

DISCUSSION OF ENVIRONMENTAL EVALUATION
SVENDSEN RECREATIONAL PIER
EXISTING BUOY, ADDITIONAL BUOY, PIER RELOCATION, AND NEW BOAT LIFT

W24703

A. Earth

1. Unstable Earth

No. The pier reconstruction and boat lift project is confined to the surface and will not create any unstable conditions or change any geological structure. The existing and additional buoy, each of which is anchored by a concrete block which rests on the lake bottom substrate will not create any geological changes.

2. Disruptions

No. This operation will not overcover or disturb any new areas. The existing concrete buoy anchors cover about three square feet of lake bottom substrate per anchor. This project does not involve any excavation or fill involving earthen materials. There will be no overcovering of upland soils.

3. Change in Topography

No. This open piling design pier relocation project will not create any changes in ground surface relief. There will not be any excavating. The mooring buoy anchors rest on the lake bottom substrate. This is a minimal impact.

4. Unique Geology

No. The geology in the project area consists of glacial and alluvial deposits. The lake bed at the site is essentially flat and lacks unique features. The removal and driving of piles for the pier and the "H" beam for the boat lift will not change any geological or physical features nor will the existing and proposed buoy anchors resting on the lake bed substrate.

5. Erosion

No. This pier relocation project is simply reconstructing an existing structure and will have no effect on wind or water erosion on or off the site. The existing and proposed buoy anchors resting on the lake bottom will not cause any erosion or significant disturbance to the lake bed bottom profiles.

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6. Deposition

No. This project is an open pile designed pier relocation project confined to a flat shore area which will not create any channel changes nor erosion of beach sands. The proposed buoy anchors resting on the lake bed substrate will not cause any erosion or significant disturbance to lake bottom profiles.

7. Geologic Hazards

No. The reconstruction and relocation of the pier and installation of the low level boat lift are not deep enough to induce any seismic instabilities or ground failures. The two buoy anchors resting on the lake bottom are not expected to create any earthquake hazards. No impacts are anticipated.

B. Air

1. Air Emissions

No. The relocated pier, boat lift, the existing and additional buoy will not affect the air quality. During the reconstruction period there will be exhaust emissions from the diesel barge. The reconstruction period will last for about a two to four week period. There is usually a breeze blowing and the construction emissions will be immediately dispersed. There will not be any new emissions created by the use of the Svendsen family using their relocated pier.

2. Odors

No. The relocated pier, boat lift, existing and additional buoy will not create any new objectionable odors. However, during construction hours, there will be about a two to four week period when fumes from the diesel engine will be noticeable in the immediate vicinity of the project.

3. Climate

No. The reconstructed pier, boat lift, and existing buoy will not create any major changes in air movements, temperature, or climate, nor create any abnormal weather conditions.

C. Water

1. Currents

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No. The existing buoy, additional buoy, boat lift (H beam piling), and replaced piles supporting the relocated pier are of a static nature and will not create any changes in water currents or movements

2. Drainage

No. The existing buoy, additional buoy, boat lift, and replaced open pilings of the relocated pier will not affect absorption rates, drainage patterns, etc. The area adjacent to the pier is submerged.

3. Flood Waters

No. The relocated open piling designed pier, boat lift, the additional buoy and the existing buoy will not create any new effects upon flood waters.

4. Surface Waters

No. The relocated pier, the "H" beam for the boat lift, the existing buoy, and the additional buoy are static in nature and will not affect the surface water volume of Lake Tahoe.

5. Discharge

No. Mitigation measures required by the Tahoe Regional Planning Agency (TRPA) will include the applicant installing a turbidity screen around the entire construction site (in the water), or using caissons or vertical cylinders (sleeves) to prevent the release of resuspended sediments during pile (includes the vertical "H" beam used to support the low level boat lift) placement activities from entering the lake. Small boats and/or tarps will be placed under the reconstruction area as necessary to collect construction debris. All construction activities will be confined to the footprint of the existing and relocated pier with a rubber tired vehicle. The relocated pier, boat lift, existing buoy, and an additional buoy will not change the water quality.

6. Ground Waters

No. The geology of the project area is composed of glacial and alluvial deposits. The relocation of the existing pilings, the H beam for the boat lift, the existing buoy, and one additional buoy are all relatively shallow operations and should not affect ground water flows.

7. Ground Water Withdrawal

No. There will not be any changes to ground water

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quantity caused by the existing buoy, an additional buoy, installed boat lift, or relocated pier. This project will not affect ground water supplies.

8. Available Water

No. The existing buoy, additional buoy, boat lift, and the relocated existing pier will have no effect on public water supplies.

9. Flood

No. The existing buoy, additional buoy, boat lift and relocated pier will not expose people or property to water-related hazards such as tidal waves or induce flooding.

10. Thermal Springs

No. There are no thermal springs in the vicinity. The project will not affect any thermal springs.

D. Plant Life

1. Plant Species Diversity

No. There will be a temporary change in aquatic sessile plants during the reconstruction period which will be approximately two to four weeks. This temporary change will only affect the construction area which will be isolated by a turbidity screen, caisson, etc. This will not constitute a permanent or significant change. The indigenous aquatic flora will shortly begin recolonizing the affected area after the project has been completed. The buoy anchor has more surface area for sessile aquatic plants to colonize than the lake bottom surface it occupies. The impact to aquatic plants will be of a temporary nature.

2. Endangered Plants

No. Both Tahoe Yellow Cress (Rorippa subumbellata) and its habitat, were found on the project property and the adjacent property to the north. The owner has agreed to participate in the Interim Management Program and has already begun to incorporate the Guidelines by fencing the TYC colony area to assure its protection. The Pier will be relocated about 16 feet to the south of this colony of TYC. All construction access will be from the lake, and construction will be confined to the footprint of the pier. TRPA BMP's and Construction and Access Guidelines of the Interim Management Program will be followed and monitored. See Exhibit "C". The open

piling design of the relocated pier will allow the TYC to continue recolonizing in its sandy habitat. The pier relocation, boat lift, existing buoy, and additional buoy will not affect the existing colony of TYC nor keep it from regenerating.

3. New Species

No. The pier relocation, boat lift, existing buoy, and additional buoy will not introduce any new species to the area nor bar existing species from becoming established.

4. Agricultural Crops

No. The pier relocation project and the buoys will not reduce the acreage of agricultural crops. There are no agriculture or aquaculture activities in this area; therefore, there will be no impacts to any agricultural crops.

E. Animal Life

1. Animal Species Diversity

No. There will be a temporary disruption in aquatic animal life confined to the actual reconstruction area by the turbidity screens. The construction period will be approximately two to four weeks. Upon completion of the project, the indigenous aquatic fauna will re-occupy any voids created during the repair operation. The pier relocation project is located in what is known as clear or marginal fish habitat as identified on the TRPA map. Construction in this area will be of a minimal impact on fish habitat. The Department of Fish and Game has requested that all buoys and anchor chains be removed from the lake between Labor Day and Memorial Day in order to improve inshore angling. The existing buoy and one additional buoy will not create any new significant negative effects on aquatic animal life.

2. Endangered Animal Species

No. There have not been any rare or endangered aquatic animals reported within the project area which might be impacted.

3. New Animal Species

No. The pier relocation, boat lift, and two buoys will not introduce any new species to the area nor create a new barrier to indigenous aquatic animals.

4. Habitat

No. The relocation of the pier, boat lift, and two buoys will not reduce the aquatic animal habitat area upon completion, nor will it change the existing habitat.

F. Noise

1. Increased Noise Levels

No. The relocated private recreational pier and new boat lift will not increase existing noise levels, nor will the existing and additional buoy. There will be a two to four week period during the actual construction period when noise levels increase, but there will not be an increase in long term noise levels.

2. Severe Noise

No. The repaired pier with its new boat lift will not create any new severe noise levels; however, there will be a temporary period when the noise levels increase during the period of pier relocation construction. Upon completion of the project, the noise levels will return to preconstruction conditions. The construction personnel will be subjected to higher noise levels, but they wear hearing protective devices. The general public will not be exposed to this increased noise level because the private property between the project and Highway 89 will act as a buffer. The existing and additional buoy will not affect noise levels.

G. Light and Glare

1. Light

No. Whether the relocated pier, boat lift, the existing buoy, nor additional buoy will result in creating new light or glare. No new lighting has been planned for this project.

H. Land Use

1. Use

No. The relocation of the existing private recreational pier and boat lift will not alter the present or planned use of the area. The existing pier and buoy serve a private residence and not the general public. There are presently buoys and piers on adjacent properties. There is an existing pier located approximately 120 feet to the north and another located 55 feet to the south of the

proposed relocated pier. This project will not substantially alter the land use in the area.

I. Natural Resources

1. Natural Resources

No. The continued seasonal recreational use of this private pier and buoys by the Svendsen family will not create any new effects upon the use rate of any natural resource.

2. Resource Depletion

No. The Svendsen family's seasonal use of their private recreational pier and buoys will not create any changes which could deplete any nonrenewable resource.

J. Risk of Upset

1. Explosion

No. The project involves the dismantling and relocating an existing pier. The rubber tired barge being used is diesel operated which reduces the risk of explosion. Hazardous materials are not to be used during the reconstruction phase, but mitigation measures have been planned in the event that there is an accidental spill. Small boats and/or tarps will be placed under the reconstruction area as necessary to collect construction debris. The use of a turbidity screen surrounding the construction area or caissons or vertical cylinders (sleeves) will be required to prevent the release of resuspended sediments during the pile placement activities from entering the lake during construction. All construction activities will be confined to the footprint of the pier. The risk of explosion from the fumes of a motor boat is a possibility; however, there are no fueling facilities involved with this pier. The past limited seasonal use of this and adjacent private family recreational piers have not demonstrated a risk of releasing hazardous substances, creating upset conditions, or explosions in the Lake Tahoe Basin. This is an open piling designed pier with no storage facilities, and the constructed pier and buoys by themselves create no new significant changes which would cause an explosion or create an upset of hazardous materials.

2. Emergency

No. The seasonal use of the Svendsen's existing private

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recreational pier, low-level boat lift, and two buoys will not create an interface with any emergency response or evacuation plan.

K. Population

1. Population

No. The seasonal use of the existing Svendsen family recreational pier and buoys will not alter the population in the lake basin.

L. Housing

1. Housing

No. Neither this existing private recreational pier, boat lift, the existing buoy, nor the additional buoy will create a demand for additional housing.

M. Transportation/Circulation

1. Additional Vehicular Movement

No. This is a private residence and the pier, boat lift, and existing buoys are for the benefit of the members of the Svendsen family and not the general public. There are no facilities being added to attract more people. The use of this private residence will not be changed by this project nor will there be any substantial increase in vehicle movement created by this project.

2. Demands for New Parking

No. See #1 above.

3. Impacts on Transportation Systems

No. See #1 above.

4. Alteration to Patterns of Circulation

No. See #1 above.

5. Alterations to Patterns of Traffic

No. See #1 above.

6. Increase in Traffic Hazards

No. The proposed relocation of the pier will eliminate the congested navigational hazard presently existing with

• the adjacent neighbor's pier.

N. Public Services

1. Fire Protection

No. This is a private residence and the relocated pier, boat lift, and the existing buoy will not create any additional use or increase of use by the general public. This project will not create any new demands on government agencies and services such as fire, police protection, parks and recreation, road maintenance, etc.

2. Police Protection

No. See #1 above.

3. Schools

No. See #1 above.

4. Parks and Recreation Facilities

No. See #1 above.

5. Maintenance of Public Facilities

No. See #1 above.

6. Other Governmental Agencies

No. See #1 above.

O. Energy

1. Use of Fuel or Energy

No. This pier relocation project, existing buoy and additional buoy will have a minimal affect on additional energy consumption. The boat lift is powered by a 1 hp., single phase 230 volt, 60 cycle, 7.15 amp electric motor. This is equivalent to about sixteen 100 watt light bulbs. The lift is only used when lowering or raising the boat. This use will not constitute a substantial increase in energy being used in the Lake Tahoe Basin.

2. Increased Energy Demands

No. See #1 above.

P. Utilities

1. Electrical Power or Natural Gas

No. The relocation of the private recreational pier with its boat lift, and the two buoys will not create any significant changes in utilities. This project is for the private benefit of the Svendsen family. There will be no additions to the existing facilities which will significantly affect the current uses of power, communications, water, septic tanks, storm water drainage, or solid waste disposal.

2. Communication Systems

No. See #1 above.

3. Water

No. See #1 above.

4. Sewer or Septic Tanks

No. See #1 above.

5. Storm Drains

No. See #1 above.

6. Solid Waste Disposal

No. See #1 above.

Q. Human Health

1. Creation of Health Hazards

No. This relocated private recreational pier, boat lift, and two buoys will not create any new health hazards to humans.

2. Exposure to Health Hazards

No. The two buoys and relocated private recreational pier with its low level boat lift will not expose people to any new potential health hazards.

R. Aesthetics

1. Scenic Views

No. The Svendsen's recreational pier and buoy are

existing facilities. The relocated pier and the addition of one mooring buoy will not be a distraction from the aesthetics of this residential recreational area consisting of homes, piers, buoys and boats.

S. Recreation

1. Recreational Opportunities

No. The repair of this private recreational pier will have no effect on public recreation in the area. This is a private recreational community and not open to the public.

T. Cultural Resources

1. Historic Sites

No. This project consists of relocating an existing private recreational pier, installing a boat lift adjacent to the pier, and maintaining two mooring buoy. There are no identified cultural, ethnic, religious, or sacred uses pertinent to this project area. This project does not appear likely to create any significant effects on matters pertaining to historic, ethnic, cultural, religious, or sacred uses.

2. Historic Buildings

No. See No.# 1 above.

3. Ethnic Cultural Values

No. See No.# 1 above.

4. Religious or Sacred Uses

No. See No.# 1 above.

U. Mandatory Findings of Significance

1. Resource Degradation

No. The relocated single open piling designed pier will allow Rorippa subumbellata Tahoe Yellow Cress to continue colonizing. The owner has fenced the existing colony and the pier will be located about 16 feet from the protected colony. There will be a period of from two to four weeks during construction when the indigenous aquatic biota will be displaced but will recolonize and return to normal after the project is completed. Mitigation measures, including turbidity screens or caissons or

vertical sleeves will be incorporated to protect Lake Tahoe during the reconstruction phase of the operation along with TRPA BMP's and Construction and Access Guidelines from the Interim Management Program for Rorippa subumbellata Rol. Tahoe Yellow Cress. All construction activities will take place within the footprint of the pier to avoid existing TYC potential habitat. The construction phase will be monitored by TRPA and SLC staff to assure the TYC is protected and that the project progresses as planned. The existing and proposed additional buoy will not create any new significant effects. This project is located in marginal fish habitat.

2. Short-Long Term Disadvantages

No. There will be a short term, approximately two to four week disruption of the marine environment in the immediate vicinity of the pier being relocated. This area will be separated by a turbidity screen or the use of caissons or vertical cylinders (sleeves) to prevent the release of resuspended sediments during pile placement activities as determined by TRPA. Upon completion of the project, the indigenous marine biota will re-colonize and fill any voids created during the pier reconstruction. There will not be any long term significant changes created by this project.

3. Cumulative Effects

No. The Svendsen's private family recreational pier is an existing facility. The pier relocation project, the boat lift, and the existing buoy do not add or create impacts which will increase the propensity for considerable cumulative effects. The addition of one buoy will add to the cumulative number of buoys in Lake Tahoe; however, this is not considered a significant effect especially in an area of minimal fish habitat.

4.. Adverse Effects on Humans

No. This private pier relocation project, boat lift, existing and additional buoys will not create any new environmental effects which could create a significant adverse effect on human beings.

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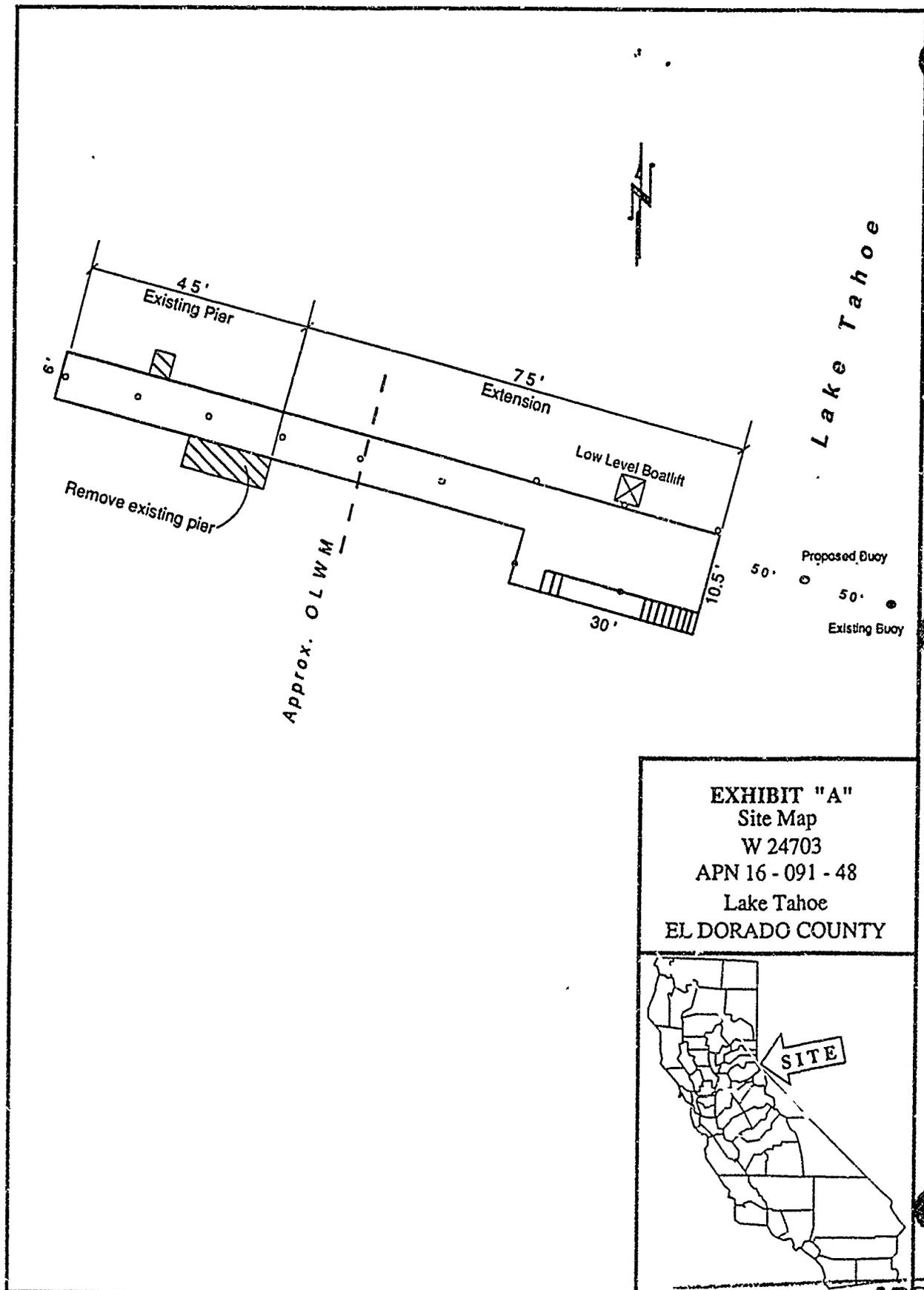
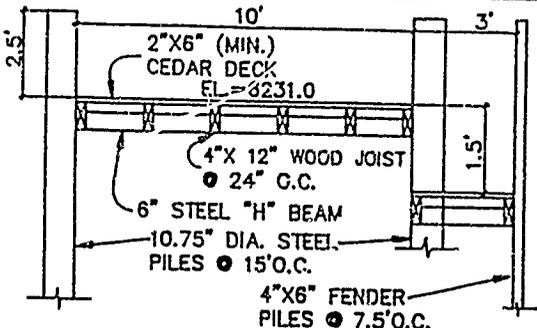


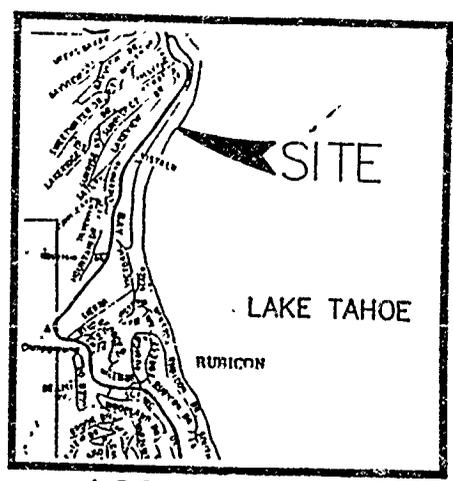
EXHIBIT "A"
 Site Map
 W 24703
 APN 16 - 091 - 48
 Lake Tahoe
 EL DORADO COUNTY



NO. 1000 R 2000 423
 SCALE 1" = 100'

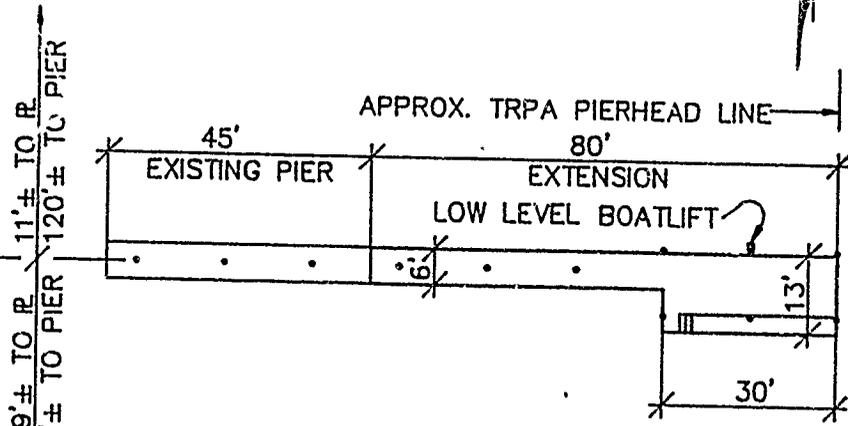


PIERHEAD SECTION
N.T.S.

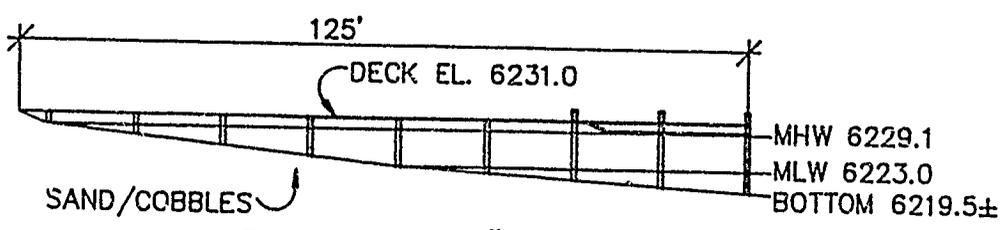


LOCATION MAP

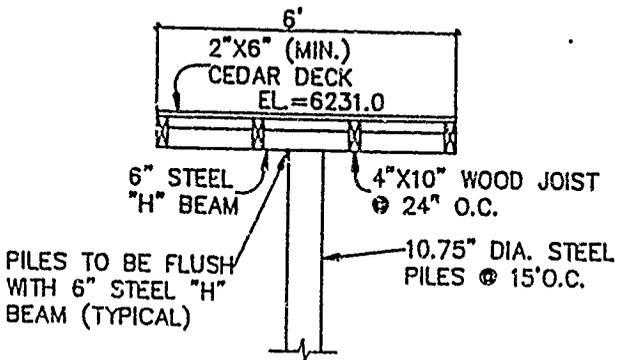
THE PROPOSED RELOCATION OF THE PIER IS A REMEDIAL MEASURE TO PROVIDE SUFFICIENT NAVIGATION CLEARANCE DUE TO THE CURRENT LOCATION CONFLICT WITH THE EXISTING ADJACENT PIER.



PLAN 1"=30'



PROFILE 1"=30'



WALKWAY SECTION
N.T.S.

EXHIBIT "B"

PIER RELOCATION/EXTENSION
SVENDSON PROPERTY
8449 MEEKS BAY AVE.
RUBICON BAY AREA
EL DORADO COUNTY, CA 95923
APN: 16-091-48
FEBRUARY 1991

ADJOINING PROPERTIES	
NORTH 16-091-49	SOUTH 16-091-16

REVISED

VAIL ENGINEERING CORPORATION
TAHOE CITY, CALIFORNIA (916) 583-3417

W.O. 7125.23A

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 622' 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 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.

ENCLOSURE

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EXHIBIT "E"

MONITORING PROGRAM
FOR THE SVENDSEN MARINA PIER RECONSTRUCTION AND BOAT LIFT

1. Impact: The proposed project may cause minimal turbidity to lake waters during the driving of piling into the lake bed, and there is the possibility of an upset or spill of construction materials or debris.

Project Modification:

- a) The use of either a turbidity screen surrounding the project area will be installed prior to the commencement of operations or the use of caissons or vertical cylinders (sleeves) to prevent the release of resuspended sediments during pile placement activities will be determined by TRPA prior to construction;
- b) Small boats and/or tarps will be placed under the reconstruction area as necessary to collect construction debris; and,
- c) Waste materials will be collected onto the lark vehicle or dumpsters for disposal at an approved landfill site.

Monitoring:

Staff of the State Lands Commission, or its designated representative, will periodically monitor the pier reconstruction and boat lift project during the placement of the pilings.

2. Impact: The proposed project is located in known Tahoe Yellow Cress (TYC) Rorippa Subumbellata habitat with an existing colony.

Project Modification:

The pier reconstruction project involving disturbance to the beach area will be conducted within the footprint of the pier. No disturbance to the TYC habitat will be tolerated. Tarps will be laid under the pier to collect construction debris to protect the TYC habitat beneath the pier. Guidelines from INTERIM MANAGEMENT PROGRAM FOR Rorippa subumbellata Roll. (Tahoe Yellow Cress)

pertaining to Construction and Access and Conservation will be incorporated into the construction plan.

Monitoring:

Staff of the State Lands Commission, or its designated representative, will periodically site inspect the pier reconstruction project to ensure the proposed activity is progressing as planned and the TYC and its habitat are being protected.

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