

DISCUSSION OF ENVIRONMENTAL EVALUATION
LIGHTHOUSE COMMERCIAL PIER RECONSTRUCTION AUTHORIZATION

PRC 3495.1

A. Earth

1. Unstable Earth

The proposed repair/reconstruction of the Lighthouse Pier consists of removing the rotten wood pilings and replacing them, utilizing the same holes whenever possible, with steel pilings and then reconstructing the wood frame pier. This operation will not create fill areas or affect soil stability nor will it affect geologic structures in the area. This proposed project will not create any new significant changes or unstable conditions.

2. Soil Disruptions

The proposed repair/reconstruction of the Lighthouse Pier, within the footprint of the pier will be accomplished with a rubber tired (flotation type tires) construction barge ("Lark" vehicle). No fill or excavations are planned for the project. In the event the lake bottom is disturbed by construction activities, the affected areas will be hand rolled and/or rock cobble will be hand picked to reconsolidate the lakebottom sediments. The removal of the pilings and their replacement with the appropriate mitigation measures will not create any significant soil disruptions.

3. Change in Topography

The proposed pier repair/reconstruction does not involve earth moving. The pier will be reconstructed using an open piling design which will not require any excavation. The "Lark" vehicle with its flotation tires floats over the rock cobble without causing any significant disruption to the topography. In the event the lakebed sediments are disturbed due to construction activities, the affected areas will be hand rolled and/or rock cobble will be hand picked to reconsolidate the lake bottom sediments.

4. Unique Geology

The project site is located along a portion of lake shore which is characteristic of much of the Lake Tahoe waterfront. There are no unique geologic or physical

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features present in this area to be disturbed. The proposed pier repair/reconstructed project will use an open pile and deck design will not cause any significant physical disruption to the site.

5. Erosion

This proposed project authorizes the repair/reconstruction of the pier. The reconstruction will not involve additional activity which would cause erosion by wind or water. The replacement of the existing pilings in the rock-cobble substrate will not create a significant impact to beach erosion.

6. Deposition

The proposed repair/reconstruction of the existing open piling designed pier will not affect littoral deposition or degradation of sands at the site. The open pile design and the replacement of these pilings will not create any significant changes in natural stream channels or degradation or deposition of beach sands.

7. Geologic Hazards

The proposed repair/reconstruction of the existing pier will not create any new significant conditions which could create geological hazards. The pilings are driven to shallow depths and will not create a seismic event. This project will not create any significant effects which could subject or expose people to geologic hazards such as ground failure, earthquakes, etc.

B. Air

1. Air Emissions

The reconstructed pier will not affect the air quality; however, there will be a minor amount of diesel fumes generated from the operation of the barge during the reconstruction period. These emissions will be the equivalent of a diesel truck. This increase in minor emissions will be during the day, as regulated by the Tahoe Regional Planning Agency (TRPA) for the period of reconstruction which will last about two months during the off tourist season. The use of recreation motorized watercraft will create minimum exhaust emissions upon their departure and return to the pier, but these emissions will be dispersed immediately by the normal breeze associated with Lake Tahoe. The reconstructed pier will not increase the use rate of the motor boats. The small rental powered waverunners and the winch boat will emit exhaust fumes when idling to and from the pier, but this is not considered a significant increase in air

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emissions in this area. This project upon completion will not create any new significant air emissions.

2. Odors

The reconstructed pier will not create any objectionable odors. However, there will be about a two month period when diesel fumes will be noticed within the immediate vicinity of the barge operations during the proposed reconstruction of the Lighthouse Pier. The pier exists and no new odors or emissions will result from this project. The use of the small rental watercraft upon departure and return to the pier will create odors from exhaust emissions; however, these will be immediately dispersed by the normal breeze associated with Lake Tahoe. The reconstructed pier will not increase the use rate of the motor boats. There are no fueling facilities at this pier. All watercraft repair will be done at a marine repair facility. This project will not create any new significant odors.

3. Climate

The proposed commercial use and reconstruction of Lighthouse Pier will not create any new significant changes in air movements, temperature, or climate to create any significant abnormal weather conditions.

C. Water

1. Currents

The design of this pier is open piling, and the replacement of the open piles will not create any new significant effects or changes in water currents or movements upon completion of the project. The small watercraft will probably create temporary small local currents leaving and returning to the pier, but these will not create any permanent changes in the current flow of Lake Tahoe.

2. Drainage

The proposed commercial use and reconstruction of this pier with its open piling design will not affect absorption rates, drainage patterns, etc. The area adjacent to the pier is either submerged or the rock and cobble beach neither of which will be altered by this project because all reconstruction activities will take place within the footprint of the existing pier.

3. Flood Waters

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The proposed commercial use and reconstruction of the open piling pier will not create any new effects upon the course or flow of flood waters.

4. Surface Waters

The proposed commercial use and reconstruction of the pier is static in nature and will not affect the surface water volume of Lake Tahoe.

5. Discharge

Mitigation measures incorporated into the project description to minimize the construction debris from entering the water include using small boats with tarps beneath the construction area to catch any falling debris from entering Lake Tahoe. Additionally, 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 (e.g. caissons, sleeves, or turbidity screens). The commercial use of the pier will be renting small water craft. The maintenance on these watercraft will be done elsewhere. With the above mitigation measures incorporated during construction, discharges will be contained and not create any significant effects on the lake.

6. Ground Waters

The geology of the project area is composed of glacial and alluvial deposits. The replacement of the existing pier pilings are a relatively shallow operation and will not create any significant effects on ground water flows or impacts on subsurface aquifers in this type of geology.

7. Ground Water Withdrawal

The proposed commercial use and reconstruction of the pier will not create any changes to ground water flows. This pier reconstruction project will not add to nor delete from ground water flows.

8. Available Water

The proposed commercial use and reconstruction project for the existing Lighthouse Pier will not disturb any aquifers or public water lines nor create any significant effects on the availability of water for public water supplies. The commercial use of the pier will not create any significant use of available water because the people renting the watercraft are on the lake and not at the pier. The commercial use of this pier will not attract

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large volumes of people which could increase the demand for water; since, this is not the case there will not be a significant demand for available water.

9. Flood

This proposed commercial use and reconstruction of the Lighthouse Pier will not expose people or property to water-related hazards such as tidal waves or induce flooding.

10. Thermal Springs

There are no known thermal springs near this proposed project; therefore, no thermal springs will be impacted.

D. Plant Life

1. Plant Species Diversity

There will be a temporary disruption to aquatic sessile plants during the reconstruction period which will be approximately two months. This temporary change will only affect the immediate construction area within the footprint of the pier. During the reconstruction period, best practical control technology, as determined by TRPA, shall be employed to prevent earthen materials to be resuspended as a result of pier construction and from being transported to adjacent lake waters. Upon the completion of reconstruction activities, the indigenous aquatic flora will shortly begin recolonizing the affected areas. The impact to aquatic plants will be temporary.

2. Endangered plants

There are no rare or endangered species on the proposed project property. In the report for Tahoe Yellow Cress, Rorippa subumbellata habitat, no TYC was found on the project property or adjacent properties. The proposed commercial use and reconstruction of Lighthouse Pier will not create any new significant effects on rare or endangered plants.

3. New Species

The proposed commercial use and reconstruction of Lighthouse Pier will not introduce any new plant species to the area nor bar existing indigenous species from becoming re-established.

4. Crops

The proposed commercial use and reconstruction of Lighthouse Pier will not reduce the acreage of agricultural crops. There are no agriculture or aquaculture activities in this area; therefore, there will be no impacts.

E. Animal Life

1. Animal species diversity

There will be a temporary displacement of indigenous aquatic fauna during the reconstruction period which will be approximately two months. This temporary change will only affect the immediate construction area within the footprint of the pier. During the reconstruction period, best practical control technology, as determined by TRPA, shall be employed to prevent earthen materials from being resuspended as a result of pier construction and from being transported to adjacent lake waters. Upon the completion of reconstruction activities, the indigenous aquatic fauna will shortly begin re-occupying the affected areas. The D.F.&G. and the TRPA map indicate that this is prime fish habitat for feeding and escape. Should construction activities disturb the lakebottom sediments, mitigation measures of the affected areas mandate that these areas will be hand rolled and/or rock cobble to be hand picked to consolidate the lakebottom sediments. The impact to aquatic animals will be temporary, and with the TRPA mitigation measures, there will not be any new significant changes to animal species diversity.

2. Endangered Animal Species

There have not been any rare or endangered aquatic animals reported within the project area. The proposed commercial use and reconstruction of the Lighthouse Pier will not create any significant impacts on any known endangered animals.

3. New Animal Species

The proposed commercial use and reconstruction of Lighthouse Pier will not introduce any new animal species to the area nor bar existing indigenous species from becoming re-established.

4. Habitat

The Lighthouse Pier has been in existence for over 30 years and has always been considered by the local people as a commercial pier even though it never generated any profit. This pier is in an area described as prime fish

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habitat for feeding and escape, there is a 5 mph speed limit established by the County of Placer for the safety of anglers and people entering and departing boats. The proposed commercial use and completed reconstruction and continued use of this pier will not create any new significant changes to the aquatic habitat in this area.

F. Noise

1. Increased Noise Levels

The reconstructed pier by itself will not create any increased noise levels; however, the commercially rented five wave runners and the parasail boat will generate a minor amount of noise when idling away from the pier and returning. There is a 5 mph speed limit imposed on all power boats and watercraft by Placer County. This also has the effect of minimizing engine noises generated by power boats. The noises generated by the commercial venture is not significant when mitigated by the 5 mph speed limit.

There will be a two month temporary increase in noise levels during the pier reconstruction activities. The actual timing of construction will be worked out with TRPA and D.F.&G. Construction is normally conducted outside the normal tourist season.

The long term effect of this project will not create any noises of significantly higher levels than occur presently.

2. Severe Noise

The reconstructed pier and commercial use of the pier will not generate severe noise levels. There will be higher noise levels generated during the construction period. This will be about a two month period normally outside of the normal tourist season. The construction workers wear protective hearing devices. There is a rock/cobble, not conducive for sun bathing, beach which will act as a partial buffer to dissipate the noise from the general population. The long term effect of this project is that after the reconstruction, the noise levels will return to normal, and this project will not create any new significant long term severe noise effects.

G. Light and Glare

1. Light

Lighthouse pier is 341 long and there will be safety

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lights installed for the benefit of people walking on the pier at night. These lights will be sufficient to light the pier from a safety aspect and not to create excessive glare. This additional night lighting will blend in with the lighting from the shopping center mall, and the Tahoe City waterfront area. There will not be any changes in day time light or glare to the area. The reconstructed pier will not result in creating excessive new light or glare at night; therefore, such impacts are not considered significant.

H. Land Use

1. Land Use

Lighthouse pier has been in existence for over 30 years and is locally considered a commercial pier; since, it serves as a free mooring facility for shoppers at the Lighthouse shopping center. The rental of the seven small watercraft will not have much impact on the use of the pier. This pier is an accepted part of the Tahoe City landscape and is used by people visiting the shopping center by boat instead of by automobile. There is presently an abandoned concrete ramp 42' north and an existing State of California Pier "Tahoe State Pier" 85' north of Lighthouse Pier. The ramp and pier are part of Tahoe State Park. The reconstruction and commercial use of Lighthouse pier will not create any new significant changes to the land use of this area.

I. Natural Resources

1. Natural Resources

The lighthouse pier has been in existence for over 30 years and this reconstruction and use change to commercial for leasing small sail and powered watercraft will not create any new effects upon the use rate of any natural resource.

2. Resource Depletion

The lighthouse pier has been in existence for over 30 years and this reconstruction and use change to commercial in order to lease small sail and powered watercraft will not create any new effects which could deplete any nonrenewable resource.

J. Risk of Upset

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1. Explosion

The lighthouse pier has been in existence for over 30 years and this reconstruction and use change to commercial in order to lease seven small sail and powered watercraft will not alter the risk of explosion much. There could be some risk of upset, explosion, or release of hazardous materials as a result of construction, but this is not very likely because the pier reconstruction equipment is diesel powered, and there are TRPA mitigation stipulations to be employed during reconstruction to avoid upsets or spills.

The risk of explosion from the fumes of motor boats is a possibility; however, there are no fueling facilities associated with the Lighthouse Pier. There is a Placer County speed limit of 5 mph from the end of the dock out to 200 feet. This will help avoid the possibility of a high speed collision between motor boats. This is an open pier with no storage facilities, and the reconstructed pier and commercial use by itself creates no new significant changes which would cause an explosion.

2. Emergency

The lighthouse pier has been in existence for over 30 years and this reconstruction and use change to commercial in order to lease seven small sail and powered watercraft will not create any new interface with any emergency response or evacuation plan. In fact the repaired Lighthouse Pier could aid in emergency response and/or an evacuation plan.

K. Population

1. Population

The seasonal use of the existing Lighthouse Pier facility by local homeowners and tourists will not alter the population in the Tahoe City area of the Lake Tahoe Basin.

L. Housing

1. Housing

The Lighthouse Pier facility has been in existence for over 30 years servicing the Lighthouse Shopping Center Mall. The reconstruction of the pier and the change of use to commercial to lease seven small watercraft will not create a demand for additional housing. This is not considered a new significant impact or demand for

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additional housing.

M. Transportation/Circulation

1. Additional Vehicular Movement

The reconstruction of Lighthouse Pier and its use change to commercial will not lure large numbers of additional people to the shopping center. The leasing of rental watercraft will be primarily for the tourists using the shopping center. The shopping center has been undergoing modifications not related to State Lands jurisdiction which include enlarging the parking lot, adding four additional permanent public restroom facilities, access, etc. The reconstruction of Lighthouse Pier and the commercial leasing of the five wave runners and the parasail ride on hourly basis is not considered a significant attraction to create new demands on or for parking, transportation systems, alterations to patterns of circulation, alterations to patterns of traffic, or increased traffic hazards.

2. Demands of New Parking

No. See #1 above.

3. Impacts on Transportation Systems

No. See #1 above.

4. Alteration to Patterns of Circulations

No. See #1 above.

5. Alterations to patterns of traffic

No. See #1 above.

6. Increase in Traffic Hazards

No. See #1 above.

N. Public Services

1. The reconstruction of Lighthouse Pier and its use change to commercial will not lure large numbers of additional people to the shopping center. The leasing of rental watercraft will be primarily for the tourists using the shopping center. The shopping center has been undergoing modifications not related to State Lands jurisdiction which include enlarging the parking lot, adding additional permanent public restroom facilities, access,

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etc. The reconstruction of Lighthouse Pier and the commercial leasing of seven small watercraft on an hourly basis is not considered a significant attraction to create new demands on or for public 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 Recreational 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

Upon completion the pier repair project will have a minimal affect on additional energy consumption. There will be safety lights on the pier at night for the benefit of people enjoying nightly strolls on the pier. The small watercraft rental will not constitute a major increase in fuel consumed in the Tahoe City area. The reconstruction of Lighthouse Pier and the conversion to a commercial use will not create a substantial increase in the use of power or natural gas. 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

There will be no additions to the existing facilities

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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

Upon completion of the reconstruction of this 30 year old pier and conversion to a commercial use lease, the repaired pier will be less of a hazard to human health, and the commercial rental of small watercraft is considered a recreational use and not a hazard to human health. There is a 5 mph speed limit within 200 feet of the pier to reduce the possibility of marine accidents. The pier reconstruction and conversion to a commercial use lease will not create any new significant health hazards.

2. Exposure to Health Hazards

This pier reconstruction project and commercial watercraft rental is considered more in the light of recreational use and will not expose the general public to any new significant potential health hazards.

R. Aesthetics

1. Scenic Views

The reconstruction of this 30 year old pier and its conversion to a commercial use lease is compatible with

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the commercial use of the waterfront area. There are no new facilities being added to distract from the view of Lake Tahoe. The reconstruction of the pier and conversion of its use lease to a small watercraft commercial rental business is compatible with the current use of the area. This will not be a distraction from the aesthetics of this commercial-recreational area consisting of piers, boat ramps, buoys boats, residential dwellings, marine repair facilities, and shopping centers.

S. Recreation

1. Recreational Opportunities

The reconstruction of the 30 year old Lighthouse pier and the conversion of its use to a commercial small watercraft rental will enhance the recreational experience in the area. The completed repair of the Lighthouse Pier will not create any new significant effects on public recreation in the area.

T. Cultural Resources

1. Historic Sites

There are no known or identified cultural, ethnic, religious, or sacred uses pertinent to this project area. The reconstruction of the 30 year old Lighthouse pier within its original footprint of the existing pier will not create any new significant effects to the cultural resources.

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

The 30 year old Lighthouse Pier will be reconstructed in its original footprint. The proposed commercial rental of the six watercraft operating at 5 mph or less within

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200 feet of the end of the pier, enforced by Placer County Sheriffs Dept., as a health and safety measure will not create any new significant negative environmental impacts to the natural resources in this area.

2. Short-Long Term Disadvantages

During the actual reconstruction of the 30 year old pier, the indigenous aquatic flora and fauna will be displaced for about a two month period. Upon completion of the project, the displaced aquatic sessile flora will begin to recolonize their old habitat and the aquatic fauna will begin to reoccupy the void created by the construction process. This includes the fish which use the area for feeding and hiding. There will be some short term disruptions created by the construction, but there will be long term environmental stability upon completion of the project.

3. Cumulative Effects

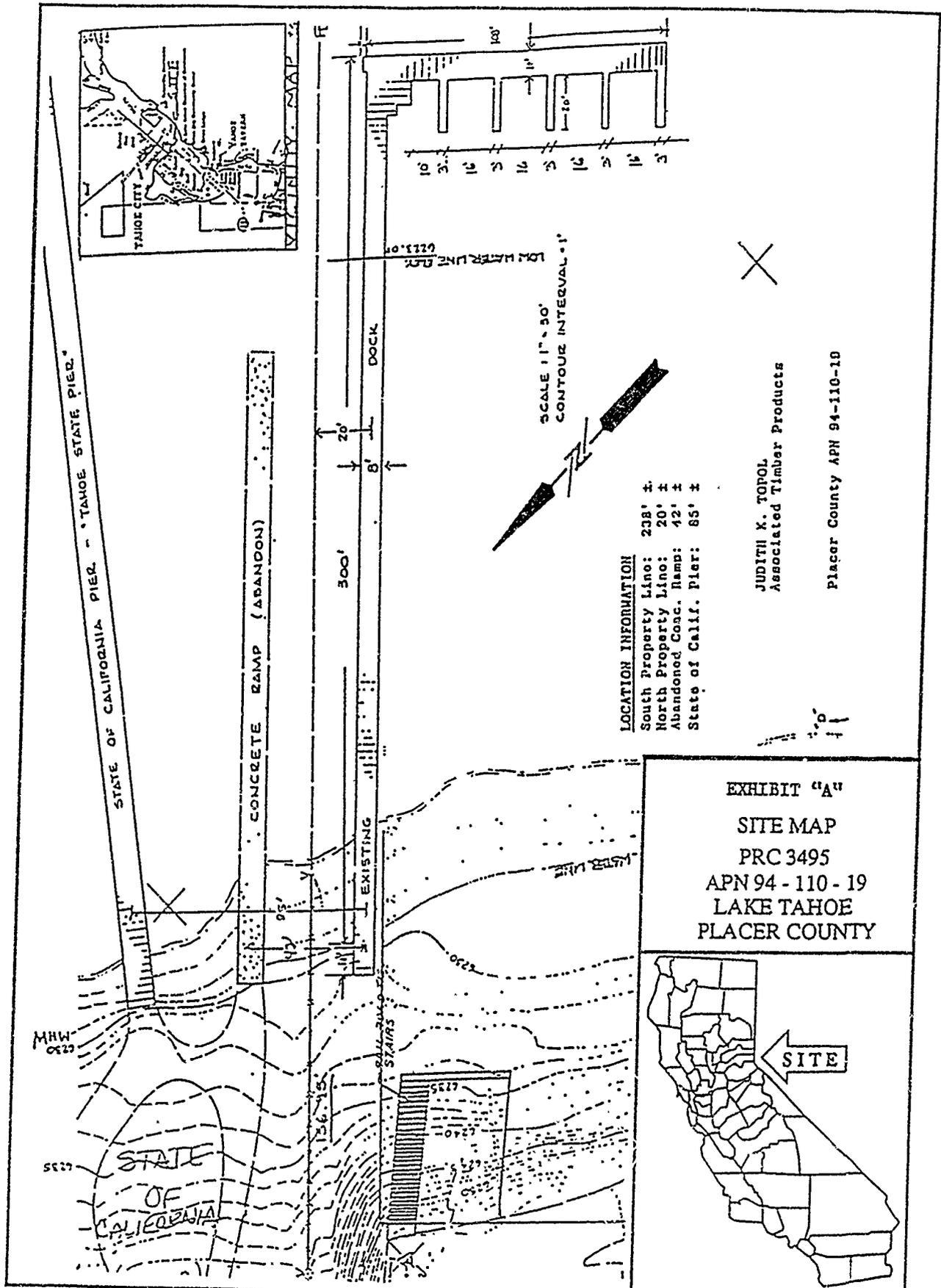
This pier is being reconstructed in its own footprint and is therefore, not adding new cumulative impacts to Lake Tahoe. The seven small watercraft being leased seasonally will add intermittently to the actual number of watercraft which are on the lake, but these seven small water craft are insignificant when compared to the total number of boats continuously on the lake during the tourist season.

4. Adverse Effects on Humans

The Lighthouse Pier has been in existence for 30 years, and its reconstruction will not constitute any new significant adverse effects on human beings. The changing of the lease to commercial will result in the rental of small watercraft to the visiting tourists which will have a beneficial effect on both the tourists and the economy at Tahoe City.

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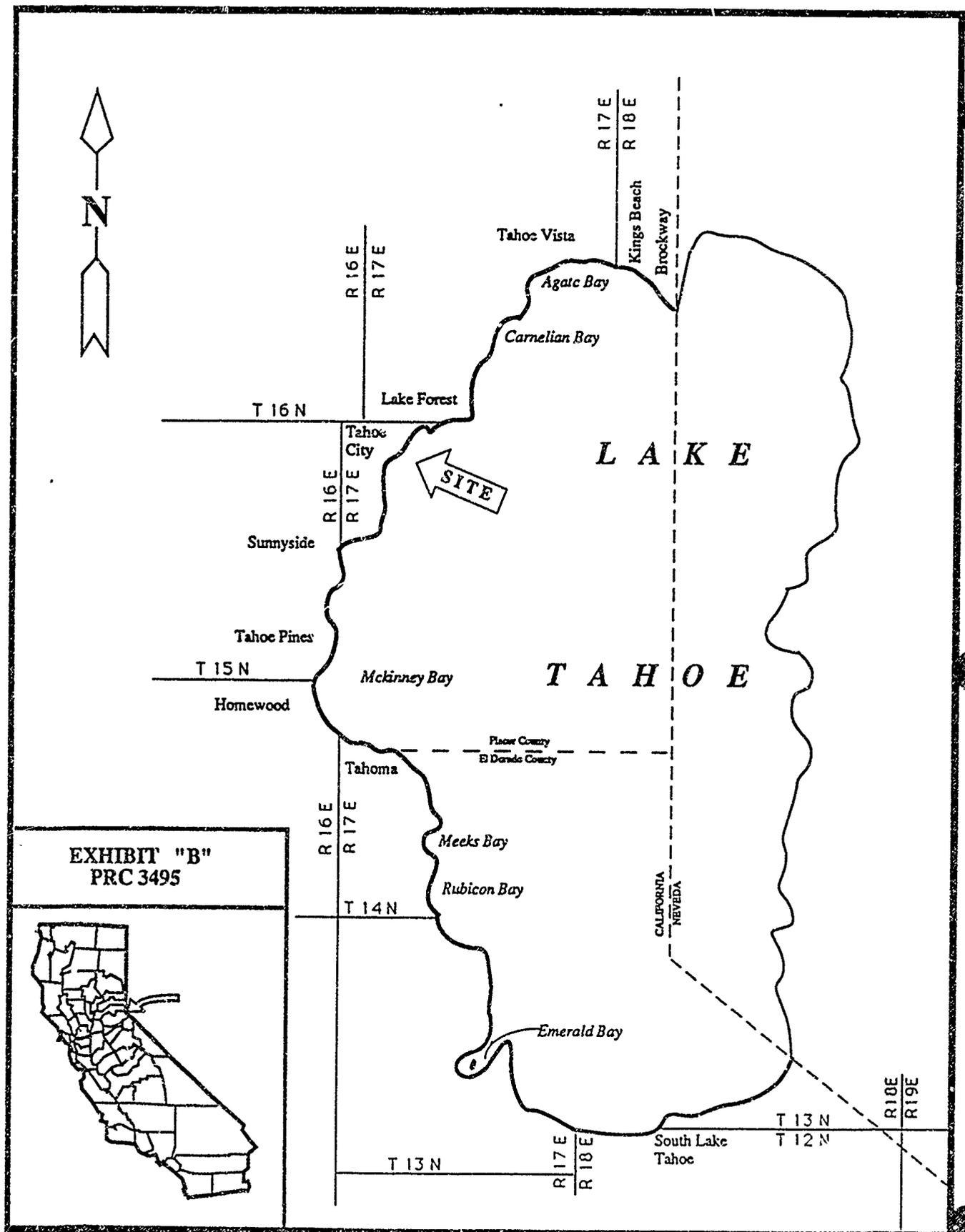


EXHIBIT "B"
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EXHIBIT "E"

MONITORING PROGRAM
FOR TOPOL'S COMMERCIAL LIGHTHOUSE PIER RECONSTRUCTION

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) Use of caissons, vertical cylinders (sleeves), or turbidity screens to prevent the release of resuspended sediments during pile placement activities;
- 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 a barge 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 project during the placement of the pilings.

2. Impact: The proposed project is located in prime fish feeding and escape habitat as designated by the Department of Fish and Game and could have an impact on the habitat.

Project Modification:

- a) The pier reconstruction project involving disturbance to the lake bed will be conducted during the normal construction period between May 1 to September 15, to reduce impacts to fish habitat.

Monitoring:

Staff of the State Lands Commission, or its designated representative, will periodically

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site inspect the pier reconstruction project
to ensure the proposed activity will occur
within the allowable construction time period.

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