

MINUTE ITEM
This Calendar Item No. C30
was approved as Minute Item
No. 30 by the State Lands
Commission by a vote of 3
to 0 at its 5/26/94
meeting.

CALENDAR ITEM

C30

A 4

S 1

05/26/94
PRC7773 W 24650
PRC 7416.9
J. Ludlow

**LAKE TAHOE LEASES AND RECREATIONAL PIER PERMITS
WITH NEGATIVE DECLARATIONS**

APPLICANTS:

A) Richard C. Solari and
Mary C. Solari, Trustees
527 St. Andrews Drive
Aptos, California 95003 (PRC 7416.9)

B) George J. Vukasin and
Sonja H. Vukasin
2410 Royal Oaks Drive
Alamo, California 94507 (W 24650)

LAND USE:

As listed on Exhibit "A" attached.

TERM:

Initial Period: Five (5) years.

CONSIDERATION:

Rent-free pursuant to Section 6503.5 of the P.R.C.

BASIS FOR CONSIDERATION:

Pursuant to 2 Cal. Code Regs. 2003.

APPLICANT STATUS:

Applicants are owners of the upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:

Item A): Filing fee, processing costs, and environmental fees have been received.

Item B): Filing fee, processing costs and environmental fees have been received.

STATUTORY AND OTHER REFERENCES:

A. P.R.C.: Div. 6, Parts 1 and 2: Div. 13.

B. Cal. Code Regs.: Title 3, Div. 3: Title 14, Div. 6.

CALENDAR ITEM NO. C30 (CONT'D)

AB 884:

Item A: 11/15/94.

Item B: 09/08/94.

OTHER PERTINENT INFORMATION:

1. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (14 Cal. Code Regs. 15025), the staff has prepared a Proposed Negative Declaration for each project as listed on the attached Exhibit "A". Such Proposed Negative Declarations were prepared and circulated for public review pursuant to the provisions of CEQA.

Based upon the proposed Negative Declarations, and the comments received in response thereto, there is no substantial evidence that the projects will have a significant effect on the environment. (14 Cal. Code Regs. 15074(b).

2. A Mitigation Monitoring Program has been prepared for each project in conformance with the provisions of CEQA (Section 21081.6, P.R.C.) and is attached as Exhibit "B".
3. These activities involve lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA process, it is the staff's opinion that the projects, as proposed, are consistent with their use classifications.
4. These properties were physically inspected by staff for purposes of evaluating the impact of the proposed activities on the public trust.
5. The permit documents include specific provisions by which the Permittees agree to protect and replace or restore, if required, the habitat of *Rorippa subumbellata*, commonly called the Tahoe Yellow Cress, a State-listed endangered plant species.

CALENDAR ITEM NO. C30 (CONT'D)

6. No materials will be stored or placed, nor will any activity associated with the construction or maintenance of the project, be conducted above the low water line (elevation 6223 feet, Lake Tahoe Datum) of the subject property. This procedure will prevent any disturbance to the Rorippa or its habitat.
7. One of the applicants (Solari) (Item A) has agreed to incorporate the Interim Management Program Construction and Access Guidelines into the project for the protection of Rorippa and these Guidelines have been referenced in the Negative Declarations referred to herein.
8. The permits are conditioned on Permittees' conformance with the Tahoe Regional Planning Agency's Shorezone Ordinance. If any structure hereby authorized is found to be in nonconformance with the Tahoe Regional Planning Agency's Shorezone ordinance, and if any alterations, repairs, or removal required pursuant to said ordinance are not accomplished within the designated time period, the permit is automatically terminated, effective upon notice by the State, and the site shall be cleared pursuant to the terms thereof.

If the location, size, or number of any structure, authorized under these permits, is to be altered, pursuant to order of the Tahoe Regional Planning Agency, Permittee shall request the consent of the State to make such alteration.
9. The permits are conditioned on the public's right of access along the shorezone below the high water line (Elevation 6228.75 feet, Lake Tahoe Datum) pursuant to the holding in State v. Superior Court (Fogerty), 2 Cal. 3d. 240 (9181), and provides that the Permittees must provide a reasonable means for public passage along the shorezone, including, but not limited to, the area occupied by the authorized improvements.
10. Permittees agree to conserve the natural resources on the subject property and to prevent pollution and harm to the environment.

CALENDAR PAGE	140.2
MINUTE PAGE	1996

CALENDAR ITEM NO. C30 (CONT'D)

11. Staff has determined that the Department of Fish and Game Fee, dictated by Section 711.4 of the Fish and Game Code, is applicable to the projects presented herein. (Item B)
12. The issuance of these permits supersede any prior authorization by the State Lands Commission at this location. (Item A)

EXHIBITS:

- A. Applicants; Location; Land Use and Status; Property Description, ND# and State Clearinghouse #
- B. Negative Declaration(s)/Monitoring Program(s)

IT IS RECOMMENDED THAT THE COMMISSION:

1. CERTIFY THAT A NEGATIVE DECLARATION WAS PREPARED FOR EACH OF THE PROPOSED PROJECTS LISTED ON THE ATTACHED EXHIBIT "A" PURSUANT TO THE PROVISIONS OF THE CEQA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. ADOPT EACH OF THE NEGATIVE DECLARATIONS AND DETERMINE THAT THE PROJECTS, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. ADOPT THE MONITORING PROGRAM FOR EACH PROJECT ATTACHED AS EXHIBIT "B".
4. FIND THAT THESE ACTIVITIES ARE CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED FOR THE LAND PURSUANT TO P.R.C. 6370, ET SEQ.
5. AUTHORIZE THE ISSUANCE OF A FIVE YEAR PERMIT BEGINNING MAY 26, 1994 TO EACH OF THOSE APPLICANTS LISTED ON EXHIBIT "A" AS ITEMS A AND B ATTACHED, AND BY REFERENCE MADE A PART HEREOF.
6. FIND THAT THE ISSUANCE OF THIS PERMIT SUPERSEDES ANY PRIOR AUTHORIZATION BY THE STATE LANDS COMMISSION AT THIS LOCATION FOR RICHARD SOLARI AND MARY SOLARI, TRUSTEES (ITEM A).

CALENDAR PAGE	140.3
MINUTE PAGE	1997

NEGOTIATOR: JUDY LUDLOW
 NEG. DEC.

EXHIBIT "A"

Lake Tahoe Permits and Leases for Calendar of May 26, 1994

Work Order No.	Applicant/Address	Waterway and County	Land use and Status <i>Existing/Proposed</i>	Upland Property Description	Classification	
					SCH#	ND#
Item A PRC 7416.9	Richard C. Solari and Mary C. Solari, Trustees 527 St. Andrews Drive Aptos, CA 95003	Lake Tahoe El Dorado County	Reconstruction and relocation of an existing pier, construction of a low level boatlift and the continued use and maintenance of two mooring buoys.	APN 16-091-16 8453 Meeks Bay Avenue	93032082	615
Item B W 24680	George J. Vukasin and Sonja H. Vukasin 2410 Royal Oaks Drive Alamo CA 94507	Lake Tahoe Placer County	Partial reconstruction of an existing pier and retention of two mooring buoys	APN 83-183-03 980 West Lake Boulevard	93102057	632

CALENDAR PAGE	140.4
MINUTE PAGE	1998

STATE LANDS COMMISSION

LEO T. McCARTHY, *Lieutenant Governor*
 GRAY DAVIS, *Controller*
 THOMAS W. HAYES, *Director of Finance*

EXECUTIVE OFFICE
 1807 - 13th Street
 Sacramento, CA 95814-7111

CHARLES WARREN
 Executive Officer

March 24, 1993
 File: PRC 7416
 ND 615
 SCH No. 93032082

**NOTICE OF PUBLIC REVIEW OF A PROPOSED NEGATIVE DECLARATION
 (SECTION 15073 CCR)**

A Negative Declaration has been prepared pursuant to the requirements of the California Environmental Quality Act (Section 21000 et seq., Public Resources Code), the State CEQA guidelines (Section 15000 et seq., Title 14, California Code Regulations), and the State Lands Commission Regulations (Section 2901 et seq., Title 2, California Code Regulations) for a project currently being processed by the staff of the State Lands Commission.

The document is attached for your review. Comments should be addressed to the State Lands Commission office shown above with attention to the undersigned. All comments must be received by April 23, 1993.

Should you have any questions or need additional information, please call the undersigned at (916) 324-4715.



DOUG MILLER
 Division of Environmental
 Planning and Management



Attachment

CALENDAR PAGE	140.5
MINUTE PAGE	1999

STATE LANDS COMMISSION

LEO T. McCARTHY, *Lieutenant Governor*
 GRAY DAVIS, *Controller*
 THOMAS W. HAYES, *Director of Finance*

EXECUTIVE OFFICE
 1807 - 13th Street
 Sacramento, CA 95814-7187
 CHARLES WARREN
 Executive Officer

PROPOSED NEGATIVE DECLARATION

File: PRC 7416
 ND 615
 SCH No. 93032082

Project Title: Solari Pier Relocation Project

Project Proponent: Richard Solari

Project Location: Lake Tahoe, 8453 Meeks Bay Avenue, APN 16-091-16, El Dorado County.

Project Description: Pier relocation project -- dismantle existing pier in its footprint and reconstruct the single piling (design) pier with a low level boatlift.

Contact Person: Doug Miller Telephone: (916) 322-7826

This document is prepared pursuant to the requirements of the California Environmental Quality Act (Section 21000 et seq., Public Resources Code), the State CEQA Guidelines (Section 15000 et seq., Title 14, California Code Regulations), and the State Lands Commission regulations (Section 2901 et seq., Title 2, California Code Regulations).

Based upon the attached Initial Study, it has been found that:

this project will not have a significant effect on the environment.

mitigation measures included in the project will avoid potentially significant effects.

CALENDAR PAGE	140.6
MINUTE PAGE	2000

I. BACKGROUND INFORMATION

A. Applicant: Richard Solari Agent: Vale Engineering
527 St. Andrews Dr. Attention: Kevin Aran
Aptos, CA 95003 P.O. Box 879
Tahoe City, CA 96145

B. Checklist Date: 3 / 16 / 93

C. Contact Person: Doug Miller
 Telephone: (916) 322-7826

D. Purpose: Pier Relocation to comply with Tahoe Regional Planning Agency Regulations.

E. Location: 8453 Meeks Bay Ave., APN 16-091-16, El Dorado County, CA 95003 - Lake Tahoe

F. Description: Pier Relocation Project - Dismantle existing pier in its footprint and reconstruct the single piling (design) pier with low level boat lift.

G. Persons Contacted: _____
Kevin Aran, Agent, Vale Engineering, Tahoe City, California
Ginger Tippet, Army Corps of Engineers, Sacramento, California

II. ENVIRONMENTAL IMPACTS. (Explain all "yes" and "maybe" answers)

A. Earth. Will the proposal result in:	Yes	Maybe	No
1. Unstable earth conditions or changes in geologic substructures?	—	—	X
2. Disruptions, displacements, compaction, or overcovering of the soil?	—	—	X
3. Change in topography or ground surface relief features?	—	—	X
4. The destruction, covering, or modification of any unique geologic or physical features?	—	—	X
5. Any increase in wind or water erosion of soils, either on or off the site?	—	—	X
6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?	—	—	X
7. Exposure of all people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	—	—	X

CALENDAR PAGE	140.7
MINUTE PAGE	2001

	Yes	Maybe	No
B. Air. Will the proposal result in:			
1. Substantial air emissions or deterioration of ambient air quality?	—	—	X
2. The creation of objectional odors?	—	—	X
3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	—	—	X
C. Water. Will the proposal result in:			
1. Changes in the currents, or the course or direction of water movements, in either marine or fresh waters?	—	—	X
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	—	—	X
3. Alterations to the course or flow of flood waters?	—	—	X
4. Change in the amount of surface water in any water body?	—	—	X
5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	—	—	X
6. Alteration of the direction or rate of flow of ground waters?	—	—	X
7. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	—	—	X
8. Substantial reduction in the amount of water otherwise available for public water supplies?	—	—	X
9. Exposure of people or property to water-related hazards such as flooding or tidal waves?	—	—	X
10. Significant changes in the temperature, flow or chemical content of surface thermal springs?	—	—	X
D. Plant Life. Will the proposal result in:			
1. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	—	—	X
2. Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	X
3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	X
4. Reduction in acreage of any agricultural crop?	—	—	X
E. Animal Life. Will the proposal result in:			
1. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)?	—	—	X
2. Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	X
3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	X
4. Deterioration to existing fish or wildlife habitat?	—	—	X
F. Noise. Will the proposal result in:			
1. Increase in existing noise levels?	—	—	X
2. Exposure of people to severe noise levels?	—	—	X
G. Light and Glare. Will the proposal result in:			
1. The production of new light or glare?	—	—	X
H. Land Use. Will the proposal result in:			
1. A substantial alteration of the present or planned land use of an area?	—	—	X
I. Natural Resources. Will the proposal result in:			
1. Increase in the rate of use of any natural resources?	—	—	X
2. Substantial depletion of any nonrenewable resources?	—	—	X

CALENDAR PAGE	140.8
MINUTE PAGE	2002

	Yes	Maybe	No
J. Risk of Upset. Does the proposal result in:			
1. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	—	—	X
2. Possible interference with emergency response plan or an emergency evacuation plan?	—	—	X
K. Population. Will the proposal result in:			
1. The alteration, distribution, density, or growth rate of the human population of the area?	—	—	X
L. Housing. Will the proposal result in:			
1. Affecting existing housing, or create a demand for additional housing?	—	—	X
M. Transportation/Circulation. Will the proposal result in:			
1. Generation of substantial additional vehicular movement?	—	—	X
2. Affecting existing parking facilities, or create a demand for new parking?	—	—	X
3. Substantial impact upon existing transportation systems?	—	—	X
4. Alterations to present patterns of circulation or movement of people and/or goods?	—	—	X
5. Alterations to waterborne, rail, or air traffic?	—	—	X
6. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	—	—	X
N. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
1. Fire protection?	—	—	X
2. Police protection?	—	—	X
3. Schools?	—	—	X
4. Parks and other recreational facilities?	—	—	
5. Maintenance of public facilities, including roads?	—	—	X
6. Other governmental services?	—	—	X
O. Energy. Will the proposal result in:			
1. Use of substantial amounts of fuel or energy?	—	—	X
2. Substantial increase in demand upon existing sources of energy, or require the development of new sources?	—	—	X
P. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
1. Power or natural gas?	—	—	X
2. Communication systems?	—	—	X
3. Water?	—	—	X
4. Sewer or septic tanks?	—	—	X
5. Storm water drainage?	—	—	X
6. Solid waste and disposal?	—	—	X
Q. Human Health. Will the proposal result in:			
1. Creation of any health hazard or potential health hazard (excluding mental health)?	—	—	X
2. Exposure of people to potential health hazards?	—	—	
R. Aesthetics. Will the proposal result in:			
1. The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	—	X

S. Recreation. Will the proposal result in:

Yes Maybe No

1. An impact upon the quality or quantity of existing recreational opportunities? Yes Maybe No

T. Cultural Resources

1. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archeological site? ... Yes Maybe No

2. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? Yes Maybe No

3. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? Yes Maybe No

4. Will the proposal restrict existing religious or sacred uses within the potential impact area? Yes Maybe No

U. Mandatory Findings of Significance.

1. Does the project have the potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? Yes Maybe No

2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? Yes Maybe No

3. Does the project have impacts which are individually limited, but cumulatively considerable? Yes Maybe No

4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Yes Maybe No

III DISCUSSION OF ENVIRONMENTAL EVALUATION (See Comments Attached)

IV. PRELIMINARY DETERMINATION

On the basis of this initial evaluation:

I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: 3 / 16 / 93

Douglas S. Miller, Jr.
For the State Lands Commission

CALENDAR PAGE	140.10
MINUTE PAGE	2004

PROJECT DESCRIPTION

PROJECT NARRATIVE

PRC 7416 authorized the use of two mooring buoys, a pier, and a boatlift. This proposed project authorizes the dismantling and removal of the existing pier with boatlift, the relocation and reconstruction of a new pier with boatlift approximately 30 feet south of the north property line and the continued use and maintenance of two buoys. The reconstructed pier will be 120 feet from the shore to the Tahoe Regional Planning Agency (TRPA) Pierhead Line. The Pier will be reconstructed with 10.75" diameter steel piles at 15' O.C., 6" steel beams, 4" x 12" wood joists at 24" O.C., with 2" x 6" (minimum) cedar deck. Reinstall the existing boatlift in its "H" beam with electric service.

The proposed location of the pier will provide sufficient navigation clearance and ameliorate the conflict with TRPA. The rocks or boulders located under the pier will not be relocated. This pier will be within the TRPA Pierhead Line and consistent in length with the 120' foot long Svendsen pier to the north. The project is located in a mapped "clear" area pursuant to the TRPA Fish Habitat Maps. The rock jetty located to the south of this property as delineated in the submittal drawings are comprised of large boulders and extends into the lake approximately 100 feet to provide protection as a breakwater for the existing marine railway and boathouse. Construction will be done between May 1, 1993 and October 15, 1993. It is anticipated that the construction period will be from six to eight weeks.

CONSTRUCTION METHOD

TRPA Best Management Practices (BMP's) shall be employed to prevent earthen materials from being resuspended as a result of pier construction and from being transported to adjacent lake waters. Construction of this pier is to be by barge with pile driver; caissons or sleeves will be used if sediment is resuspended while pile driving. Anchorage of the barge will be to the existing structure and/or lake anchors required for adequate stabilization of the barge. During low water seasons, barge access and construction activity around both the existing and relocated pier will be continded to the "footprint" of the subject pier. This

DESCRIPTION OF ENVIRONMENTAL SETTING

The proposed reconstruction project is located at 8445 Meeks Bay Avenue, Rubicon Bay Area, El Dorado County, California, A.P.N. 16-091-16. This is a private residence in the Rubicon Bay Area, approximately 2,000 feet south of the point between Meek's Bay and Rubicon Bay, 2.1 miles north of D.L. Bliss State Park. A pier and boat lift presently exist on site. The existing pier and boatlift need to be relocated to comply with TRPA. 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.

SITE DESCRIPTION

The Solari's residence is located 30 linear feet landward of the mean high water contour of 6,229.1 feet elevation. The slope lakeward from the residence (contour 6,246 foot elevation) to the 6,235 foot contour is 55%. The slope lakeward from the 6,235 foot contour to the 6,228 foot contour is 80%. The slope from the 6,228 foot contour to the 6,225 elevation is 8%. The slope from the 6,225 foot contour to the 6,223 foot contour is 10%. The slope from the 6,223 contour to the water level at 6,221 feet elevation at the time of the vegetation survey is 4%. The Rorippa habitat survey area includes both neighboring parcels.

Below the residence a two foot wide, four foot high concrete wall faced with wooden boards extends southward about 10 feet from the pier at 6,226 feet elevation. The wall then turns west (landward) and extends to the base of the backshore bank. The area behind the wall is filled with cobbles (3-13 inches in diameter) and boulders (1-5 feet in diameter). A stone and concrete staircase set into the ground traverses the backshore slope from the 6,227 foot contour landward to the 6,230 foot contour. A gravel path connects the top of the staircase to the pier. A second gravel path continues up the slope from the top of the stairs and connects to a second wooden staircase just landward of a small wooden shed. The shed is located on the backshore slope at approximately the 6,232 foot contour. This second staircase connects the second gravel path to a wooden deck attached to the residence.

SUBSTRATE AND TOPOGRAPHY

Evans and Mathews (1986) have described the soils in the area as glacial moraines. The substrate on the shoreline consists of granitic sand, gravel, cobble, and boulders. A large area of cobbles (1-12 inches in diameter) and small boulders (1-2 feet in diameter) extend from the shoreline (6,221.85 feet elevation at the time of the survey) to the 6,223.5 foot contour line, and from the pier southward to the property line. A small area (about 6 feet

CALENDAR PAGE 140.12

MINUTE PAGE

2006

access confinement is to minimize disturbance of the lake bottom. All construction wastes will be collected onto the barge and disposed of at the nearest dumpster/sanitary landfill site. There will be no storage of construction materials on the shoreline. This will prevent disturbance to what could be potential Tahoe Yellow Cress Habitat. Small boats and/or tarps will be placed under the reconstruction area as necessary to collect construction debris, thus preventing any discharge of wastes to the lake. 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 hand picked to reconsolidate the lakebottom sediments.

diameter) of gravel and small cobbles (0.5-3 inches in diameter) is located within this cobble and small boulder zone approximately 10 feet south of the pier. A 1-3 foot wide belt of mostly sand and some gravel extends about 35 feet southward from the pier at the 6,222.5 foot elevation contour. Just landward of this sandy strip, a 2 foot wide strip of gravel and small cobbles (0.5-3 inches in diameter) underlain by sand stretches from the pier to the southern property line between the 6,223 and 6,224 foot elevation contours. A narrow strip of sand (about 1 foot wide) also extends from the pier to the southern property line at the 6,224 foot elevation contour. Six large boulders (2-4 feet in diameter) are located halfway between the concrete lakewall and the southern property line between the 6,225 to the 6,226 foot elevation contours. At the 6,225 foot contour an area of gravel underlain by sand about 2 feet wide extends 10 feet northward from the boulders to the pier. The substrata from the 6,225 foot contour landward to the backshore bank consists entirely of medium to coarse-grained granitic sand.

VEGETATION

The vegetation at the backshore (6,228-6,230 feet elevation) consists of one large Willow (Salix sp.) and scattered grasses. Landward of the lakewall beginning at the base of the bank, was found a single Mountain Alder (Alnus tenuifolia) near the gravel path. Going further uphill were found Mariposa Manzanita (Arctostaphylos mariposa), Brewer lupine (Lupinus breweri), (Ceanothus sp.), Jeffrey pine (Pinus jeffreyi), and white fir (Abies concolor) with larger trees present further up the slope near the residence (a 40 foot tall Jeffrey pine).

The vegetation on the shoreline (below the 6229.1 foot elevation contour) was sparse. The habitat of the shoreline is primarily areas of granitic sand with scattered boulders (both large and small) and some cobbles and gravels. Most of the vegetation present on the shoreline was located between the 6,221.5 foot contour (the lake level at the time of the survey) and the 6,224 foot elevation contour. The vegetation was like the substrata, zoned with Western Dock (Rumex occidentalis) being the most abundant species in the 6,222 to 6,223 foot elevation zone. Also present in this zone were sage (Salvia coumbariae), Rush (Juncus sp.), seedlings of Jeffrey pine and white fir, and one individual each of incense cedar (Libocedrus decurrens), red dogwood (Cornus Californica), and poplar (Populus sp.). The 6,223 to 6,224 foot elevational zone contained much less vegetation. Only five species of Sierra thistle (Cirsium californica), two willow seedlings (Salix sp.) and one mountain alder seedling were found in this zone. Only scattered grasses were found between the 6,224 foot elevation contour and the base of the backshore bank (6,228 foot elevation).

One colony of Tahoe Yellow Cress (TYC) (21 plants in the colony) was observed north of the property line on the adjacent parcel and

CALENDAR PAGE 140.14

MINUTE PAGE 2008

has been fenced by the owner (Svendson) for protection.

CONCLUSIONS

The vegetation survey determined that the project site, where the existing pier is proposed to be removed, relocated and extended, does not contain suitable habitat for, nor does it support, Tahoe Yellow Cress (Rorippa subumbellata, Rollins). The removal and relocation of the existing pier and boatlift will not pose any impact to existing plants or potential habitat.

DISCUSSION OF ENVIRONMENTAL EVALUATION
SOLARI RECREATIONAL PIER AND BOAT LIFT RELOCATION

PRC7416.9

A. Earth

1. Unstable Earth

No. The pier reconstruction (relocation) and boat lift project is confined to the surface and will not create any unstable conditions or change any geological structure.

2. Disruptions

No. This operation will not overcover or disturb any new areas. 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. 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 supporting the boat lift will not change any geological or physical features on the lake bed substrate.

5. Erosion

No. This pier relocation project is simply constructing an open piling pier with boatlift and will have no effect on wind or water erosion on or off the site.

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.

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. No impacts are anticipated.

B. Air

1. Air Emissions

No. The relocated pier and boat lift 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 Solari family using their relocated pier.

2. Odors

No. The relocated pier and boat lift 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 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 relocated pier are of a static nature and will not create any changes in water currents or movements.

2. Drainage

No. The 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 and boat lift will not create any new effects ~~upon flood waters.~~

4. Surface Waters

No. The relocated pier and the "H" beam for the boat lift 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) and State Lands Commission (SLC) 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 and boat lift 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 and the H beam for the boat lift are relatively shallow operations and should not affect ground water flows.

7. Ground Water Withdrawal

No. There will not be any changes to ground water quantity caused by the installed boat lift, or relocated pier. This project will not affect ground water supplies.

8. Available Water

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

9. Flood

No. The 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.

CALENDAR PAGE	140.18
MINUTE PAGE	2012

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 begin recolonizing the affected area shortly after the project has been completed. The impact to aquatic plants will be of a temporary nature.

2. Endangered Plants

No. Neither Tahoe Yellow Cress (Rorippa subumbellata) nor its habitat, were found on the project property; however, both were found on the adjacent property to the north. The adjacent owner to the north 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. 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. The pier relocation and boat lift will not affect the existing colony of TYC on the adjacent property to the north nor keep it from regenerating.

3. New Species

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

4. Agricultural Crops

No. The proposed pier relocation project 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.

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 and boat lift 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 and boat lift will not reduce the aquatic animal habitat area, 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. 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.

G. Light and Glare

CALENDAR PAGE	140.20
MINUTE PAGE	2014

1. Light

No. Neither the relocated pier nor the boat lift 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. There is an existing pier located approximately 65 feet to the north and a jetty located 75 feet to the south of the proposed relocated pier. There are presently piers, jetties, and bouys associated with this type of recreational community. This project, upon completion, will be in conformance with TRPA's regulations regarding clearances between structures and property lines and 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 by the Solari family will not create any increase in the use of any natural resource.

2. Resource Depletion

No. The Solari 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. Explosion

No. The project involves 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 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 installed boat lift by themselves will not create any new significant changes which would cause an explosion or create an upset of hazardous materials.

2. Emergency

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

K. Population

1. Population

No. The seasonal use of the existing Solari family recreational pier and boat lift will not alter the population in the lake basin.

L. Housing

1. Housing

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

M. Transportation/Circulation

1. Additional Vehicular Movement

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

CALENDAR PAGE	140.22
MINUTE PAGE	2016

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, and be in compliance with TRPA regulations.

N. Public Services

1. Fire Protection

No. This is a private residence and the relocated 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. Other Governmental Agencies

No. See #1 above.

CALENDAR PAGE	140.23
MINUTE PAGE	2017

O. Energy

1. Use of Fuel or Energy

No. This pier relocation project and boat lift 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 continued use will not constitute an 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 will not create any significant changes in utilities. This project is for the private benefit of the Solari 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

CALENDAR PAGE	140.24
MINUTE PAGE	2018

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

2. Exposure to Health Hazards

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

R. Aesthetics

1. Scenic Views

No. The Solari's recreational pier is an existing facility. The relocated pier will not be a distraction from the aesthetics of this residential recreational area consisting of homes, piers, jetties, 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 facility and is for the use of the Solari family, not the general public.

T. Cultural Resources

1. Historic Sites

No. This project consists of relocating an existing private recreational pier and installing a boat lift adjacent to the pier. There are no identified cultural, ethnic, religious, or sacred uses pertinent to this project area. Therefore, this project will not affect 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 and boat lift will have no affect on the Rorippa subumbellata Tahoe Yellow Cress colony on the Svendsen property to the north. There will be a period of from six to eight 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. The construction phase will be monitored by TRPA and SLC staff to assure the TYC is protected and that the project progresses as planned. This project is not located in designated 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 Solari'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; therefore, 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 and boat lift will not create any new environmental effects which could create a significant adverse effect ~~on human beings.~~

CALENDAR PAGE	140.26
MINUTE PAGE	2020

EXHIBIT "C "
MONITORING PROGRAM FOR THE RELOCATION OF THE
SOLARI RECREATIONAL PIER AND BOAT LIFT PROJECT

1. **Impact:** The proposed project may cause minimal turbidity to lake waters during the driving of pilings and the "H" beam 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" vessel or dumpsters for disposal at an approved landfill site.
- d) The amphibious barge or "Lark" vessel will utilize the footprint of the piers during the removal and construction phases of the project.

Monitoring:

Staff of the State Lands Commission, or its designated representative, will periodically monitor the pier and boat lift relocation project during the placement of the pilings and "H" beam for the boat lift.

2. **Impact:** The proposed project is adjacent to another parcel with a known fenced colony of Tahoe Yellow Cress (TYC) Rorippa subumbellata habitat with an existing colony.

Project Modification:

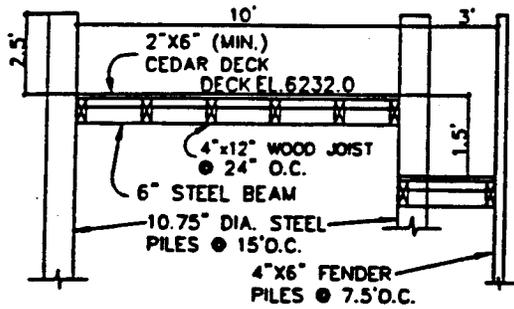
CALENDAR PAGE	140.27
MINUTE PAGE	2021

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.

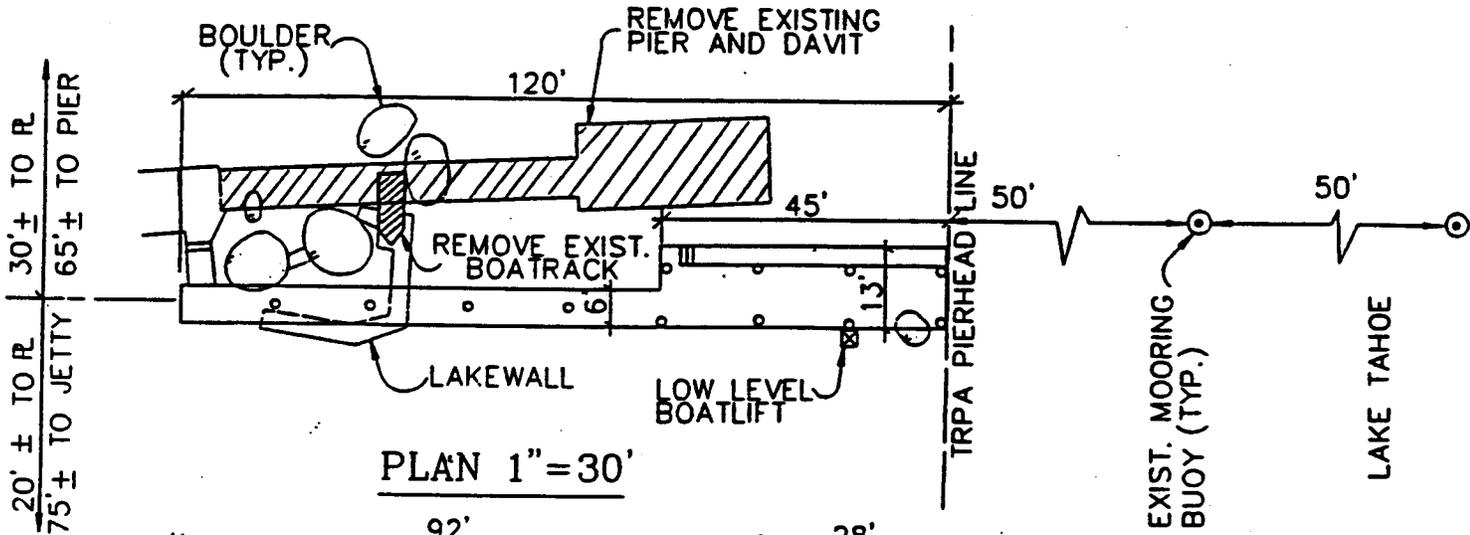
Monitoring:

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.

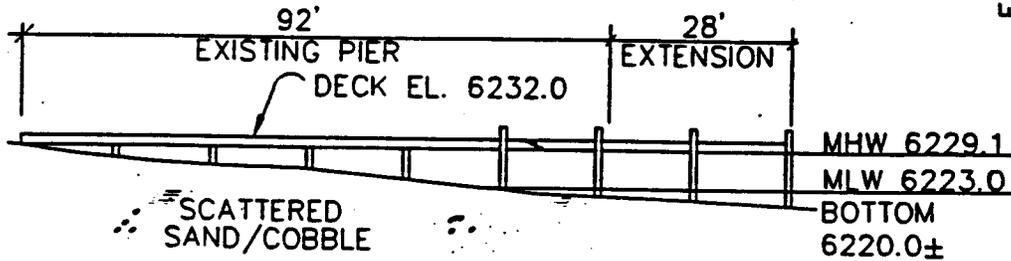
CALENDAR PAGE	140.28
MINUTE PAGE	2022



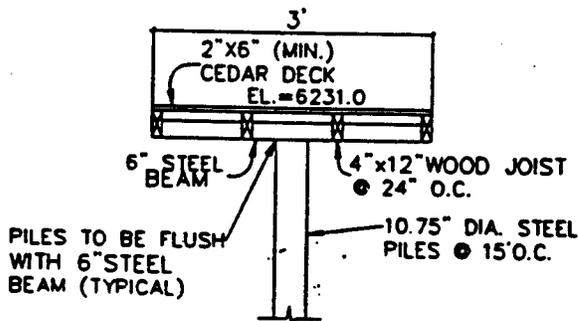
PIERHEAD SECTION
N.T.S.



PLAN 1"=30'



PROFILE 1"=30'



WALKWAY SECTION
N.T.S.

**PIER RELOCATION/EXTENSION
SOLARI PROPERTY**

8445 MEEKS BAY AVE.
RUBICON BAY AREA
EL DORADO COUNTY, CA.

APN: 16-091-16
AUGUST 1992 PAGE 140.29

VAITE ENGINEERING CORPORATION

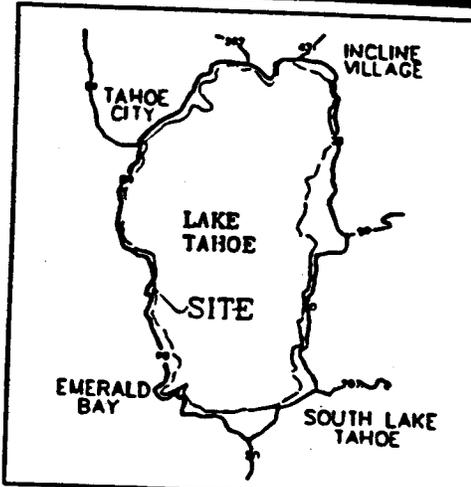
TAHOE CITY, CALIFORNIA (916) 583-3417

ADJOINING PROPERTIES

NORTH
16-091-48

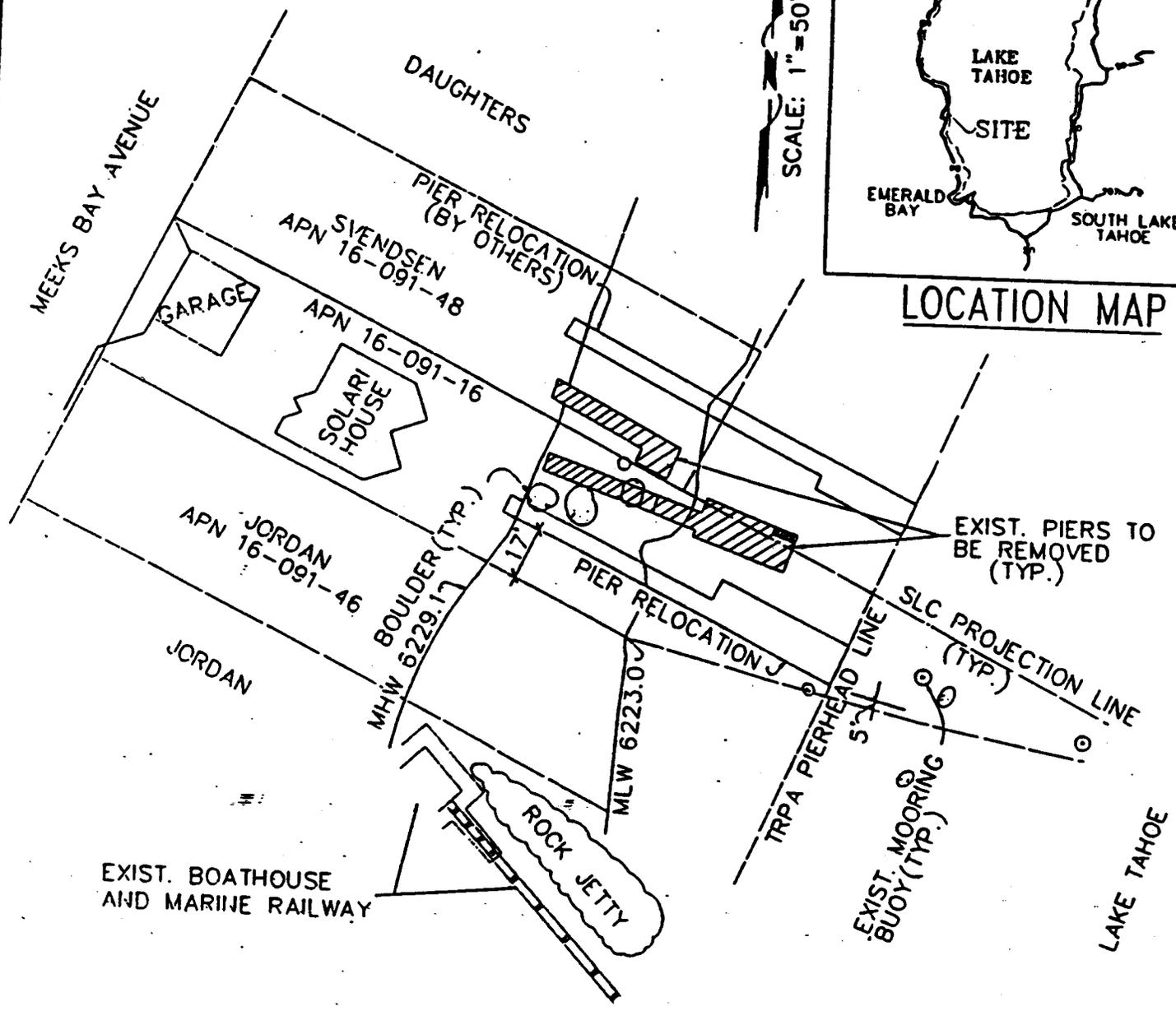
SOUTH
16-091-46

REVISED



LOCATION MAP

SCALE: 1"=50'



NOTES:

THIS PIER PROPOSAL IS PART OF AN AGENCY RESOLUTION TO BRING THE PIERS LOCATED ON THE SOLARI AND SVENDSEN PROPERTIES INTO CONFORMANCE WITH THE TRPA CODE OF ORDINANCES. THE SVENDSEN PIER PROJECT HAS RECEIVED AGENCY APPROVAL AND IS CURRENTLY UNDER CONSTRUCTION.

**PIER RELOCATION/EXTENSION
SOLARI PROPERTY**

8445 MEEKS BAY AVE.
RUBICON BAY AREA
EL DORADO COUNTY, CA.

APN: 16-091-16
 140.30
 TAHOE CITY, CALIFORNIA (916) 583-3417

ADJOINING PROPERTIES	
NORTH	SOUTH
16-091-48	16-091-46

REVISED

STATE LANDS COMMISSION

LEO T. McCARTHY, *Lieutenant Governor*
GRAY DAVIS, *Controller*
THOMAS W. HAYES, *Director of Finance*

EXECUTIVE OFFICE
1807 - 13th Street
Sacramento, CA 95833
CHARLES WARREN
Executive Officer

April 8, 1994
File: W 24650
ND 632
SCH No. 93102057

**NOTICE OF PUBLIC REVIEW
OF A PROPOSED NEGATIVE DECLARATION
(SECTION 15073 CCR)**

A Negative Declaration has been prepared pursuant to the requirements of the California Environmental Quality Act (Section 21000 et seq., Public Resources Code), the State CEQA guidelines (Section 15000 et seq., Title 14, California Code Regulations), and the State Lands Commission Regulations (Section 2901 et seq., Title 2, California Code Regulations) for a project currently being processed by the staff of the State Lands Commission.

The document is attached for your review. Comments should be addressed to the State Lands Commission office shown above with attention to the undersigned. All comments must be received by May 9, 1994.

Should you have any questions or need additional information, please call the undersigned at (916) 324-4715.



JUDY BROWN
Division of Environmental
Planning and Management

Attachment

CALENDAR PAGE	140.31
MINUTE PAGE	2025

STATE LANDS COMMISSION

LEO T. McCARTHY, *Lieutenant Governor*
 GRAY DAVIS, *Controller*
 THOMAS W. HAYES, *Director of Finance*

EXECUTIVE OFFICE
 1807 - 13th Street
 Sacramento, CA 95814

CHARLES WARREN
 Executive Officer

PROPOSED NEGATIVE DECLARATION

EIR ND: 632

File Ref.: W 24650

SCH. NO.: 93102057

Project Title: McCuen/Vukasin Partial Pier Reconstruction and Repair

Project Proponent: McCuen/Vukasin

Project Location: APN: 83-183-03, Sunnyside, Lake Tahoe, Placer County.

Project Description: Proposed reconstruction of 410' of landward portion of an existing 785' recreational pier. Replace existing decking, handrail and lighting of most lakeward section of pier. Retention of one existing mooring buoy. Access for reconstruction would be from the lake through use of an amphibious lark vessel with pile driver. No expansion of this facility is proposed.

Contact Person: Judy Brown Telephone: (916) 324-4715

This document is prepared pursuant to the requirements of the California Environmental Quality Act (Section 21000 et seq., Public Resources Code), the State CEQA Guidelines (Section 15000 et seq., Title 14, California Code Regulations), and the State Lands Commission regulations (Section 2901 et seq., Title 2, California Code Regulations).

Based upon the attached Initial Study, it has been found that:

that project will not have a significant effect on the environment.

mitigation measures included in the project will avoid potentially significant effects.

CALENDAR PAGE	140.32
MINUTE PAGE	2026

I. BACKGROUND INFORMATION

A. Applicant: Peter A. McCuen/Sonia H. Velasin
C/O Vail Engineering Corporation
PO Box 879
Tahoe City CA 96145

B. Checklist Date: 4 / 1 / 94

C. Contact Person: Judy Brown
 Telephone: (916) 324-4715

D. Purpose: Authorize an existing recreational pier and the partial reconstruction of the landward 410' of the pier repair, repair decking, handrailing, and lighting of lakeward section of the pier, retain one existing mooring buoy.

E. Location: 980 West Lake Blvd. APN: 83 - 183 - 03, Lake Tahoe, Placer County

F. Description: One 785' recreational pier, one boathouse (two docking bays with boat hoists) with roof top sundeck, stairs and railing, one 16' 8' sundeck with stairs; two pilings placed at 410' lakeward of hw for tethering of boats during high water lake levels and are not connected to the pier.

G. Persons Contacted: _____
Brad Hubbard (916) 557 - 7943
USACOE

Jim Lawrence (702) 588 - 4547
TRPA

Mark Zumsteg (916) 355 - 7030
DFG Environmental Services - Region 2

I. ENVIRONMENTAL IMPACTS. (Explain all "yes" and "maybe" answers)

A. Earth. Will the proposal result in:	Yes	Maybe	No
1. Unstable earth conditions or changes in geologic substructures?	—	—	X
2. Disruptions, displacements, compaction, or overcovering of the soil?	—	—	X
3. Change in topography or ground surface relief features?	—	—	X
4. The destruction, covering, or modification of any unique geologic or physical features?	—	—	X
5. Any increase in wind or water erosion of soils, either on or off the site?	—	—	X
6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or estuary?	—	—	X
7. Exposure of all people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	—	—	X

APPENDIX - PAGE	140.33	k
MINUTE PAGE	2027	k

	Yes	Maybe	No
B. Air. Will the proposal result in:			
1. Substantial air emissions or deterioration of ambient air quality?	—	—	X
2. The creation of objectional odors?	—	—	X
3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	—	—	X
C. Water. Will the proposal result in:			
1. Changes in the currents, or the course or direction of water movements, in either marine or fresh waters?	—	—	X
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	—	—	X
3. Alterations to the course or flow of flood waters?	—	—	X
4. Change in the amount of surface water in any water body?	—	—	X
5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	—	—	X
6. Alteration of the direction or rate of flow of ground waters?	—	—	X
7. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	—	—	X
8. Substantial reduction in the amount of water otherwise available for public water supplies?	—	—	X
9. Exposure of people or property to water-related hazards such as flooding or tidal waves?	—	X	—
10. Significant changes in the temperature, flow or chemical content of surface thermal springs?	—	—	X
D. Plant Life. Will the proposal result in:			
1. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	—	—	X
2. Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	X
3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	X
4. Reduction in acreage of any agricultural crop?	—	—	X
E. Animal Life. Will the proposal result in:			
1. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)?	—	X	—
2. Reduction of the numbers of any unique, rare or endangered species of animals?	—	X	—
3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	X
4. Deterioration to existing fish or wildlife habitat?	—	X	—
F. Noise. Will the proposal result in:			
1. Increase in existing noise levels?	—	—	X
2. Exposure of people to severe noise levels?	—	—	X
G. Light and Glare. Will the proposal result in:			
1. The production of new light or glare?	—	X	—
H. Land Use. Will the proposal result in:			
1. A substantial alteration of the present or planned land use of an area?	—	—	X
I. Natural Resources. Will the proposal result in:			
1. Increase in the rate of use of any natural resources?	—	—	X
2. Substantial depletion of any nonrenewable resources?	—	—	X

CALENDAR PAGE	140.34
MINUTE PAGE	2028

	Yes	Maybe	No
J. Risk of Upset. Does the proposal result in:			
1. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	—	—	X
2. Possible interference with emergency response plan or an emergency evacuation plan?	—	X	—
K. Population. Will the proposal result in:			
1. The alteration, distribution, density, or growth rate of the human population of the area?	—	—	X
L. Housing. Will the proposal result in:			
1. Affecting existing housing, or create a demand for additional housing?	—	—	X
M. Transportation/Circulation. Will the proposal result in:			
1. Generation of substantial additional vehicular movement?	—	—	X
2. Affecting existing parking facilities, or create a demand for new parking?	—	—	X
3. Substantial impact upon existing transportation systems?	—	—	X
4. Alterations to present patterns of circulation or movement of people and/or goods?	—	X	—
5. Alterations to waterborne, rail, or air traffic?	—	—	X
6. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	—	—	X
N. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
1. Fire protection?	—	—	X
2. Police protection?	—	—	X
3. Schools?	—	—	X
4. Parks and other recreational facilities?	—	—	X
5. Maintenance of public facilities, including roads?	—	—	X
6. Other governmental services?	—	—	X
O. Energy. Will the proposal result in:			
1. Use of substantial amounts of fuel or energy?	—	—	X
2. Substantial increase in demand upon existing sources of energy, or require the development of new sources?	—	—	X
P. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
1. Power or natural gas?	—	—	X
2. Communication systems?	—	—	X
3. Water?	—	—	X
4. Sewer or septic tanks?	—	—	X
5. Storm water drainage?	—	—	X
6. Solid waste and disposal?	—	—	X
Q. Human Health. Will the proposal result in:			
1. Creation of any health hazard or potential health hazard (excluding mental health)?	—	—	X
2. Exposure of people to potential health hazards?	—	—	X
R. Aesthetics. Will the proposal result in:			
1. The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	—	X

S. **RECREATION** Will the proposal result in:

Yes Maybe No

1. An impact upon the quality or quantity of existing recreational opportunities?

T. **Cultural Resources**

- 1. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archeological site? ...
- 2. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?
- 3. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?
- 4. Will the proposal restrict existing religious or sacred uses within the potential impact area?

U. **Mandatory Findings of Significance**

- 1. Does the project have the potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- 2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?
- 3. Does the project have impacts which are individually limited, but cumulatively considerable?
- 4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

III. **DISCUSSION OF ENVIRONMENTAL EVALUATION** (See Comments Attached)

IV. **PRELIMINARY DETERMINATION**

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: 04/08/94

Judy A. Brown

For the State Lands Commission	APPENDIX PAGE	140.36
JUDY BROWN	MINUTE PAGE	2030

Project Description

Consider retention of one existing mooring buoy and one existing 785' recreational pier which contains one 36' x 36' boathouse with two docking bays, stairs, railing and sundeck on the boathouse roof; one 16' x 8' sundeck with stairs located at approximately 110' lakeward of high water. One piling and mooring tether line will be removed per attached USACOE notice (Attachment 5).

Consideration of proposed reconstruction of 410 feet of the landward section of the pier. Proposed replacement of decking, handrailing and lighting on that portion of the pier lakeward of 410' from high water (refer to Attachment 3).

TRPA and the United States Army Corps of Engineers have both permitted the existing nonconforming structure and acknowledged or permitted the mooring buoy (refer to Attachment 6 and 7). The applicant has responded to the U.S. Army Corps of Engineers comments indicating that the mooring buoy must be located landward of the existing pierhead. The site plans have been revised accordingly (please refer to Attachments 1-A and 2 revised 1/94).

According to information provided by the United States Army Corps of Engineers, the pier was extended to its present length at a point in time prior to 1976.

It is the applicant's contention that this pier be accepted as a legally existing, nonconforming pier pursuant to TRPA Ordinances which recognize piers existing before establishment of the TRPA Compact in 1976. TRPA has entered into a Settlement Agreement with the applicant concerning any Ordinance violations which have occurred since 1976, and has issued a permit for the proposed repair work=being analyzed in this document.

Environmental Setting

The applicant's property is situated between Highway 89 (West Lake Blvd.) and Lake Tahoe. Applicant's pier is located on a shallow shelf located on the west shore of Lake Tahoe approximately 1-1/2 miles south of Tahoe City.

An adjacent pier to the south is located approximately 60' and parallel at high water elevation 6229' to the applicant's pier. An adjacent pier to the north is located approximately 200' from the applicant's pier at high water. The pier to the north is situated at an angle which is not parallel to this pier and which projects more northerly (refer to Attachment 2).

Representation of lakebed substrate from drawings and photographs submitted by applicant indicate that cobble is present between elevation 6229' and elevation 6222' LTD, and that a sandy/silt substrate exists lakeward of elevation 6222'. Total reconstruction is proposed to occur from elevation 6222' landward, while the remaining waterward portion of the pier from the TRPA pierhead lakeward would involve repairs to the deck, hand railing and existing lighting with no disturbance to the lake bed. No expansion is proposed.

The average shoreline length of lakefront properties in this area is approximately 500'. Many residences in this area are secluded from views from Highway 89. This recreational pier is not immediately visible from Highway 89; however, it would continue to be visible from other lakefront property owners and by persons navigating and recreating within the lake in this vicinity.

The soils and vegetation of the project site were evaluated by a qualified botanist who concluded that the site does not contain the California-listed endangered plant, *Rorippa subumbellata*, Roll., or its habitat.

The applicant has represented that the pier at its present length has been utilized by navigators as a guide to locate the extent into the lake in which safe navigation may occur during lower lake levels. There is presently no evidence in the Commission's files from others which supports this statement.

CALENDAR PAGE	140.38
MINUTE PAGE	2032

DISCUSSION OF ENVIRONMENTAL EVALUATION
MCCUEN/VUKASIN PARTIAL PIER RECONSTRUCTION, REPAIR
980 WEST LAKE BLVD.
LAKE TAHOE, PLACER COUNTY

A. Earth

1. Unstable earth conditions.

Existing wood pilings would be removed from the lakebed and replaced with single steel pilings, driven into the lake bed a minimum of 6' or until refusal. The single piling and mooring line located north of the pier's mid section would be removed. Areas occupied by each set of wooden piling would be disturbed and replaced with a single steel piling. No unstable earth conditions are anticipated. No significant impacts have been identified.

2. Disruptions, displacements, compaction, overcovering.

Existing compacted areas would be reduced by half from two rows of wooden piles to one row of steel piles supporting the pier structure. No significant impacts have been identified.

3. Change in topography.

No earth fill or grading is proposed as part of this project. There would be no changes in topography. No significant impacts have been identified.

4. Destruction, covering, or modification of unique geologic or physical features.

The pier exists within the lake bed of Lake Tahoe. No unique geologic or physical features are known to exist at this location within the bed of Lake Tahoe. No significant impacts have been identified.

5. Increase in wind or water erosion of soils.

This project involves the partial reconstruction and repair of an open piling pier. No new impervious structures are proposed. A 36' x 36' sundeck is located on the roof of the boathouse. Runoff from precipitation would be discharged directly into the lake. There would be no new impacts to wind or water erosion of soils.

6. Changes in deposition or erosion of beach sands, or changes in siltation.

Refer to response A.5., above.

7. Exposure of people or property to geologic hazards.

A structural engineering evaluation has been provided for the boathouse which concludes that the structure is in good condition and shows no obvious signs of distress. A sundeck exists on the boathouse roof which is located at the pierhead. It is possible that tremors associated with an earthquake within the Lake Tahoe Basin would subject people using the boathouse/sundeck to geologic hazards. Handrails have been installed to minimize potential hazards. No significant impacts are anticipated.

B. Air

1. Substantial air emissions or deterioration of ambient air quality.

There would be a minor amount of odor from diesel fumes generated from the rubber-tired barge with pile driver during the pile removal/placement activity. This impact would be of relative short duration, lasting several weeks. Continued use of motorized boats at and near the pier and boathouse would periodically subject humans in the vicinity to occasional gasoline fumes when engines are started. The prevailing winds will disperse the fumes. This impact would be intermittent and not considered to be a substantial contribution to air emissions.

2. Creation of objectionable odors.

As discussed in B.1., above, some odors would be experienced intermittently during seasonal use of the pier. No significant impacts have been identified.

3. Alteration of air movement.

This proposal does not include structures or facilities on or attached to the recreational pier which would create air movement, nor are any new structures proposed which would significantly restrict or promote air movement. No impacts have been identified.

C. Water

1. Changes in currents, course or direction of water movements.

The structural support of the pier is open piling. There are no crib structures which would impact the course or direction of water movements. The applicant indicates the pier has existed at this location since the early 1900's. There would be no impacts to water currents or water movements which would result from this proposed project.

2. Changes in absorption rates, drainage patterns, or rate and amount of surface water runoff.

This project involves partial reconstruction and repair of an existing recreational pier. No new structures are proposed. Storm runoff from the boathouse/sundeck and deck walkway areas of the pier would drain directly into lake waters. No new impacts have been identified.

3. Alteration to the course or flow of flood waters.

This project is located within the bed of Lake Tahoe. It would not have any affect on stream flows or flood waters. No impacts have been identified.

4. Change in amount of surface water in any water body.

This project does not propose extraction of water from Lake Tahoe. No impacts have been identified.

5. Discharge into surface waters, or in any alteration of surface water quality.

The applicant has included project modifications to minimize turbidity of lake waters during construction. Small boats and tarps will be utilized under construction areas in order to prevent discharge of construction waste or materials to the lake. Caissons or sleeves will be used if sediment is resuspended while pile driving. Such modifications have minimized impacts to water quality.

6. Alteration of the direction or rate of flow of ground waters.

This project would not interfere with the rate or flow of ground waters, as it involves reconstruction and repair of an existing recreational pier located on the bed of Lake Tahoe.

7. Change in quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts of excavations.

This project does not propose withdrawal or interception of an aquifer by cuts or excavations. No impacts have been identified.

8. Substantial reduction in the amount of water otherwise available for public water supplies.

This project does not proposed extraction of lake water. No impacts to public water supplies are anticipated.

9. Exposure of people or property to water-related hazards such as flooding or tidal wave.

The existing decking of the pier structure proposed for partial reconstruction and repair is located at an elevation above high water. A handrail exists on the pier's south side. The applicant would be liable for uses of the structure during inclement weather. The pier is proposed for private recreational use of the applicant. No significant impacts are anticipated.

10. Significant changes in the temperature, flow or chemical content of surface thermal springs.

There are no known surface thermal springs located within the vicinity of this project. No impacts have been identified.

D. Plant Life

1. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants).

There would be a temporary disruption to aquatic sessile plants during the removal of wooden piling. This temporary change would affect the immediate construction area within the footprint of the pier. Upon the completion of reconstruction activities, the indigenous aquatic flora would shortly begin recolonizing the affected areas. Impacts to aquatic plants would be temporary and minimal.

CALENDAR PAGE	140.42
MINUTE PAGE	2036

2. Reduction in the numbers of any unique, rare or endangered species of plants.

A soils and vegetation survey was prepared on July 24, 1993 by a qualified botanist to determine whether *Rorippa subumbellata*, roll., or its habitat exists within the influence area of the proposed project. The report concluded that neither the plant nor its habitat are located at this site. The Department of Fish and Game has been consulted by memorandum dated September 24, 1993 for their written opinion pursuant to the California Endangered Species Act. No impacts are anticipated.

3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species.

The project does not propose landscaping. It would not prevent existing indigenous species from becoming re-established upon conclusion of construction activity. No significant impacts have been identified.

4. Reduction in acreage of any agricultural crop.

This project is located within the water influence area at and below high water within the lakebed of Lake Tahoe. There would be no impact to agricultural crops.

E. Animal Life

1. Change in the diversity of species, or numbers of any species of animals.

The landward 410 feet of the pier to be totally reconstructed is located within an area which appears to be fish habitat. According to cursory review of TRPA fish habitat maps, it is located within or immediately adjacent to an area mapped as fish spawning habitat targeted for restoration.

From drawings submitted by applicant's agent, cobbles area identified from high water to approximately elevation 6222' which elevation meanders to and lakeward of the TRPA pierhead line. Fish occupying this area may disperse for the duration of the construction activity at this location and would return to the area upon conclusion of construction. This impact could be significant if construction activity were to occur during fish spawning season.

Normal conditions imposed by TRPA and/or CDFG for pier repair impacts to fish spawning habitat would be to require the construction activity during the non-spawning season identified by TRPA to be July 1 - October 15 and to restore the lakebed to its preproject condition if disturbance were to occur during construction activity. No significant impacts are anticipated.

2. Reduction of the numbers of any unique, rare or endangered species of animals.

This project does not propose construction in an area previously undisturbed. As indicated in Attachment 2, that portion of the pier which extends from high water to the TRPA pierhead line is located in a cobble substrate, which could be determined to be fish habitat. Fish normally occupying that area would scatter until construction activity would be completed. The applicant would hand roll or hand pick rock cobble in order to reconsolidate the shoreline and lakebottom sediments if disturbed lakebottom sediments are found as a result of construction activities. Also refer to response E.2., above, for normal construction window. No significant impacts have been identified.

3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals.

No new species of animals would be introduced from this partial reconstruction and repair project. Pier pilings provide an additional source for feeding for fish and other aquatic organisms. Pilings proposed to be replaced would temporarily reduce a food source; however this impact is considered to be insignificant as the project is located in a cobble substrate which would continue to provide feed and escape cover habitat for fisheries.

4. Deterioration to existing fish or wildlife habitat.

As discussed in E.1., above, significant impacts could occur to fish if construction were to occur during spawning season. However, normal mitigation imposed by TRPA and/or the California Department of Fish and Game would limit construction activity to occur during the non-spawning season, identified by TRPA to be July 1 - October 15. In addition, applicant proposes to hand roll or hand pick the cobbles and/or lakebottom sediment to reconsolidate the sediments should they be disturbed from construction activity. No significant impacts have been identified.

CALENDAR PAGE	140.44
MINUTE PAGE	2038

F. Noise

1. Increase in existing noise levels.

There would be a temporary increase in the ambient noise levels experienced in this vicinity during the pile driving activity. This would occur over a two-month period, within noise and seasonal limits defined by TRPA and DFG.

2. Exposure of people to severe noise levels.

As indicated in F.1., above, there would be a temporary increase in the ambient noise levels experienced by homeowners and occupants in the immediate vicinity of this project. No significant impacts have been identified.

G. Light and Glare

1. Production of new light or glare.

The project contains U.S. Coast Guard approved aid to navigation lighting at the most lakeward extent of the pier on the boathouse. The lighting is required by the U.S.C.G. for projects located beyond the TRPA pierhead line. Low-level lighting exists on the pier as indicated in Attachment 1-A, and this lighting system would be replaced with similar low-level lighting for safety purposes. The mooring buoy location has been moved landward of the existing pierhead at the request of the U.S. Army Corps of Engineers; therefore, no additional lighting would be proposed. No significant impacts have been identified.

H. Land Use

1. Substantial alteration of the present or planned land use of an area.

The present land use at the project site is private residential/recreational, with no proposed changes of the land or surrounding lake frontage uses foreseeable at this time. No significant impacts have been identified.

I. Natural Resources

1. Increase in the rate of use of any natural resources.

Natural resources proposed for use during construction include, diesel fuel for operating the rubber-tired barge with pile driver. Continued use of this pier would involve the use of a minor amount of grease used to operate the hydraulic boathoist. Absent that impact, no other impacts to natural resources are proposed. No significant impacts have been identified.

2. Substantial depletion of any nonrenewable resources.

As indicated in response I.1., above, no significant impacts have been identified with the proposed activity.

J. Risk of Upset

1. A risk of explosion or the release of hazardous substances in the event of an accident or upset conditions.

There is a minor amount of risk involved when operating fuel-powered vehicles and equipment upon and over a waterway. The rubber-tired barge will be fueled only at a commercial facility within the lake with existing approved fueling accommodations. TRPA's conditional authorization prohibits the storage of fuel, paint, or other hazardous substances on the pier and prohibits the discharge of petroleum products into the waters of Lake Tahoe. Risk of explosion has been minimized by the above conditions.

2. Possible interference with emergency response plan or an emergency evacuation plan.

The length of the pier at high water may create interference for emergency vessels to navigate along this stretch of shoreline. The applicant has obtained approval from the U.S. Coast Guard and has installed aids to navigation safety lighting at the most lakeward extent of the pier (refer to Attachments 1-A, and 4). The mooring buoy has been relocated landward of the existing pierhead.

CALENDAR PAGE	140.46
MINUTE PAGE	2040

We have received no adverse comments from the local Sheriff or U.S. Coast Guard during circulation of the Initial Study to conclude that this structure hinders existing emergency response plans. No significant impacts have been substantiated.

K. Population

1. Alteration, distribution, density, or growth rate of the human population of the area.

The project is located in a designated residential use area with private recreational and multiple use structures occurring along the shoreline. This project would not impact the growth rate of this area.

L. Housing

1. Affect existing housing, or create a demand for additional housing.

Refer to response K.1., above. This project involves partial reconstruction and repair of an existing private recreational structure. It would have no impact on the housing demand or needs of this area.

M. Transportation/Circulation

1. Generation of substantial additional vehicular movement.

The pier is located within the lakebed. There is an existing residence on the upland parcel which contains parking for accessing this pier. There would be no significant additional vehicular movement resulting from this project.

2. Affecting existing parking facilities, or create a demand for new parking.

This is a private recreational pier. Refer to response M.1., above. No use changes are proposed. There would be no demand for new parking.

3. Substantial impact upon existing transportation systems.

This proposal involves partial reconstruction and repair of an existing recreational pier. Access from the upland has been established. There would be no impacts to existing transportation systems.

4. Alterations to present patterns of circulation or movement of people and/or goods.

This 785' pier would continue to impede north/south recreational use and access along the lake shore during high lake levels (i.e. lake elevation 6228-6229.) Applicant indicates that the pier has been in existence since the early 1900's; however an extension to its present length occurred at a point in time prior to 1976.

The pier contains U.S. Coast Guard approved navigational lighting on the boathouse. Water depths at the TRPA pierhead line would be adequate for boat access except during extreme low water conditions which is the applicant's response to the purpose and need of the pier's existing length.

The present project is proposed in order to maintain the serviceability of this structure in accordance with applicable ordinances.

One comment letter has been forwarded by the California Department of Fish and Game, objecting to the continued excessive length of this pier beyond the established TRPA pierhead line during review of the U.S. Army Corps of Engineers Public Notice. This is a structure which is in nonconformance with TRPA ordinances. TRPA has issued a permit for the existence of the pier and for the proposed reconstruction activity discussed in this document.

In addition, TRPA ordinances contain provisions to identify, notify and bring into conformance those structures which negatively impact the environment by a specified date, and the Commission's consideration of this project would be conditioned to require compliance with applicable TRPA Ordinances. To the extent this structure does not conform to TRPA's standards today, this structure would be re-evaluated during any future modifications to the most lakeward extent of the pier which is located beyond the pierhead line.

CALENDAR PAGE	140.48
MINUTE PAGE	2042

Staff of the TRPA, USACOE, SLC, CDFG, RWQCB, and other affected agencies meet and discuss shorezone projects on a monthly basis. The subject of pier extensions to allow private individuals boating access during low lake levels experienced during drought conditions has been discussed at length. Present consideration of new pier extensions beyond the pierhead line requires multiple-use recognition by TRPA before such an extension could be considered. Discussion provided earlier reminds the reviewer that this pier is in nonconformance with TRPA Ordinances and as such, there is a remedy for such nonconformance pursuant to TRPA's Ordinances.

It is staff's opinion that this pier in its nonconforming state has existed at its present length for nearly 20 years without public opposition. Remedy for noncompliance with TRPA Ordinances exists within that governing body. TRPA and USACOE have conditioned the approval of this structure at its present length to require U.S. Coast Guard Hazard to Navigation Lighting maintained at all times. This mitigation has minimized impacts to waterborne transportation.

Staff believes on this basis that there does not appear to be substantial evidence in the record to conclude that a significant impact to navigation continues to exist, but that this structure continues to be in nonconformance with TRPA Ordinances.

5. Alterations to waterborne, rail, or air traffic.

As discussed in M.4., above, this pier has existed at its present length for nearly 20 years and would continue to impact navigation during high water conditions. The pier contains a U.S. Coast Guard-approved navigational safety light which would lessen this impact. While the pier at its present length is in nonconformance with TRPA Ordinances, Commission staff conclude that public opposition to the length of this pier has not been substantiated. No significant impacts to waterborne traffic have been substantiated.

6. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians.

The proposed project is located within the bed of Lake Tahoe. There would be no new impacts to motor vehicles, bicyclists, or pedestrians resulting from the reconstruction/repair or continued use of this private recreational structure.

N. Public Services

- 1.-6. Fire, police, schools, parks and other recreational facilities, maintenance of public facilities, including roads, or other governmental services.

Affects on USCG/Sheriff ability to patrol the lake for safety purposes have been ongoing. The applicant has obtained U.S. Coast Guard approval and has installed aids to navigation safety lighting on the most lakeward end of the pier (refer to Attachment 1-A, lighting on boathouse).

Commission staff have received no adverse comments concerning this project from the U.S. Coast Guard or County Sheriff and therefore conclude that the project does not significantly interfere with the above public service functions. No significant impacts have been identified.

O. Energy

1. Use of substantial amounts of fuel or energy

The recreational pier would use small amounts of electricity to run the hydraulic boat hoist and to operate the low-level safety lighting.

2. Substantial increase in demand upon existing sources of energy, or require the development of new sources.

Refer to discussion O.1., above. No significant impacts have been identified.

P. Utilities

1. Power or natural gas.

Existing sources of power utilized by the pier as discussed in O., above, are obtained from the power sources supplied for the upland residence of this parcel.

2. Communication systems.

This project does not propose new communication systems. No impacts are anticipated.

3. Water

This project does not propose the extraction nor discharge of lake waters. No impacts are anticipated.

4. Sewer or septic tanks

Existing sewer services are provided on the residence located on the upland parcel. This project does not propose any new sewer systems. No impacts are anticipated.

5. Storm water drainage

The applicant indicates this private recreational structure has existed since the early 1900's. No new impervious surfaces are proposed. There would be no significant impacts to storm water drainage systems.

6. Solid waste and disposal

Solid waste and disposal services are available to the upland residence. No new services are proposed or needed. No impacts are anticipated.

Q. Human Health

1. Creation of any health hazard or potential health hazard.

This project does not involve the use or disposal of hazardous substances. This partial reconstruction/repair project would not create health hazards. This project seeks to maintain an existing pier for the safety and enjoyment of the upland owner.

2. Exposure of people to potential health hazards.

Refer to response Q.1., above.

R. Aesthetics

1. Scenic vista or creation of an aesthetically offensive site open to public view.

The proposed pier is not visible from the immediate view of Highway 89 at this location. The pier has been visible to the recreating public in Lake Tahoe and nearby property owners for some time. No adverse comments have been received concerning this issue. No significant impacts have been identified.

S. Recreation

1. Quality or quantity of existing recreational opportunities

Since this pier was extended to the existing length, navigation and recreational uses have been impeded along this shoreline during high water conditions.

TRPA Shorezone Ordinances allow existing structures constructed prior to 1976 to remain as nonconforming structures. Such structures are subject to evaluation by TRPA pursuant to Chapter 52 of the TRPA Shorezone Ordinances. TRPA has authorized the repair of 410' of the most landward portion of the pier.

The applicant has obtained approval from the U.S. Coast Guard and has installed aids to navigation safety lighting on the most lakeward extent of the pier. Until this pier is brought into conformance with TRPA Ordinances, the hazards to navigation light would mitigate this impact to recreation. The nearest public use areas to this pier are located approximately 3/4 mile to the north and approximately 1 mile to the south. No significant impacts have been identified.

T. Cultural Resources

1. Alteration or destruction of a prehistoric or historic archaeological site.

This project involves the partial reconstruction and repair of an existing recreational pier within the shorezone of Lake Tahoe. There is no known prehistoric or historic archaeological site located at this specific site. No impacts are anticipated.

2. Adverse effects to a prehistoric or historic building, structure or object.

The U.S. Army Corps of Engineers permit has conditioned its approval for the protection of unknown historic or archaeological remains, if discovered during the partial reconstruction of this pier. The condition includes notification to the Corps for initiation of Federal and state coordination required. This pier has not been listed in the National Register of Historic Places. No significant impacts are anticipated.

CALENDAR PAGE	140.52
MINUTE PAGE	2046

3. Unique ethnic cultural values.

Refer to response T.1., and 2., above. No impacts are anticipated.

4. Religious or sacred uses within the potential impact area.

There are no known religious or sacred uses within the potential impact area of the proposed partial reconstruction and repair of the existing private recreational pier. No impacts are anticipated.

U. Mandatory Findings of Significance

1. Does the project have the potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

A soils and vegetation survey has been conducted and subsequent report prepared for this parcel which concluded that *Rorippa subumbellata*, Roll., nor its habitat has been found on this project influence area.

This project is located within fish habitat and would be limited to avoid impacts during the fish spawning season. The non-spawning season has been identified by TRPA to be June 1 - September 15. The applicant has proposed to restore the lake bottom sediments if found to be disturbed during reconstruction of the proposed project. No substantiation has been provided which concludes that this structure has eliminated or reduced fish habitat, nor has any evidence been provided to conclude that the proposed repair work would be detrimental to fish habitat.

2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?

The length of this pier would appear to be an impediment to navigation for public access during high water conditions along this shoreline. Long-term environmental goals could include limiting the length of structures to be located within the designated TRPA pierhead line, a present standard for the limits which new pier construction should encroach into the waters of Lake Tahoe.

Present TRPA ordinances provide that structures which are legally existing before 1976, may be retained as nonconforming structures until such structure has been evaluated under TRPA Ordinances, Chapter 52, Existing Structures, Section 52.3.H., Modification or Removal of Structures.

TRPA's 1991 authorization of the existing structure and repair concluded that the pier as repaired to its existing dimensions would not significantly impact navigation. No significant impacts have been substantiated.

3. Does the project have impacts which are individually limited, but cumulatively considerable?

That portion of the existing pier which extends to the TRPA pierhead line appears to be located in fish habitat. That portion of the pier which extends beyond the pierhead line appears to be located in a sand/silt area devoid of fish habitat. As previously discussed, the length of the pier would seem to impact public navigational and recreational use and access of the shoreline during high water conditions; however, no adverse public comments have been received to substantiate this perception. The Department of Fish and Game has indicated its objection to the length of the pier on the basis that it extends beyond the established TRPA pierhead line. The pier's length and boathouse are partial components which render this pier in nonconformance with TRPA ordinances. No significant impacts have been substantiated.

4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The pier's structural stability has been evaluated by a qualified engineer and substantiated that it is in good condition. Partial reconstruction of 410' of the pier from high water lakeward is proposed at this time to maintain serviceability.

The applicant reports that the length of the pier is needed to access the lake during low lake levels. The pier is located on a shallow shelf which limits boating access to and from near shore areas at low lake levels. Aids to navigation lighting for the pier have been approved by the U.S. Coast Guard and installed by the applicant.

The mooring buoy is proposed to be located no further lakeward than the existing length of the pier. The buoy has been acknowledged by TRPA and a letter permit has been issued by the USACOE. No significant impacts have been identified which would cause substantial adverse effects on human beings.

MONITORING PROGRAM
MCCUEN/VUKASIN PARTIAL PIER RECONSTRUCTION/REPAIR
SCH 93102057

1. **Impact:** The proposed reconstruction activity is located in an area identified to be fish habitat and as such could impact fisheries.

Project Modification:

The reconstruction project would be conducted during the non-spawning season identified to be July 1 - October 15, or as otherwise directed by the Department of Fish and Game through issuance of its Streambed Alteration Agreement. Any disturbance to the lakebed materials would be restored by hand to pre-project conditions. Applicant would be required to notify staff of the State Lands Commission 10 working days prior to beginning construction in fish habitat.

Monitoring:

Staff of the State Lands Commission, or its designated representative, would inspect the project site to ensure compliance with the identified project modification.

2. **Impact:** Lake waters may be impacted by turbidity and potential waste discharges during the removal and replacement of existing pilings and pier decking.

Project Modification:

Applicant proposes the use of caissons or sleeves over the piling to minimize turbidity. Small boats and tarps will be utilized under construction areas in order to prevent discharge of construction waste materials into the lake.

Monitoring:

Staff of the State Lands Commission, or its designated representative would inspect construction activity to ensure compliance with the identified project modification.

ATTACHMENT 1

W.O. 7125.38V

**RE: PIER REPAIR - VUKASIN PROPERTY
PLACER COUNTY APN: 83-183-03**

PROJECT NARRATIVE

The project involves the complete reconstruction of the landward 410 feet portion of the existing 785 foot pier with boathouse, and partial replacement of the lakeward portion. This pier has been in existence since the early 1900's. The length of this pier is due to the shallow shoal in this portion of the lake. The proposed pier repair is in order to maintain the serviceability of this structure in accordance with agency requirements. There are two existing docking bays with boathoists within the existing boathouse. A mooring line with two support pilings is located approximately 450 feet from the landward terminus of the pier to provide tethering of a boat(s) during high water seasons.

The reconstruction will utilize steel piles and beams, wood joists and decking. The existing wood piles and supports will be removed and replaced with steel piles, and the bulk of the existing pier will be reduced by the replacement of the pier section with steel piles and beams, with wood joists notched into the steel cross beams. The decking and handrail will be replaced in concert with the electric service and lighting (See Submittal Drawings).

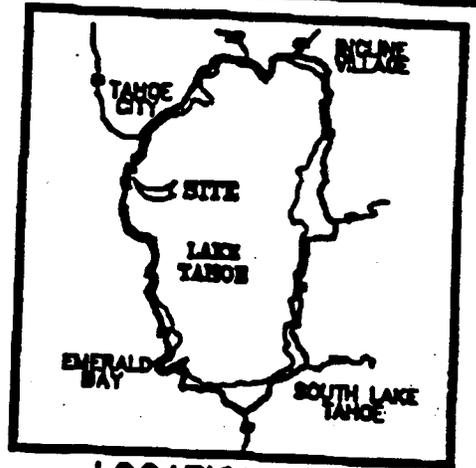
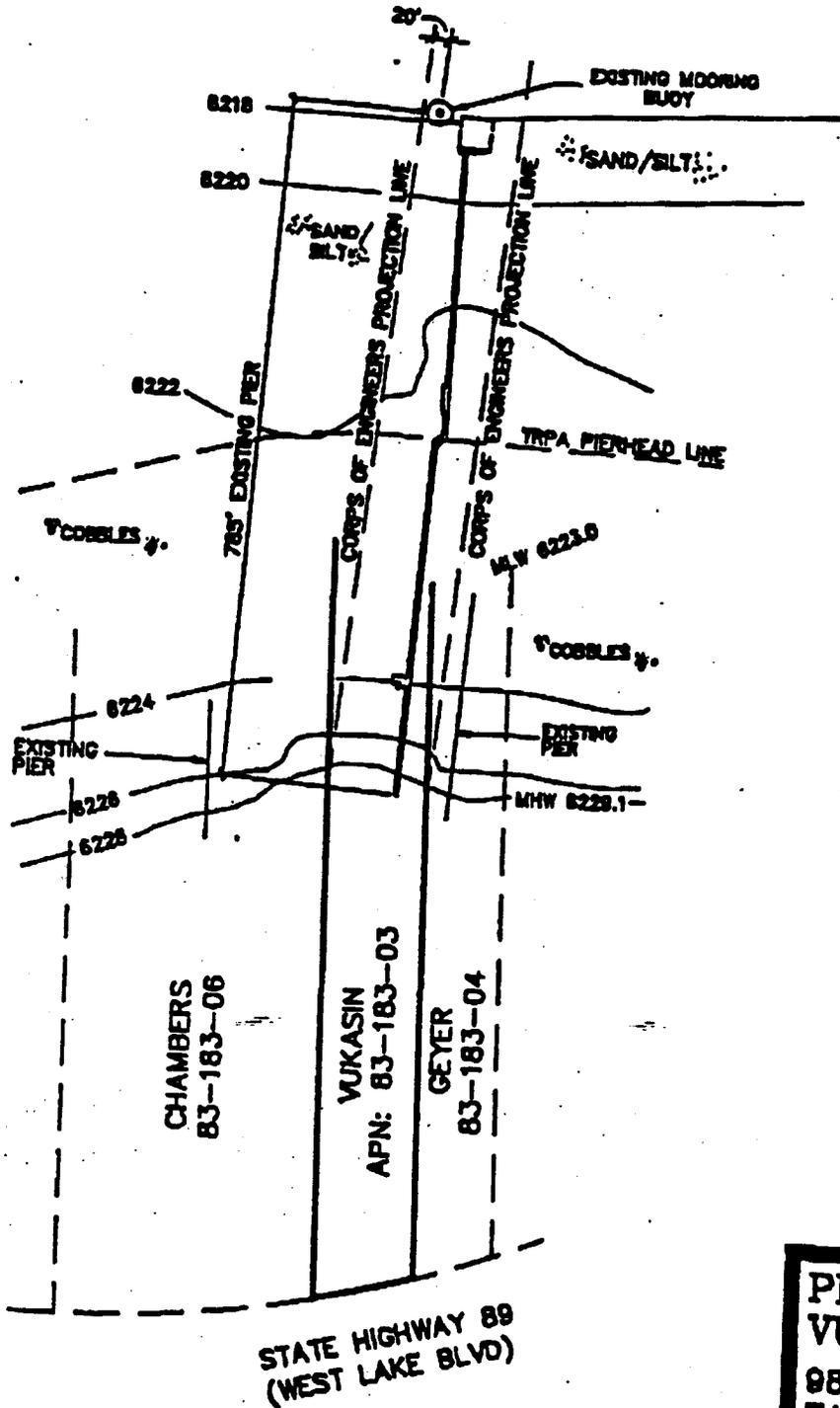
CONSTRUCTION METHOD

The demolition and construction activity associated with this pier is to be performed by a rubber-tired barge with a pile driver. Caissons or sleeves will be used if sediment is resuspended while pile driving. Anchorage of the barge will be to the existing structure and/or by lake anchors to ensure adequate stabilization of barge. During low water seasons, barge access and construction activity around the structure will be restricted to a "footprint" established by the width of either the existing or proposed pier plus the width of the barge placed adjacent to it. This access "footprint" will minimize, to the greatest extent feasible, disturbance to the lakebottom and shoreline. All construction wastes will be collected onto the barge and disposed at the nearest dumpster or sanitary landfill site. Storage of construction materials directly on the shoreline or within 50 feet of the beach bluff will be prohibited. Small boats and tarps will be utilized under construction areas in order to prevent discharge of construction waste or materials to the lake. If disturbed lakebottom sediments are found as a result of construction activities, the affected areas will be hand rolled or rock cobble will be hand picked in order to reconsolidate the shoreline and lakebottom sediments.

CALENDAR PAGE	140.57
MINUTE PAGE	2051

ATTACHMENT 1-A
LAKE TAHOE

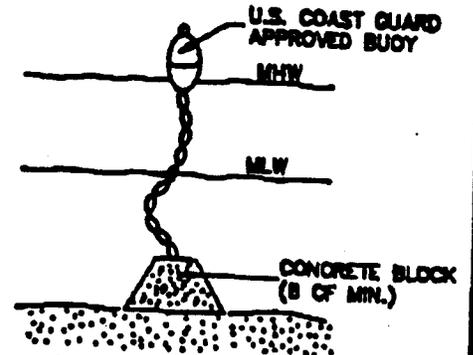
1"=200'



LOCATION MAP

NOTES:
THIS PROJECT IS PROPOSING TO COMPLETELY RECONSTRUCT 410 FEET OF THE LANDWARD SECTION OF THE PIER WHILE ONLY REPLACING THE DECKING, HANDRAIL, AND LIGHTING ON THE REMAINING PORTION. NO INCREASE IN SIZE OR LOCATION SHALL OCCUR.

THIS DOCUMENT IS FOR PERMIT PURPOSES ONLY AND SHALL NOT BE USED AS A CONSTRUCTION WORKING DRAWING.



BUOY DETAIL
N.T.S.

PIER REPAIR
VUKASIN PROPERTY
980 WEST LAKE BLVD.
TAHOE CITY AREA
PLACER COUNTY, CA
APN: 83-183-03
APRIL 1991

ENGINEERING CORPORATION

TAHOE CITY, CALIFORNIA (916) 888-8417

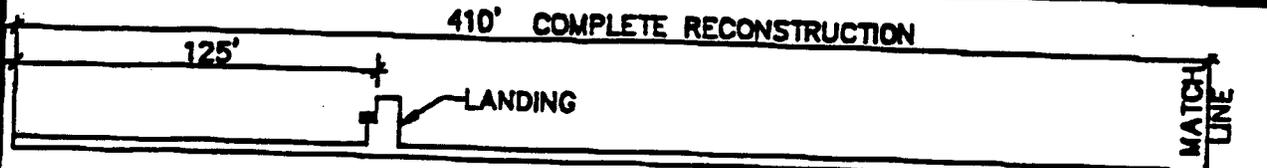
ADJOINING PROPERTIES
NORTH 83-183-02 SOUTH 83-183-04

REVISED
1/94

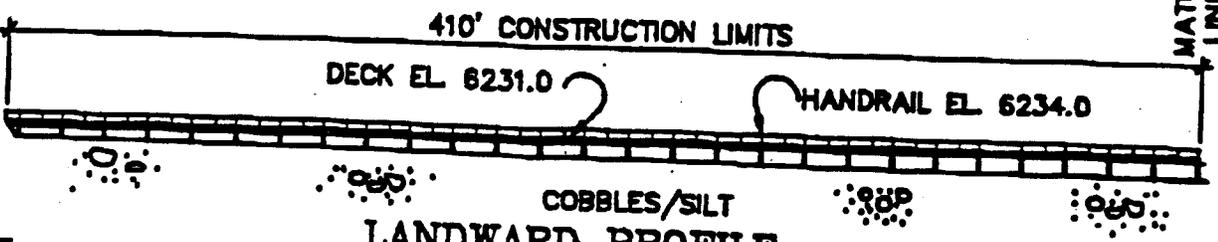
SHEET 1 OF 2

CALENDAR PAGE NO. 7148/58

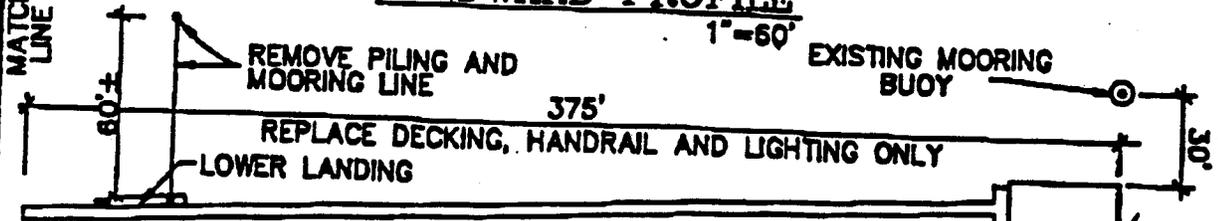
MINUTE PAGE 2052



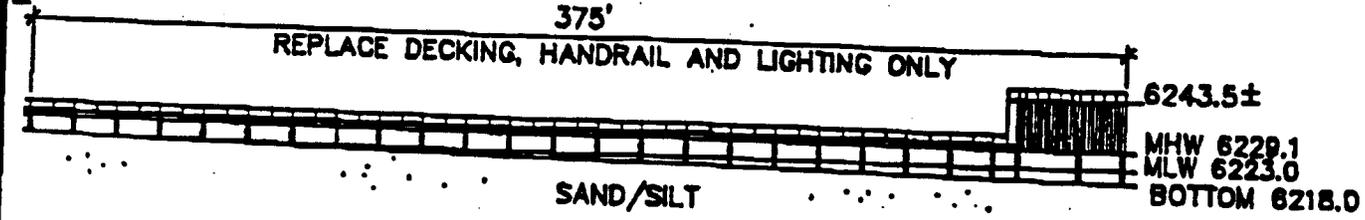
LANDWARD PLAN
1"=60'



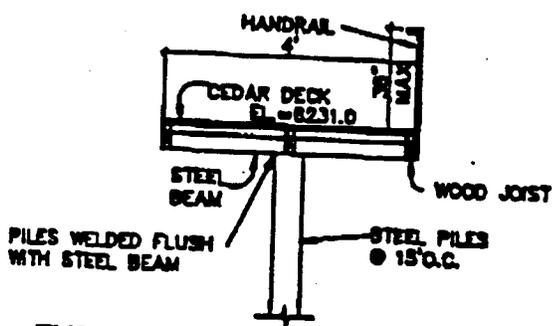
LANDWARD PROFILE
1"=60'



LAKEWARD PLAN
1"=60'



LAKEWARD PROFILE
1"=60'



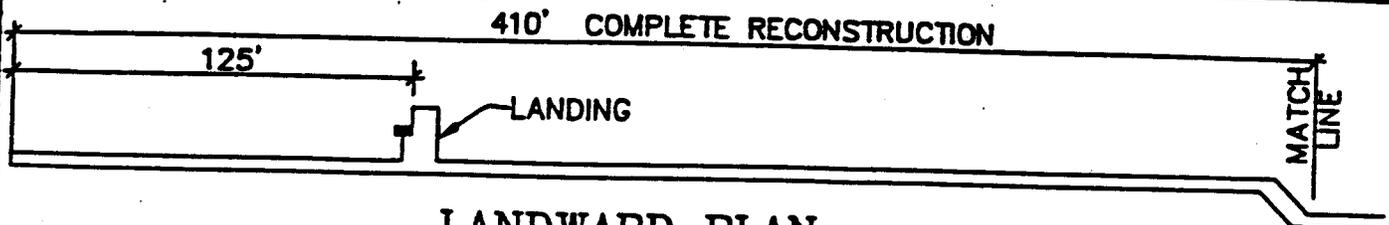
TYPICAL WALKWAY SECTION
N.T.S.

**PIER REPAIR
VUKASIN PROPERTY**
980 WEST LAKE BLVD.
TAHOE CITY AREA
PLACER COUNTY, CA
APN: 83-183-03
APRIL 1991

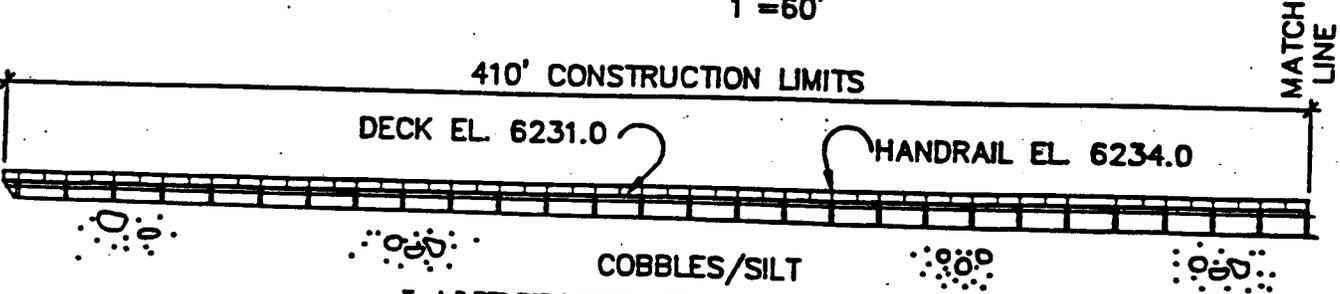
VAIL ENGINEERING CORPORATION
TAHOE CITY, CALIFORNIA (916) 888-8417

ADJOINING PROPERTIES
NORTH 83-183-02 SOUTH 83-183-04

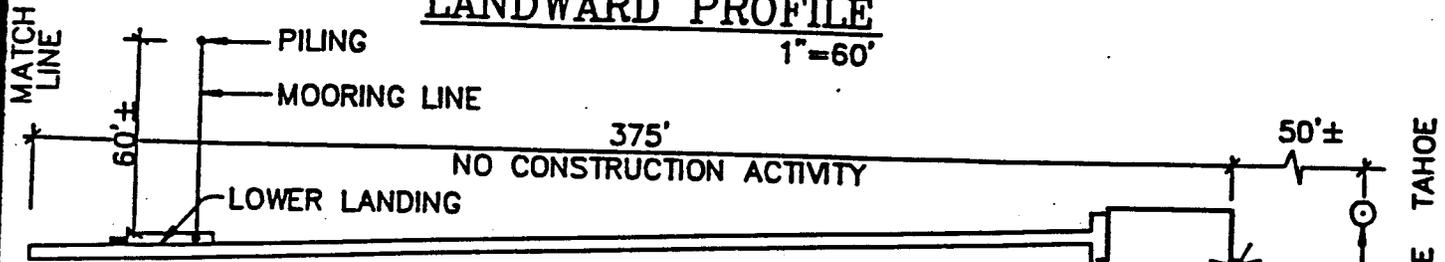
REVISED
1/94



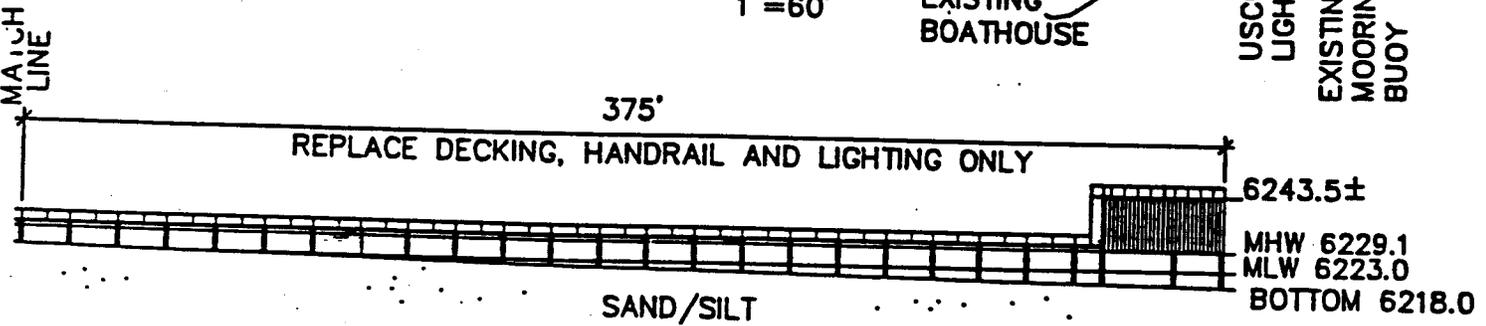
LANDWARD PLAN
1"=60'



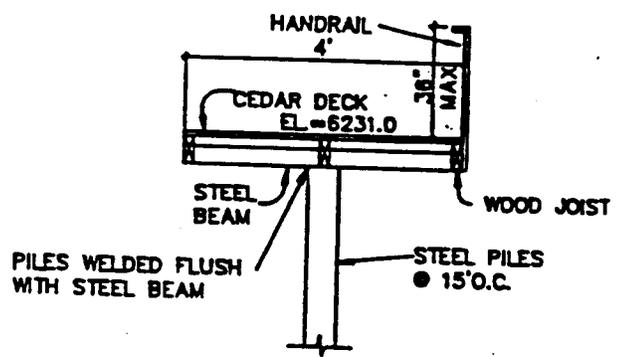
LANDWARD PROFILE
1"=60'



LAKEWARD PLAN
1"=60'



LAKEWARD PROFILE
1"=60'



TYPICAL WALKWAY SECTION
N.T.S.

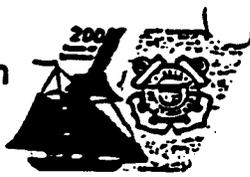
**PIER REPAIR
VUKASIN PROPERTY**
980 WEST LAKE BLVD.
TAHOE CITY AREA
PLACER COUNTY, CA
APN: 83-183-03
APRIL 1991
CALENDAR PAGE 140.60
ENGINEERING
WATTE CORPORATION
TAHOE CITY, CALIFORNIA (916) 883-9417

ADJOINING PROPERTIES	
NORTH	SOUTH
83-183-02	83-183-04

REVISED
8/93

U.S. Department
of Transportation

United States
Coast Guard



Commander
Eleventh Coast Guard District

Union Bank Bldg.
400 Ocean Gate
Long Beach, CA 90822-5399
Staff Symbol: (oan)
Ph: (213) 499-5110

ATTACHMENT 4

16518/PF
Ser: oan 519-91
7 August 1991

RECEIVED
AUG 13 1991

STATE LANDS COMMISSION

Mr. Peter McCuen
7495 Shelborne Drive
Loomis, CA 95650

Dear Mr. McCuen:

I have enclosed an approved Private Aids to Navigation Application for the establishment and maintenance of a navigation light on Long Pier near Cedar Point, Lake Tahoe, California.

Please advise me the day when the light is actually established. Information concerning the new light will be published in the Local Notice to Mariners for the benefit of the maritime community and for nautical chart updating.

As agreed in the telephone conversation between you and Mrs. Denny on 6 August, I have changed the position of the light, to the end of the pier, and its color should be flashing red instead of flashing white.

Your responsibility as an owner of a private aid to navigation is described in Title 33 Code of Federal Regulations, Part 66. An excerpt of this regulation is also reproduced on the cover sheet of each application.

If you have any questions concerning private aids to navigation, my point of contact is Mrs. Denny. She may be reached at the telephone number listed above.

Sincerely

J. R. OCHS
Lieutenant, U.S. Coast Guard
Chief, Aids to Navigation &
Waterways Management Branch, Acting
By direction of the District Commander

Encl: (1) Approved CG-2554

Copy: John Bell
Tahoe Regional Planning Agency, Coleen Shade
U.S. Army Corps of Engineers, Kevin Roukey
California State Lands Commission ✓
Nevada Department of Wildlife, Boating

Staff, Game Warden	
CALENDAR PAGE	140.61
MINUTE PAGE	2055

ATTACHMENT -A

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-2354 (REV. 7-76)

PRIVATE AIDS TO NAVIGATION APPLICATION
(See attached Instructions and copy of Code of Fed. Reg., Title 33, Chap. 1, Part 66)

NO PRIVATE AID TO NAVIGATION MAY BE AUTHORIZED UNLESS A COMPLETED APPLICATION FORM HAS BEEN RECEIVED (14 U.S.C. 93, 33 C.F.R. 66.01-3).

1. ACTION REQUESTED FOR PRIVATE AIDS TO NAVIGATION: ESTABLISH AND MAINTAIN DISCONTINUE CHANGE TRANSFER OWNERSHIP

2. DATE ACTION TO START: 4-18-91

3. AIDS WILL BE OPERATED: A. THROUGHOUT YEAR B. TEMPORARILY UNTIL _____ C. ANNUALLY FROM _____ TO _____

4. NECESSITY FOR AID (Continue in Block 8): KEEP BOATERS' BEARY FROM DOCKS + PIER'S FOR DISTRICT COMMANDERS ONLY

5. GENERAL LOCALITY: CEDAR POINT

6. CORPS OF ENGINEERS AUTHORIZED THIS STRUCTURE OR BUOY BY: PERMIT OR LETTER (file and date)

LIGHT LIST NUMBER OR PAGE	NAME OF AID	NO. OR LTR. (7a)	LIGHT		POSITION (7g)	DEPTH OF WATER (7i)	CAN. DIAL ABOVE WATER (7j)	HT. ABOVE WATER (7k)	STRUCTURE TYPE, COLOR, AND HEIGHT ABOVE GROUND (7l)	REMARKS (See Instructions) (7m)
			FLASH PER (7b)	LOTH. COLOR (7c)						
8403	LONG PIER Lake Tahoe Long Pier LT.	F1	6s	R	39° 09' 03" N 120° 08' 21" W	45'		30'	BOAT HOUSE DECK 20' ABOVE MARKET	

7. APPLICANT WILL FILL IN APPLICABLE REMAINING COLUMNS

100. DATE: 4-18-91

101. SIGNATURE AND TITLE OF OFFICIAL SIGNING: [Signature] (Signature)

102. DATE APPROVED: 6 AUG 91

103. SIGNATURE AND TITLE OF OFFICIAL SIGNING: [Signature] (Signature)

8. ADDITIONAL COMMENTS: WITHOUT MARKING PIER BOATERS WILL BE RUNNING INTO OLD PIER PILING + BOYS' BATH + SOUTH + SOUTH OF THE PIER (THE PIER IS ALSO A PROMINENT LANDMARK)

9. NAME AND ADDRESS OF PERSON OR CORPORATION AT WHOSE EXPENSE AID IS MAINTAINED: PETER McCUEN
7495 SHELBOURN DR
LOOMIS, CA. 95650

RECORDS: CHART 18665, L.N.M.

DISTRICT COMMANDER: [Signature]

CLASSIFICATION OF AIDS: II

PREVIOUS EDITIONS ARE OBSOLETE

104. NAME AND ADDRESS OF PERSON OR CORPORATION AT WHOSE EXPENSE AID IS MAINTAINED: PETER McCUEN
7495 SHELBOURN DR
LOOMIS, CA. 95650

105. NAME AND ADDRESS OF PERSON IN DIRECT CONTACT WITH DISTRICT COMMANDER: [Signature]

106. THE APPLICANT AGREES TO SAVE THE COAST GUARD HARMLESS WITH RESPECT TO ANY CLAIM OR CLAIMS THAT MAY RESULT ARISING FROM THE ALLEGED NEGLIGENCE OF THE MAINTENANCE OR OPERATION OF THE APPROVED AID(S)

ATTACHMENT 5



FACSIMILE HEADER SHEET

US Army Corps
of Engineers
Sacramento District

US Army Engineer District, Sacramento
1325 J Street
Sacramento, California 95814-2922

1-31-94
(Date)

TO:	CA. State Lands Commission Attn: Judy Brown	Fax Phone:	(916) 327-6674
		Voice Phone:	(916) 324-4715
FROM:	NANCY A HALEY US CORPS OF ENGINEERS	Fax Phone:	557-7943
		Voice Phone:	557-5251 7772

Number of pages to follow: 2 drawings

COMMENTS:

Nancy Haley
(Releaser's Signature)

A Department of the Army Permit has been requested for Placer County Assessor's Parcel Number 83-183-03 to remove a piling and line, move an unauthorized buoy to landward of the existing pier head, to authorized that same buoy, to completely rebuild the landward 410 feet of pier and to rebuild the decking, handrails and lighting on the lakeward 375 feet of pier.
Special Condition: No work shall take place on the pier until the piling and line are removed from below ordinary high water of Lake Tahoe (elevation 6229.1 feet) and the buoy is moved landward of the existing pier head as per Department of the Army permit number 199001256, special condition number 2.
Please respond by Friday, February 4, 1994, close of business as a Letter of Permission will be issued after that comment period

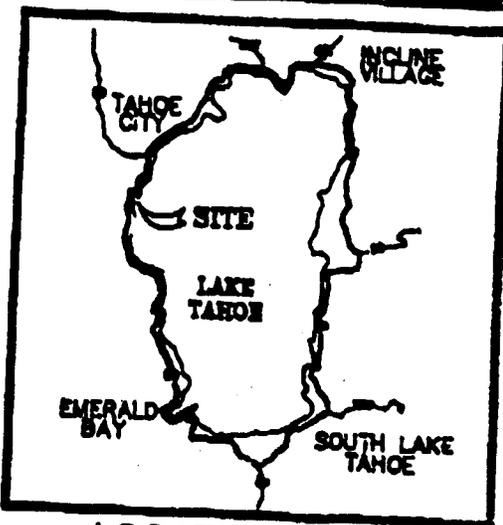
Sincerely,

Nancy A. Haley
(916) 557-7772

CALENDAR PAGE	140.63
MINUTE PAGE	2057

1"=200'

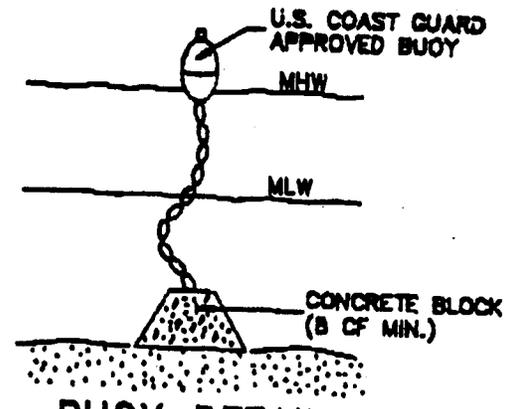
LAKE TAHOE



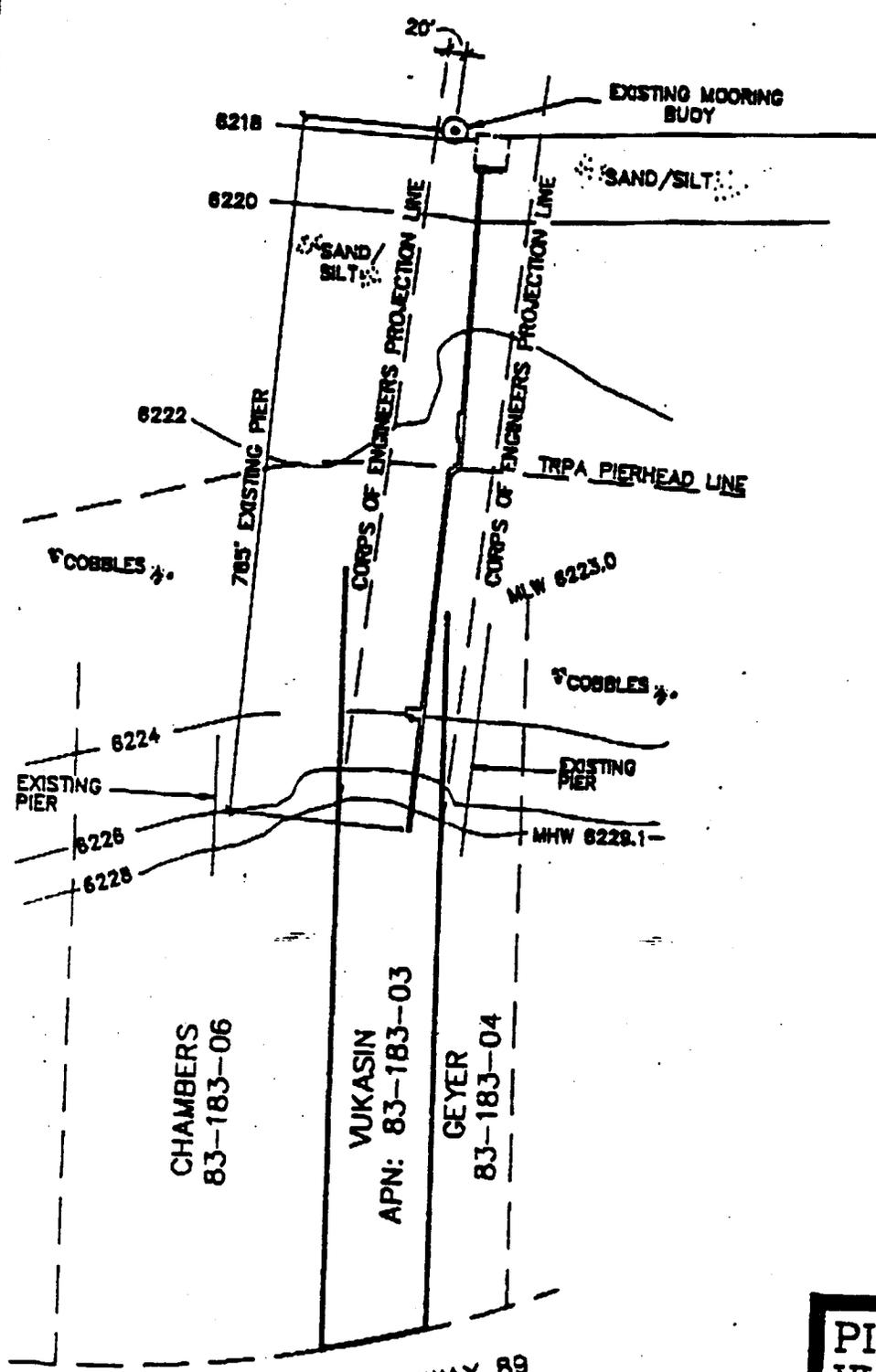
LOCATION MAP

NOTES:
 THIS PROJECT IS PROPOSING TO COMPLETELY RECONSTRUCT 410 FEET OF THE LANDWARD SECTION OF THE PIER WHILE ONLY REPLACING THE DECKING, HANDRAIL, AND LIGHTING ON THE REMAINING PORTION. NO INCREASE IN SIZE OR LOCATION SHALL OCCUR.

THIS DOCUMENT IS FOR PERMIT PURPOSES ONLY AND SHALL NOT BE USED AS A CONSTRUCTION WORKING DRAWING.



BUOY DETAIL
N.T.S.



CHAMBERS
83-183-06

VUKASIN
APN: 83-183-03

GEYER
83-183-04

STATE HIGHWAY 89
(WEST LAKE BLVD)

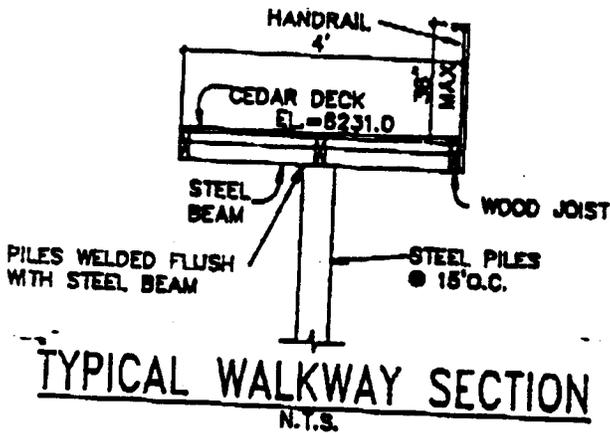
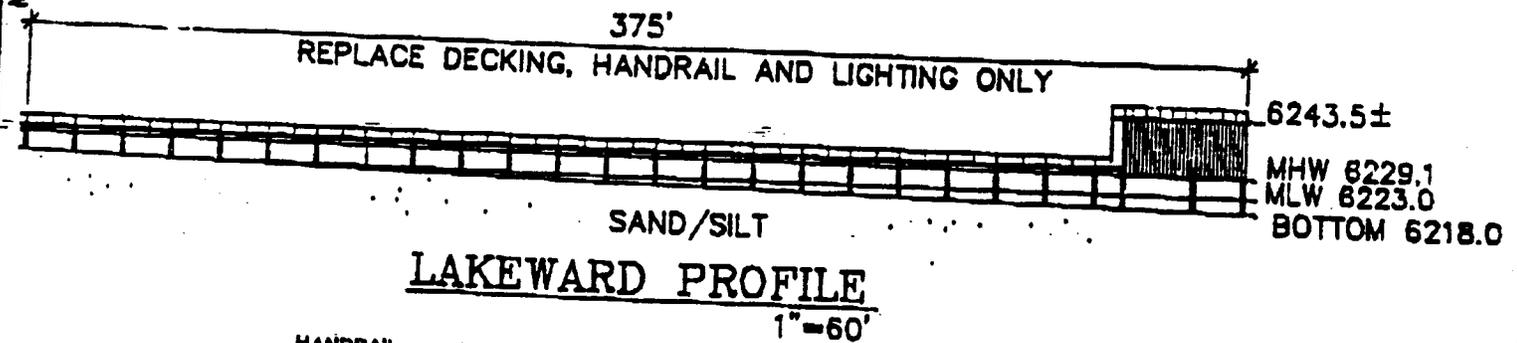
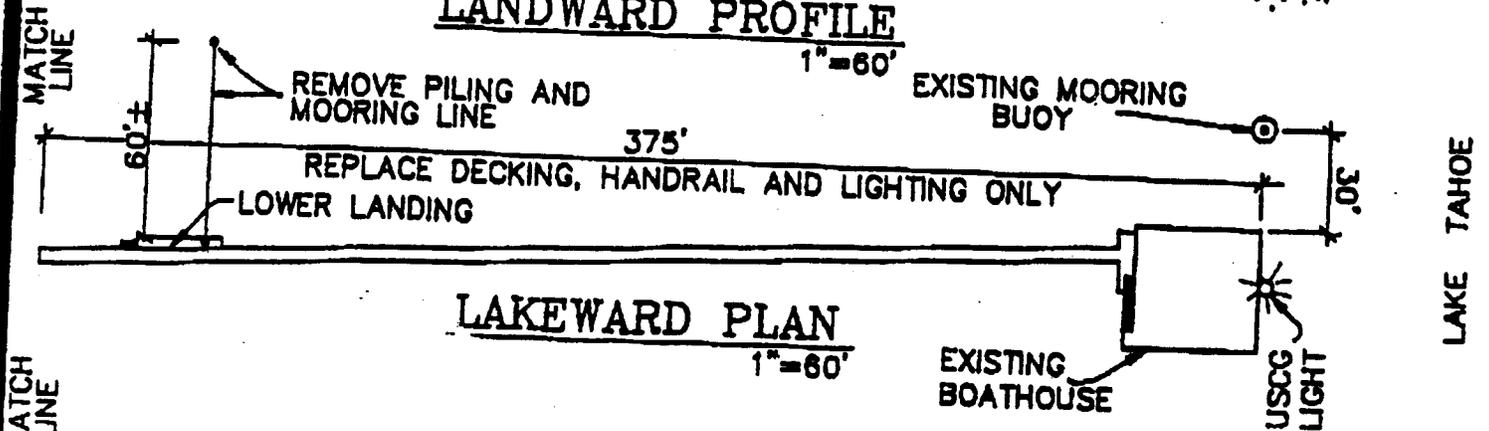
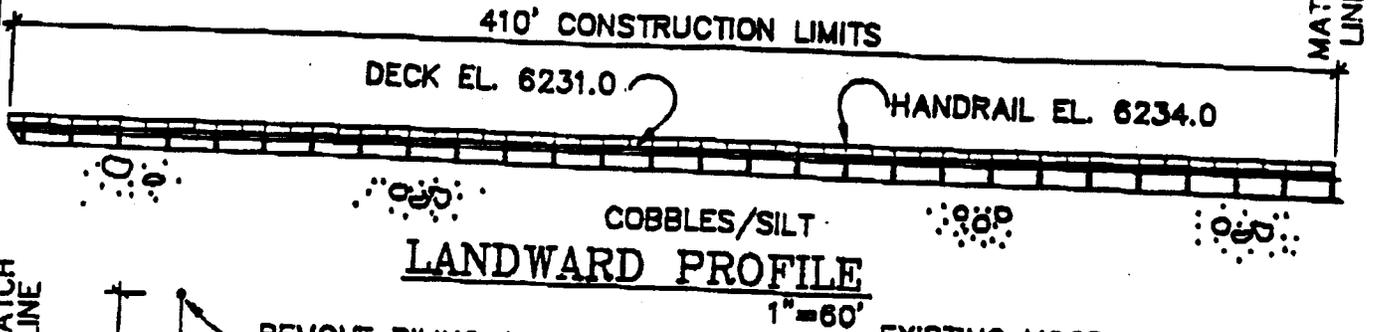
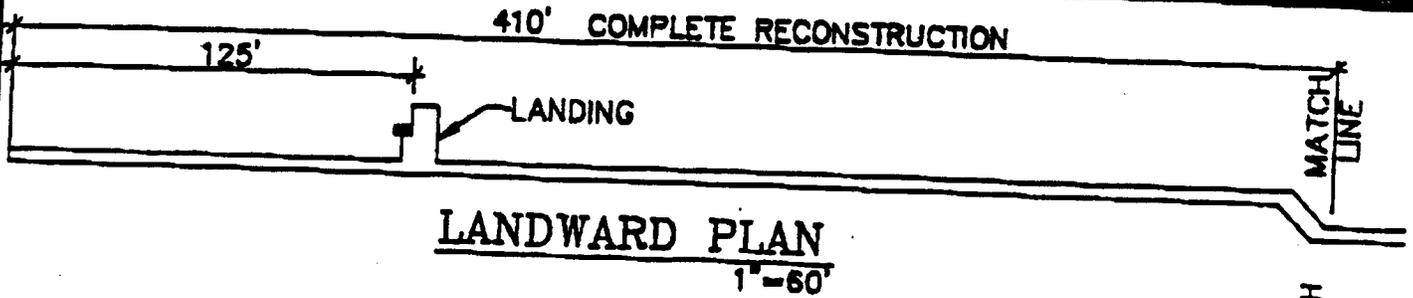
ADJOINING PROPERTIES
 NORTH 83-183-02 SOUTH 83-183-04

REVISED
1/94

PIER REPAIR
 VUKASIN PROPERTY
 980 WEST LAKE BLVD.
 TAHOE CITY AREA
 PLACER COUNTY, CA
 APN: 83-183-03 140.64
 APRIL 1991

MINUTE PAGE ENGINEERING CORPORATION

TAHOE CITY, CALIFORNIA (916) 885-8417



**PIER REPAIR
VUKASIN PROPERTY**

980 WEST LAKE BLVD.
TAHOE CITY AREA
PLACER COUNTY, CA
APN: 83-183-003E 140.65
APRIL 1991

MINUTE PAGE ENGINEERING
VAIL CORPORATION

TAHOE CITY, CALIFORNIA (530) 589-8417

ADJOINING PROPERTIES
NORTH 83-183-02
SOUTH 83-183-04

REVISED
1/94

TAHOE REGIONAL PLANNING AGENCY

308 Doria Court
Elks Point. Nevada

P.O. Box 1038
Zephyr Cove. Nevada 89448-1038

(702) 588-4547
Fax (702) 588-4527

ATTACHMENT 6

November 1, 1993

Mr. Kevin Agan
Vail Engineering Corporation
P.O. Box 879
Tahoe City, CA 95730

Subject: McCuen/Vukasin Acknowledgement of one existing buoy,
APN 83-183-03, Placer County

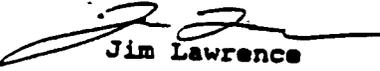
Dear Mr. Agan:

Based on evidence found in aerial photos (photos were dated 1970), Tahoe Regional Planning Agency (TRPA) staff has been able to make the finding that one buoy did exist prior to the adoption date of the TRPA Shorezone Ordinances (27 May 1976).

This letter officially acknowledges one existing buoy for APN 83-183-03. There is no need for you to pursue a TRPA permit in addition to this acknowledgement. We do request, as a part of this acknowledgement, that the buoy be removed at the end of each boating season. If, at sometime, you wish to relocate the buoy, a permit is required.

Please do not hesitate to call me if you have any questions regarding this matter.

Sincerely,


Jim Lawrence
Associate Planner
Project Review Division

cc: Judy Ludlow, California State Lands Commission
Ginger Tippit, Army Corps of Engineers
Ron Perrault, California State Fish and Game Department

CALENDAR PAGE	140.66
MINUTE PAGE	2060



REPLY TO
ATTENTION OF

ATTACHMENT 7
DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

March 4, 1994

Regulatory Section (199300539)

Mr. Tod Carr
Vail Engineering
395 North Lake Boulevard
Tahoe City, California 96145

Dear Mr. Carr:

Your client, Mr. Vukasin is authorized by the Secretary of the Army to retain one mooring buoy, to completely rebuild the landward 410-feet of his pier and to rebuild the decking, handrails and lighting on the lakeward 375-feet of pier. The property is located at Placer County Assessor's Parcel Number 83-183-03 on Lake Tahoe, lake mile 12.6, south of Tahoe City, California. The project is as shown on the enclosed drawings marked "Pier Repair Vukasin Property" dated April 1991, and revised January, 1994, and subject to the following conditions.

If you have any questions, please write to Nancy Haley, Room 1444, or telephone (916) 557-7772.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

Art Champ
Chief, Regulatory Section

Enclosures

CALENDAR PAGE	140.67
MINUTE PAGE	2061

Copies Furnished: with enclosures

Mr. George J. Vukasin, 2410 Royal Oaks Drive, Alamo, California
94507

Copies Furnished: without enclosures

Jim Lawrence, Tahoe Regional Planning Agency, Post Office Box
1038, Zephyr Cove, Nevada 89448-1038

Environmental Services, Region II, Department of Fish and Game,
1701 Nimbus Road, Rancho Cordova, California 95670

U.S. Fish and Wildlife Service, 2800 Cottage Way, Room E-1803,
Sacramento, California 95825

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

California Regional Water Quality Control Board, Lahontan Region,
2092 Lake Tahoe Blvd., Suite 2, South Lake Tahoe, California
96150

Judy Brown, California State Lands Commission, 1807-13th Street,
Sacramento, California 95814

Mrs. Helen Denny, U.S. Coast Guard, Aids to Navigation, 501 West
Ocean Blvd., Long Beach, California 90822-5399

CALENDAR PAGE	140.68
MINUTE PAGE	2062