatively shallow depths and do not serve as water acquisition facilities. They do not affect ground water supplies.

C.8. Water Supplies

The existing pier and buoys are not intended for water acquisition. They do not affect water supplies.

C.9. Flooding

The cumulative volume of the pilings and buoy assemblies will not induce flooding. The structures do not interfere with water movements to induce flooding.

C.10. Thermal Springs

There are no thermal springs in the vicinity. The existing pier and buoys do not affect any thermal springs.

D.1. Plant Species Diversity

The lake bottom at the site consists of small pebbles with an underlie of course sand. The structures furnish a substrate for sessile aquatic plants. The property is approximately 300 feet from McKinney Creek, which is a known location for populations of Rorippa subumbellata, Roll. A soils and vegetation report was prepared on the applicant's property but no specimens of Rorippa subumbellata, Roll, were found. However, the site is conducive to supporting the species.

The applicant has agreed to participate in the Interim Management Program for Rorippa subumbellata, Roll, and will adhere to all conservation and access guidelines,

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Attachment C.

D.2. Endangered Species

A site inspection for Rorippa subumbellata, Roll. was conducted on the dry lakebed. No specimens were found. The applicant has agreed to participate in the Interim Management Program for Rorippa subumbellata, Roll. and will adhere to all conservation and access guidelines, Attachment C. The continued use of this pier, implementing the conservation and access guidelines for Rorippa subumbellata, Roll. would not impose a significant impact to threatened or endangered plant species.

D.3. Introduction of Plants

The existing anchor chains and pier pilings afford a hard substrate for sessile aquatic plants. Other piers and buoys are located in the vicinity of the site so no new impact on plant populations is created. No landscaping is proposed in this project.

D.4. Agricultural Crops

The existing pier and buoys are located in Lake Tahoe. No agriculture or aquaculture are carried out in this area. There is no impact.

E.1. Animal Species Diversity

The existing pier pilings and buoy anchors affect access to the lake bottom by burrowing organisms. Fish and benthic organisms are attracted to the pilings and buoy assemblies for grazing and shelter. The impacts are minimal.

E.2. Rare Species

The existing pier may serve as shelter and a food source to fish. The two existing mooring buoy anchors cover a small portion of the lake bottom. Each buoy utilizes a concrete anchor block approximately two square feet in size. There is no impact on rare fish species.

E.3. New Species

No new animal species are being introduced to the area by this project nor is the existence of the pier or buoy anchors within the boy of the lake posing a barrier to animal migration. No new animal species were introduced as a result of the applicant's pier.

E.4. Habitat Deterioration

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The project is located in a designated fish spawning area. However, since the pier and buoys are already in existence, there is minimal impact.

F.1. Noise Increases

The construction of the existing pier involved a period of moderate noise levels as the pilings were being set and the pier itself was being constructed. Noise from work crew vehicles arriving and leaving the site occurred at the beginning and end of work days. This activity ended when the project was completed. Some noise will continue to result from seasonal use of the dock for boating access. These occurrences are brief and minimal. No new noise will occur from the continued existence or use of the two existing mooring buoys.

F.2. Severe Noise

The construction of the existing pier may have caused periods of extreme noise as pile driving equipment was being used. These episodes were brief, lasting seconds or minutes in duration. Some severe noise may arise from boat use during engine operation. These occurrences will be brief.

G.1. Light and Glare

The existing pier was constructed during daylight hours. There are no navigational lights on the existing pier or buoys to create light or glare. No reflections or glare are created from finished surfaces.

H.1. Land Use

The existing pier and buoys were installed among existing piers and buoys on either side, so there is no alteration of land use patterns. Adjacent piers are approximately 90 feet to the right and left of the site.

I.1. Resource Use

The existing pier and buoys do not increase resource depletion or loss of non-renewable resources. The existing pier and buoys are used only for recreational boating purposes.

J.1. Explosion

As the pier and buoys currently exist, there is no risk of explosion of fuel during construction. Recreational boats will use the pier and buoys. Possibility of explosion will be minimal.

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J.2. Emergency Plans

The pier and buoys do not have an impact upon emergency vessel movements in the area as they are located among other piers and buoys.

K.1. Alter Population

The existing pier and buoys do not affect the population density or growth patterns in the area. The pier and buoys are for private use by the applicant for mooring of a recreational vessel. There are no live-aboard vessels or increases in local population resulting from this project.

L.1. Housing

The existing pier and mooring buoys are used by the applicant whose property is located at the shoreward end of the pier. A residence exists o the upland. No new housing was constructed in association with the existing pier and buoys.

M.1. Vehicular Movement

The existing pier and buoys are for the applicant's private use. No new parking facilities were created or required to accommodate the use of these facilities.

M.2. Parking

See response to M.1. above.

M.3. Transportation Systems

The construction crew accessed the site using existing roadways. The project would have no significant impact to transportation systems.

M.4. Circulation

The existing pier and buoys were constructed among several other existing piers and buoys. Adjacent piers and buoys are located on either side. The pier on the north is 135 feet long and is approximately 90 feet from the applicant's pier. The pier on the south is 105 feet long and is approximately 90 feet from the applicant's pier. As there exists a buoy some 90 feet waterward of the applicant's most lakeward buoy, effects on current land or water traffic circulation are negligible.

M.5. Traffic

The existing pier and buoys are located among several existing piers and buoys at the

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west shore of Lake Tahoe. All of these existing piers and buoys affect boat traffic, driving it waterward to avoid collision with these structures. Waterskiing and fishing must be conducted away from the piers and buoys to avoid injury to skiers or fouling of trolling lines. This impact is not new, but ongoing. According to TRPA, the existing pier is within an established pierhead line.

M.6. Hazards

As the pier exists within the shoreline of Lake Tahoe and the existing buoys are located in the body of the lake, they do not pose a hazard to motor vehicles, pedestrians or bicyclists.

N.1-6 Public Services

Continued use of the existing pier and buoys would not create a new impact on public services including fire and police protection, school and park facilities, road maintenance or other public services.

O.1. Energy Use

The existing pier and buoys did not require use of energy for navigational aids. Fuel and electricity were required during construction. Since construction has been completed, there is no further impact on energy use.

O.2. New Energy

The existing pier and buoys require no energy, therefore there is no impact on future energy needs.

P.1-6 Utilities

The existing pier and buoys do not create an impact on utilities services including power, water, sewerage and waste or communications. A residence is located on the upland which provides these needs.

Q.1-2 Health Hazards

The existing pier was constructed with steel pilings, steel and wood framing and wood decking. The buoys used a 2-inch chain attached to concrete anchor blocks and plastic floats. These materials do not pose a health hazard or potential health hazard to humans.

R.1. Views

The existing pier is located in one of the highest density stretches of shoreline at

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Lake Tahoe. The existing pier and buoys are located among several other piers and buoys. This does not create a new impact upon the present view status, but contributes to an existing condition.

S.1. Recreation

The existing pier and buoys do not create a new impact upon recreation in this area as they exist among several other piers and buoys. The structures in this area would continue to have a minor impact on waterskiing, fishing and possibly swimming activities. This pier has been constructed within the limits of the established TRPA pierhead line.

T.1-4 Historic Ethnic Sites

The existing pier and buoys are located waterward of the lake shore. There are no known archaeologic or ethnic sites in this location so there is no impact.

U.1. Degradation

The existing pier was constructed with steel pilings and steel/wood decking. This structure does create a visual impact which could be considered a degradation. There are several piers in the immediate area so this impact is not new, but ongoing.

U.2. Environmental Goals

The continued presence of the existing pier among other existing waterward structures does not adversely affect current environmental goals.

U.3. Cumulative Impacts

The existing pier and buoys are located among several existing piers. Greater pier densities create a greater negative impact on the public than few or no piers. These structures also create a negative barrier to beach walking. This existing pier does add to the cumulative impact of piers already installed. The project does not create significant impacts on its own merits.

U.4. Adverse Impacts

The accumulation of several piers in this area including the applicant's existing pier may contribute to the scenic quality of this segment of shoreline, but the added impact of the applicant's existing pier is negligible. There is no significant adverse impact on humans.

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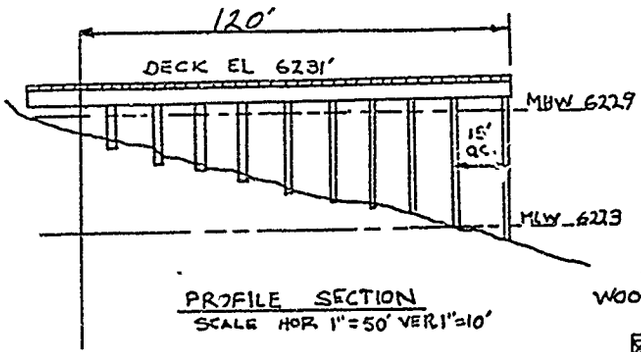
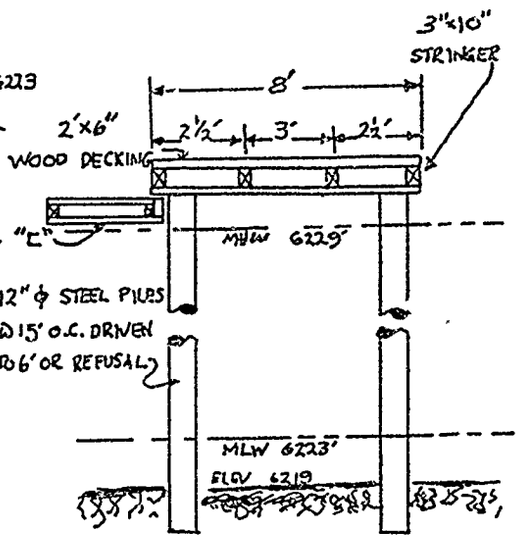
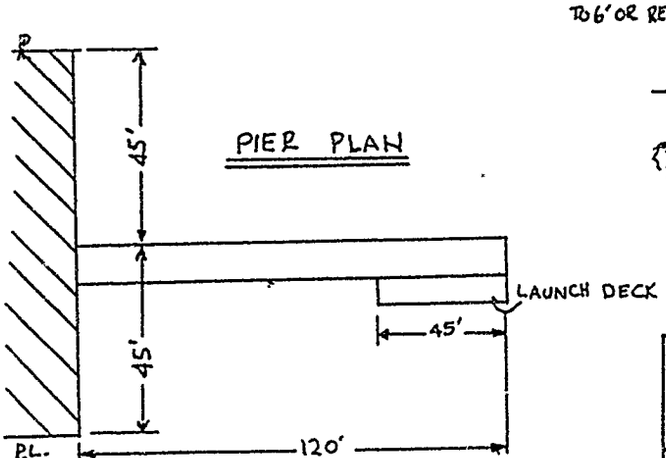
EXHIBIT A

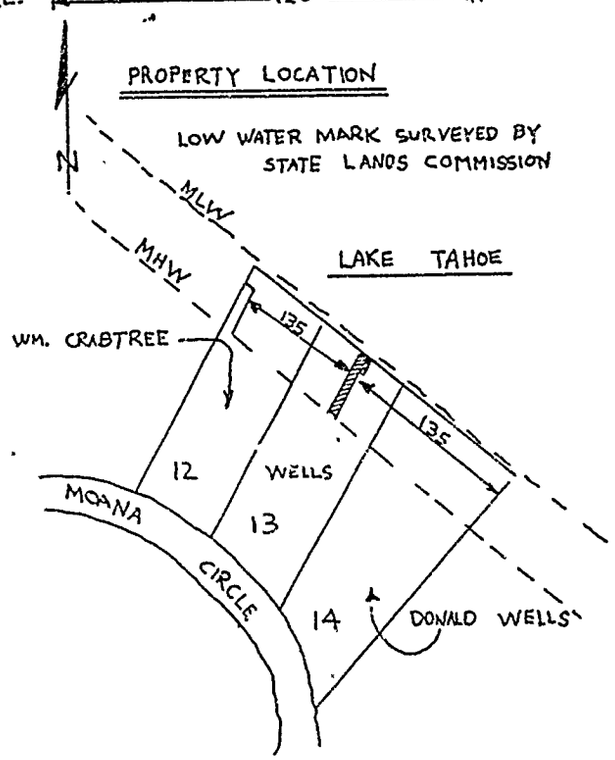


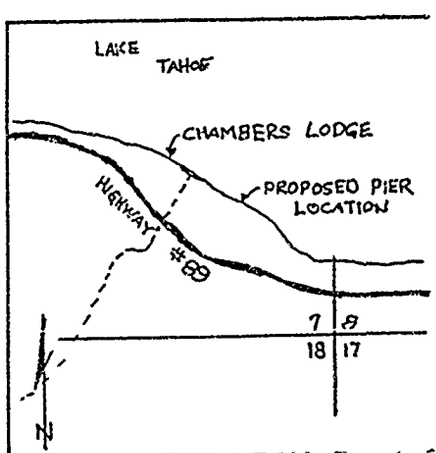
PROFILE SECTION
SCALE HOR 1"=50' VER 1"=10'



TYPICAL SECTION
SCALE 1" = 4'







LOCATION MAP SCALE 1" = 2000'
TAKEN FROM USC - GS CHART 5001

PROPOSED PIER

LAKE TAHOE, CA. MOANA BEACH
SECTION 7 T1AN R17E
M.R.M. PLACER COUNTY, CAL.

APPLICANT BY:

DONALD WELLS
33 BARRY LN.
ATHERTON CAL 94025

DATE OCT 1, 1978

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EXHIBIT B

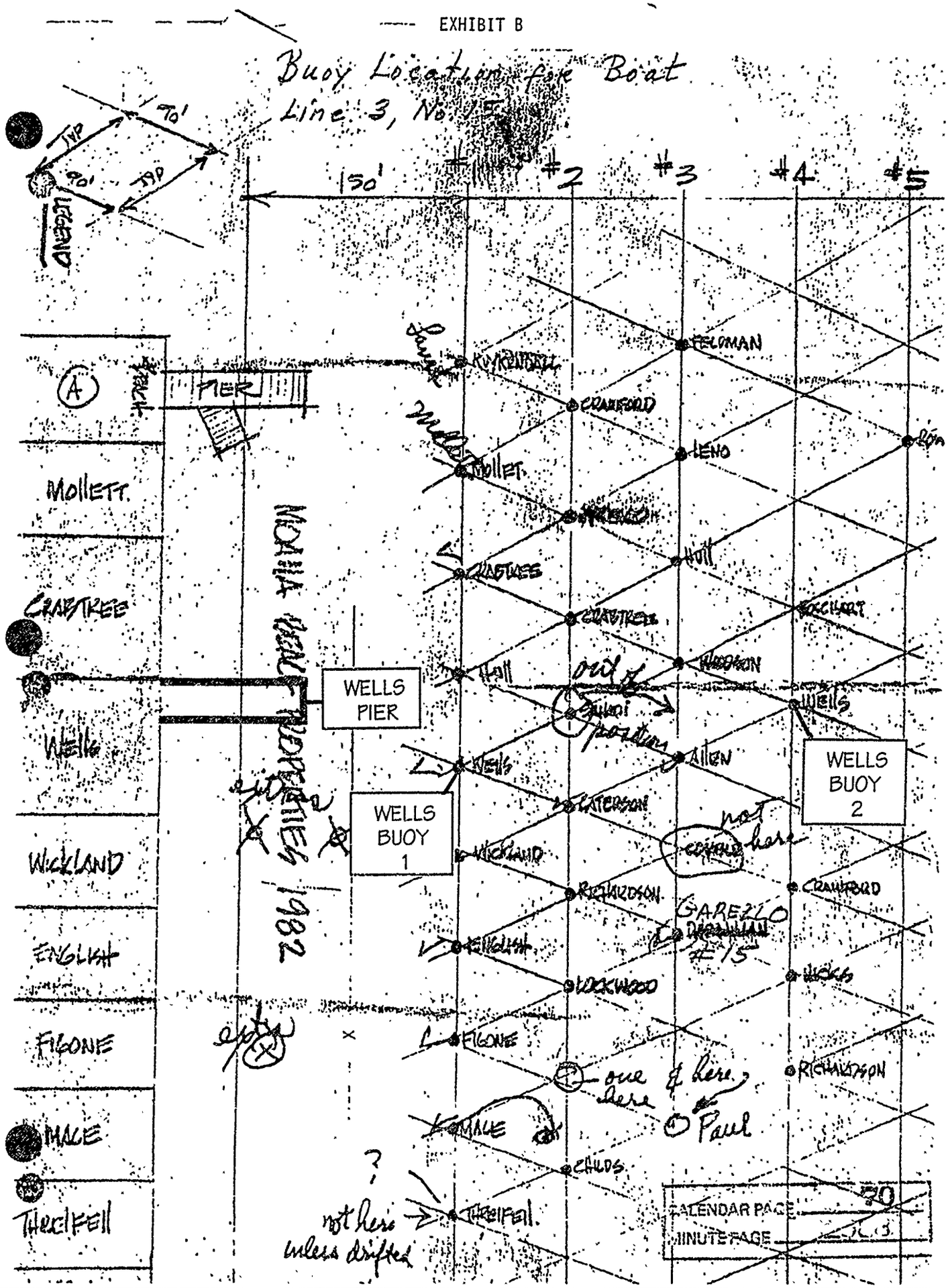
Buoy Location for Boat
Line 3, No. 15
150'
#1
#2
#3
#4
#5
90'
90'
TYP
TYP
LEGEND
A
PIER
MOLLETT
CRABTREE
WELLS
WICKLAND
ENGLISH
FIGONE
MACE
THREIFELL
MOANA REALTY PROPERTIES 1982
WELLS PIER
WELLS BUOY 1
WELLS BUOY 2
FELDMAN
CRAWFORD
LENO
MOLLET
HULL
CRABTREE
BOSCHART
WOODSON
WELLS
ALLEN
CATERSON
WICKLAND
RICHARDSON
CRAWFORD
GAREZLO
#15
ENGLISH
LOCKWOOD
FIGONE
RICHARDSON
MACE
CHILDS
THREIFELL
out of position
not here
one here & here
Paul
not here unless drifted
CALENDAR PAGE
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EXHIBIT C

INTERIM MANAGEMENT PROGRAM
FOR Rorippa subumbellata Roll.
(TAHOE YELLOW CRESS)

An interim management plan has been developed to eliminate the impacts caused by the construction of piers and appurtenant facilities along the shoreline of Lake Tahoe and to protect *Rorippa subumbellata* Roll. and its habitat from degradation. This interim plan will function until the final management plan is completed. This interim plan has the following elements: 1) the minimization of the area disturbed due to construction and access to and from the pier; and 2) conservation measures for the species along the shoreline of Lake Tahoe. These interim guidelines apply to any pier project which will disturb the Lake Tahoe shoreline between the elevations 6220' and 6232' LTD.

Construction and Access Guidelines

Construction of new piers, pier extensions, pier replacements, and pier modifications shall be governed by the following guidelines:

1) All construction activities shall be conducted from the water side of the pier. The area of disturbance of the lake bottom and shoreline shall be no greater than the footprint of the pier. Construction disturbance caused by the construction vehicle shall be limited to the area where the pier sets or an space of similar size directly adjacent to the pier. In no case shall the space disturbed be greater than that which the pier occupies or will occupy.

2) In areas having a cobble or sandy-cobble backshore, the beach and offshore substrate compacted by contact of the substrate with construction equipment shall be rolled to level the depressions created by the tracks of the construction vehicle. Any remaining compacted soils shall be loosened with pronged hand tools to reduce the compaction and then filled with comparable small cobbles taken from the backshore. These cobbles must be taken from the backshore without damaging the habitat or the species.

3) No equipment or materials shall be located or stored between elevation 6220' and 6232' LTD.

4) No construction activity at the site shall begin or proceed without the presence of the State Lands Commission mitigation monitor on site. The project applicant shall notify the designated mitigation monitor at least 14 days prior to when construction will commence.

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5) Only one pedestrian path shall be allowed between the upland residence and the pier. Such path shall be bordered by native vegetation similar to willow, service berry, or manzanita. Prior to construction of the pedestrian path, a plan shall be submitted to the State Lands Commission showing the location of the path, the proposed vegetation planting, and the type of vegetation proposed as screening.

6) All existing individuals and colonies of *Rorippa subumbellata* on the project applicant's property shall be fenced to prevent damage during construction.

Conservation Guidelines

All applicants for projects which may impact the habitat or potential habitat of *Rorippa subumbellata* Roll. shall be participate in the final conservation and management program set forth in the Management and Enhancement Plan for *Rorippa subumbellata*. For these interim guidelines the following shall be provided at the time of application:

1) The project applicant shall submit a report describing the soils and vegetation on the applicants property. The report shall emphasize the area located between elevations 6232' and 6223' LTD. Such report shall describe the texture and composition of the soil, the slope, and the existing vegetation types and their condition. Such report shall be submitted with a plan view map of the area at a scale of 1":10' and photographs of the mapped area.

Other

The project applicant shall be required to provide the State Lands Commission with a letter of credit to insure the compliance with all mitigation measures. The amount of the required letter of credit shall be established at the time of project approval. In the event that the mitigation measures and the conditions are not complied with as determined by the Commission's mitigation monitor, the letter of credit may be forfeited after a hearing before the State Lands Commission. Money forfeited by project applicants shall be used to remedy the impacts of the project and to conserve *Rorippa subumbellata*.

The project applicant shall also reimburse the State Lands Commission for all costs incurred by the State Lands Commission to monitor and enforce these and other requirements imposed on the project as provided by Section 21080.6 of the California Public Resources Code.

EXHIBIT "D"

Date May 14, 1992

File Ref: W 22081

Ms. Judy Ludlow
California State Lands Commission
1807 13th Street
Sacramento, California 95814

Subject: Building Permit for Pier Retention of an existing pier and two mooring buoys

Name: Donald A. Wells, Jr.

Address 303 Twin Dolphin Drive, Suite 122

Redwood, City, CA 94065

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Placer County Assessor's Parcel No. 98-101-28

Upland Address: 48 Moana Circle

Dear Ms. Ludlow:

The County of Placer has received notice of the above-referenced project in Lake Tahoe and has no objection to the pier repair/ construction or to the issuance of the State Lands Commission's permit.

If you have any questions, you may reach me at (916) 889-7584

Sincerely,

Jan Christian

JAN CHRISTIAN
Associate Civil Engineer

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