boat lift constructed. This will all be accomplished within the existing footprint of the pier and boat hoist, plus the 10 ft. construction zone on one side of the pier. The materials generated by the demolition and materials for the reconstruction will be stored on the "Lark" vessel or within the construction zone.

CONSTRUCTION METHOD

This project consists of the removal of the existing rotten wooden pilings and replacing them with 10-3/4'' diameter steel piling, "H" beam caps, wood stringers, and wood decking. The low level boat lift is proposed for the south side of the pier. Best practical control technology shall be employed to prevent earthen materials to be resuspended as a result of pier construction and from being transported to adjacent lake waters. The applicant shall install a turbidity screen around the entire construction site (in the water), or use caissons or vertical cylinders (sleeves) to prevent the release of resuspended sediments during pile placement activities from entering the lake. Small boats and/or tarps will be placed under the reconstruction area as necessary to collect construction debris. If disturbed lakebottom sediments are found due to the construction activity associated with the installation of this project, the affected areas will be hand rolled and/or rock cobble to be hand picked to reconsolidate the lakebottom sediments. There will be no storage of materials above the low water line of the subject property.

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DESCRIPTION OF ENVIRONMENTAL SETTING

PRC 5405.1

The proposed reconstruction project is located at 4310 North Lake Blvd., Placer County, California. This is a private residence in the Cedar Flat area, approximately four miles east of Tahoe City on Highway 28 (North Lake Blvd.). The present use of the area is private recreation. A pier and boat hoist presently exist on site. The Carnelian Bay shoreline is very rocky, generally offering little habitat for Tahoe Yellow Cress, Rorippa subumbellata.

SITE DESCRIPTION

The Lewis property and the two adjacent lots presently have piers. There is a back beach bank; the homes sit high above the lake level on a bluff. Each pier has stairs which descend the steep bank to the pier level. Although beach access is possible, the use of the piers does not require any foot traffic between the elevation of 6232 ft. and 6223 ft. The survey area includes both neighboring piers since the distance from the Lewis pier to the two adjacent piers is approximately 83 ft. and 76 ft. There is an established path through the rocks on the north side of the Lewis pier, probably created for boat launching of water access. The lake level was recorded at 6222.4 ft. at Tahoe City on the date of the survey.

SUBSTRATE AND TOPOGRAPHY

The substrate on the site consists of unsorted rock 6 to 8 inches in diameter with occaisional small boulders overlying a sand and silt mixture at a minimum depth of 2 inches. There is one pocket of a sand/clay mixture adjacent to the Lewis pier which is orange in color and does not appear to be derived from native material. Within the survey area there are two sand pockets, both adjacent to the neighboring piers. The sand is well sorted, and approximately 1 mm. in size.

The topography of the beach is a gentle steady upslope from 6224 ft up to a steep back beach bank at 6232 ft. At the maximum lake elevation, beach exists at this site. No back beach depressions or wave berms are present. High and low water levels are indicated in relation to the pier on the attached map Exhibit "A" along with the topographic profile of the site.

VEGETATION

There is very little vegetation present on the site, which is typical of the rocky shoreline areas around Lake Tahoe. The species noted in the survey are scattered primarily in the back beach area. Willow, mullein and willow herb are the most common, being scattered across the beach; the other species are quite sparce.

CONCLUSIONS

TYC was not found within the survey area nor has it ever been documented to occur in the general area of Cedar Flat. The closest documented sighting of TYC to the Lewis property is a 1949 reference for Agate Bay which is presently considered to be extirpated (Ferreira et al 1991). The rocky schoreline of Carnelian Bay does not offer the typical sand/cobble substrate with which TYC is associated, nor does the steepness of the shoreline ofer much width at either minimum or maximum lake levels. The two small pockets of sand present are the size sand substrate TYC is most commonly associated with; however, the low elevation of the pockets, the small size, and the isolated nature, reduce the possibility of producing TYC habitat. Besides willows, the typical plantspecies with which TYC is associated are not present at this site. Ms. Jean E. Ferreira states in her Rorippa Subumbellata report for the Lewis property: "The Lewis property as surveyed on May 13, 1991 does not offer good potential or present habitat for TYC."

The shorezone in the area of the proposed project is mapped as spawning habitat on the Prime Fish Habitat Maps identified by the Tahoe Regional Planning Agency. There are existing piers located approximately 20 feet north and 60 feet south of the Lewis' property lines.

EXHIBIT
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DISCUSSION OF ENVIRONMENTAL EVALUATION
LEWIS RECREATIONAL
PIER RECONSTRUCION AND BOAT LIFT PROJECT

PRC 5405.1

A. Earth

1. Earth Conditions

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.

2. Compaction, Overcovering of Soil

No. The pier reconstruction operation will be essentially confined to the footprint of the existing pier. See exhibit A. There will be no overcovering of lake bottom strata or upland soils during pier reconstruction because of the open pile design of the pier..

3. Topography

No. This open piling pier reconstruction project will not create any changes in ground surface relief. There will not be any excavating. This project will not create any new significant impacts to ground surface relief.

4. Unique Features

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 replacement piles for the pier and the H beam for the boat lift will not change any geological or physical features.

5. Erosion

No. This pier reconstruction project is simply repairing an existing structure and will have no effect on wind or water erosion on or off the site.

6. Siltation

No. This project is a repair project confined to an existing structure which will not create any channel changes nor erosion of non-existent beach sands. The beach is comprised of cobble with very little sand present to erode.

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7. Geologic Hazards

No. The reconstruction of the existing pier and installation of the low level boat lift are not deep enough to induce any seismic instabilities or ground failures. The pilings and H beam being driven in to support the pier and boat lift will not create any new significant geological impacts or hazards.

B. Air

1. Emmissions

No. The reconstructed pier and boat lift will not affect the air quality. However, during construction hours, there will be about a four week period when fumes from the diesel engine will be emmited in the immediate vicinity of the project. These emmissions will be immediately dispersed by the prevailing winds. Upon completion this proposed pier reconstruction project will not create any new significant emmissions.

2. Odors

No. The reconstructed pier and boat lift will not create objectionable odors. However, during construction hours, there will be about a four week period when fumes from the diesel engine will be noticeable in the immediate vicinity of the project. These emmissions will be immediately dispersed by the prevailing winds. Upon completion this proposed pier reconstruction project will not create any new significant emmissions.

3. Climate

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

C. Water

1. Currents

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

2. Runoff

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

3. Flood Waters

No. The reconstructed existing pier and boat lift will not create any new effects upon flood waters.

4. Surface Water

No. The reconstructed pier and boat lift are static in nature and will not affect the area of surface water at Lake Tahoe.

5. Turbidity

No. Mitigation measures required by the Tahoe Regional Planning Agency (TRPA) 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 H beams) placement activities from entering the lake. Small boats and/or tarps will be placed under the reconstruction area as necessary to collect construction debris. The reconstructed pier and boat lift will not change the water quality.

6. Ground Water Flows

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

7. Ground Water Quantity

No. This project will not alter any aquifers nor consume any ground water. There will not be any changes to ground water quantity caused by the installed boat lift, or reconstructed pier.

8. Water Supplies

No. This is not a water consuming project. The boat lift, and the repaired pier will have no effect on public water supplies.

9. Flooding

No. The new boat lift and repaired existing 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 which

could be affected by this project.

D. Plant Life

1. Species Diversity

No. There will be a temporary change in aquatic sessile plants during the reconstruction period which will be approximately 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 impact to aquatic plants will be temporary.

2. Endangered Species

No. There are no rare or endangered species on the property. In the report for Tahoe Yellow Cress (Rorippa subumbellata) habitat, no TYC was found on the project property or adjacent properties.

3. Introduction of Plants

No. The pier reconstruction and boat lift project will not introduce new species to the area nor exclude existing species from becoming established.

4. Agriculture Crops

No. The reconstruction project will not reduce the acreage of agricultural crops. There are no known agriculture or aquaculture activities in this area; therefore, there will be no impacts.

E. Animal Life

1. 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 four weeks. Upon completion of the project, the indigenous aquatic fauna will begin to re-occupy any voids created during the repair operation. The reconstruction project will be conducted during the non-spawning season, identified to be between July 1, 1992 and September 15, 1992 to minimize the impact on fish spawning habitat.

2. Endangered Species

No. There have not been any rare or endangered aquatic animals reported within the project area. No impacts are anticipated.

3. Introduction of Plants

No. The pier reconstruction and boat lift project will not introduce any new species to the area nor create a new barrier to aquatic animals.

4. Habitat Deterioration

No. The reconstruction project will not reduce the aquatic animal habitat area upon completion.

F. Noise

1. Increases

No. The repaired private recreational pier and boat lift will not increase existing noise levels. There will be short term additional noises during the reconstruction period, but there will not be an increase in long term noise levels.

2. Severe Noise

No. The repaired pier and 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 reconstruction. Upon completion of the project, the noise levels will return to normal. 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 28 will act as a buffer.

G. Light and Glare

1. No. Neither the reconstructed pier or boat lift will result in creating any new significant light or glare.

H. Land Use

1. No. The repair of the existing private recreational pier and boat lift will not alter the present or planned use of the area. The existing pier serves a private residence and not the general public. There are presently piers on adjacent properties. This project will not substantially alter the land use in the area.

I. Natural Resources

1. Increase in Use

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

2. Depletion of any Nonrenewable Resources

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

J. Risk of Upset

1. Risk of Explosion

No. The project involves the dismantling and reconstruction of an existing pier. The "Lark" vessel 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 reconstruction.

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. Precautions will be taken to minimize these risks.

2. Emergency Plan Response

No. The seasonal use of the Lewis's existing private recreational pier and low level boat lift will not create an interface with any emergency response or any evacuation plan.

K. Population

1. No. The seasonal use of the existing Lewis family

recreational pier will not alter the population in the lake basin.

L. Hcusing

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

M. Transportation/Circulation

1. Vehicular Movement

No. This is a private residence and the pier and boat lift is for the benefit of the members of the Lewis 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. Parking

No. See #1 above.

3. Transportation System

No. See #1 above.

4. Circulation

No. See #1 above.

5. Traffic

No. See #1 above.

6. Traffic Hazards

No. See #1 above.

N. Public Services

1. Fire Protection

No. This is a private residence and the repaired pier and boat lift 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. Government services

No. See #1 above.

O. Energy

1. Fuel and Energy

1

No. This pier repair project will not have any significant 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. Existing Energy Sources

No. See #1 above.

P. Utilities

1. Power or Natural Gas

No. The reconstruction of the private recreational pier will not create any changes in utilities. This project is for the private benefit of the Lewis 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

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No. See #1 above.

4. Sewer or Septic Tanks

No. See #1 above.

5. Storm Water Drainage

No. See #1 above.

6. Solid Waste Disposal

No. See #1 above.

Q. Human Health

1. Health Hazard

No. This repaired private recreational pier and boat lift will not create any new health hazards to humans.

2. Exposure of People to Health Hazards

No. The repaired private recreational pier will not expose people to any new potential health hazards.

R. Aesthetics

1. No. The Lewis' recreational pier is an existing facility. There are no new facilities being added. The reconstruction of the pier will not be a distraction from the aesthetics of this residential recreational area consisting of homes, piers, buoys and boats.

S. Recreation

1. No. The repair of this private recreational pier will have no effect on public recreation in the area.

T. Cultural Resources

1. Archaeological Sites

No. This project consists of repairing an existing private recreational pier and installing a boat lift within the footprint of the existing pier. There are no identified cultural, ethnic, religious, or sacred uses pertinent to this project area which could be significantly affected.

2. Historic Buildings

No. See No.# 1 above.

3. Ethnic Cultural Values

No. See No.# 1 above.

4. Religious/Sacred Uses

No. See No.# 1 above.

U. Mandatory Findings of Significance

1. Environmental Quality Degradation

No. The open pile designed pier is to be reconstructed in its footprint. There will be about a four week period during reconstruction 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. With the mitigation measures incorporated into the reconstruction process, this project will not create any long term significant degradational environmental effects.

2. Short Term vs. Long Term Environmental Goals

No. There will be a short term, approximately four weeks, disruption of the marine environment in the immediate vicinity of the pier being repaired. 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 degradational environmental changes created by this project.

3. Cumulative Impacts

No. The Lewis' private family recreational pier is an existing facility. The pier repair and the boat lift project do not add or create any new impacts which will increase the propensity for considerable cumulative effects.

4. Adverse Effects on Human Beings

No. This private pier reconstruction boat lift project will not create any new environmental effects which could create a significant adverse effect on human beings.

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MINUTE PAGE 241

EXHIBIT "C "
MONITORING PROGRAM
FOR THE LEWIS PIER RECONSTRUCTION AND BOAT LIFT PROJECT

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 designated fish spawning habitat and could have an impact on the habitat.

Project Modification:

The pier reconstruction project involving disturbance to the lake bed will be conducted during the non-spawning season, identified to be between July 1 - September 15, to reduce impacts to fish habitat.

Monitoring:

Staff of the State Lands Commission, or its designated representative, will periodically site inspect the pier reconstruction project to ensure the proposed activity will occur within the allowable construction time period.

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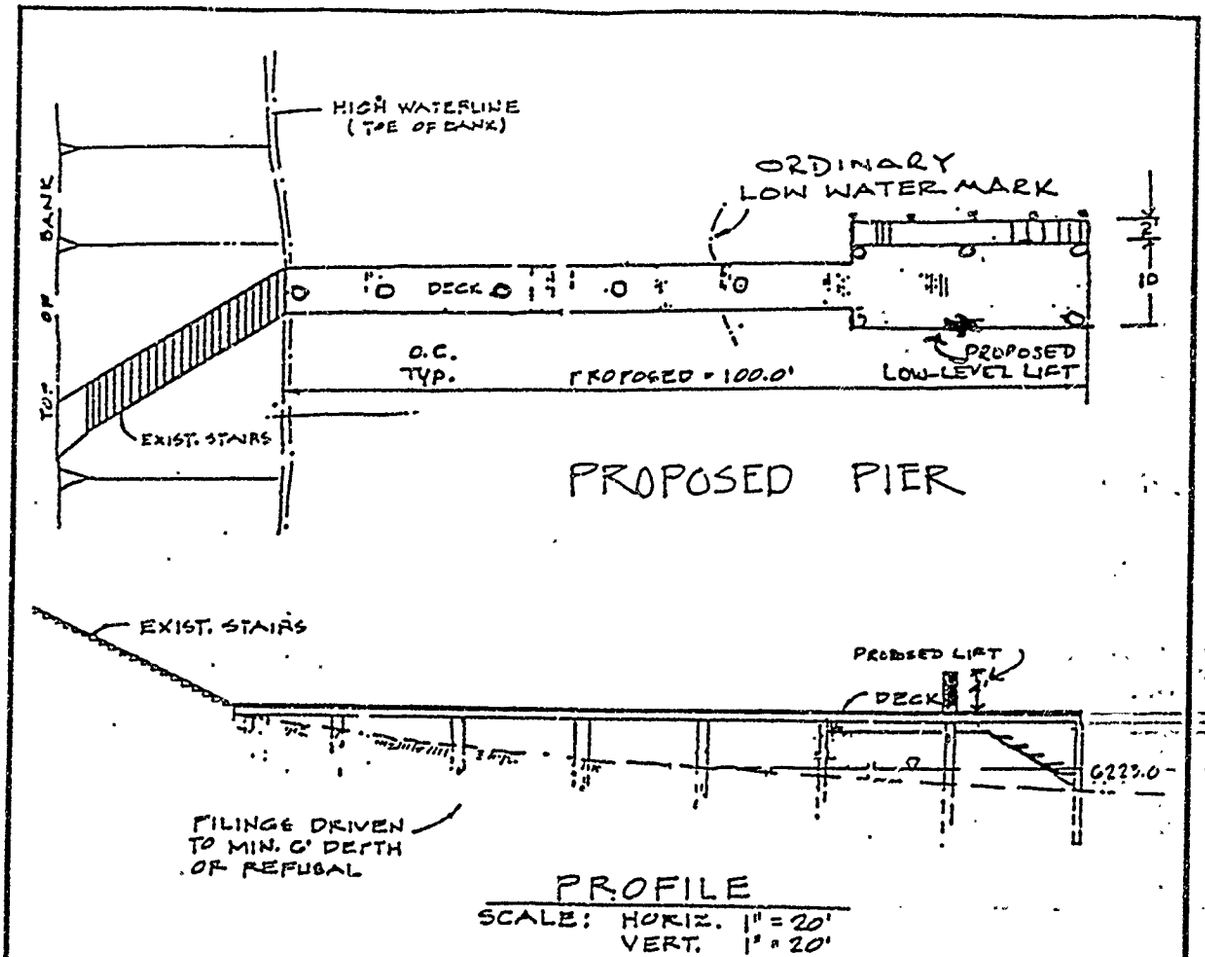
MINUTE PAGE 43



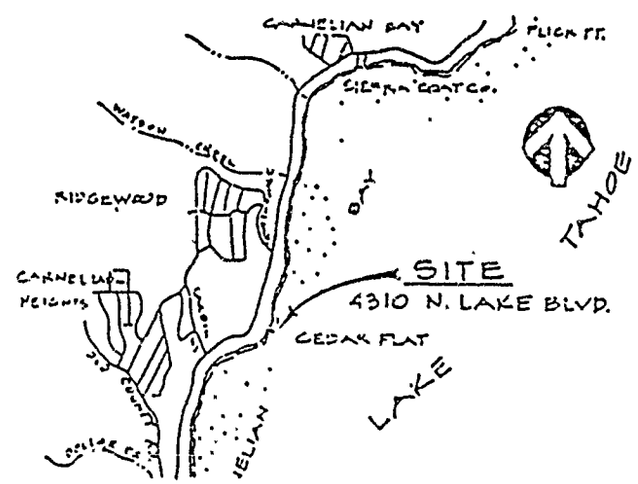
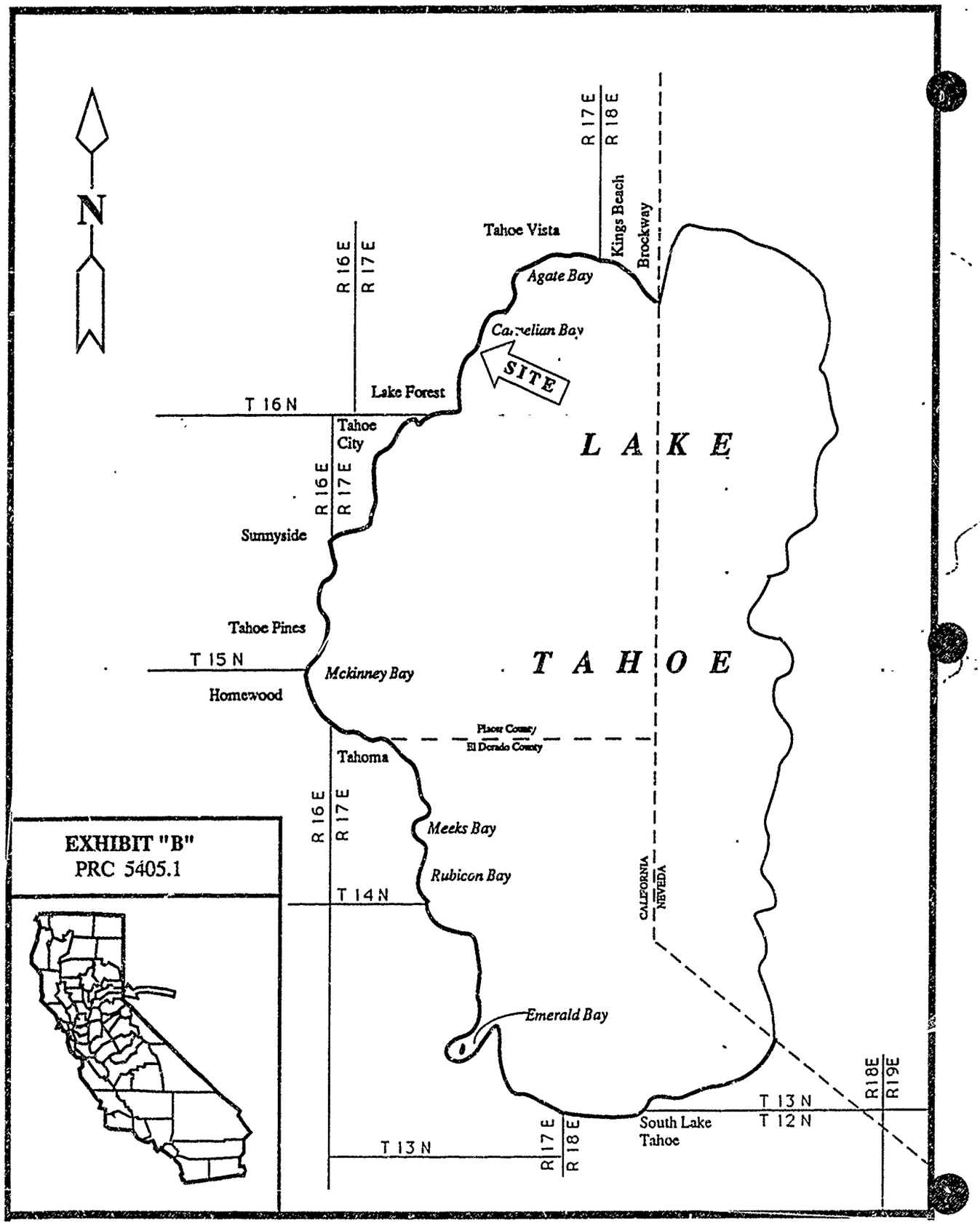


EXHIBIT "A"
Site Map
PRC 5405.1
Pier Reconstruction
APN 92 - 180 - 39
Lake Tahoe
PLACER COUNTY

C. LANDS ITEM 226
MINUTE PAGE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Kings Beach
Brockway
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Carnelian Bay
SITE
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T 16 N
Tahoe City
LAKE
R 16 E
R 17 E
Sunnyside
Tahoe Pines
T 15 N
TAHOE
Mckinney Bay
Homewood
Placer County
El Dorado County
Tahoma
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Rubicon Bay
T 14 N
CALIFORNIA
NEVADA
Emerald Bay
R18E
R19E
T 13 N
T 12 N
South Lake Tahoe
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EXHIBIT "B"
PRC 5405.1

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