Clean Water Act Section 401 Water Quality Certification Application

Please refer to the "Clean Water Act Section 401 Water Quality Certification Application Guidance" document for assistance with completing this application.

A. Pre-Filing Meeting	
Please provide the date that a pre-filing meeting was requested from Nevada Division of Environmental Protection (NDEP) Bureau of Water Quality Planning (BWQP). *Note: If a pre-filing meeting has not been requested, please schedule a pre-filing meeting with NDEP BWQP.*	**2/2/2024**

B. Contact Information			
Project Proponent Information			
Company Name: Alling Trust/McMillan House LLC		Address: P.O. Box 3390	
Applicant Name: Ronald Alling		City: Stateline	
Phone: (775) 450-4970	Fax:	State: NV	
Email: ralling@ajattorneys.com		Zip Code: 89449	
Agent Information			
Company Name: Sagan Design Group		Address: P.O. Box 6214	
Agent Name: Gary Furumoto		City: Tahoe City	
Phone: (530) 320-9898	Fax:	State: CA	
Email: gary@sagandesigngroup.com		Zip Code: 96145	

C. Project General Information			
Project Location			
Project/Site Name: Alling Trust/McMillan House LLC New Pier		Name of receiving waterbody: Lake Tahoe	
Address: 1228 and 1232 U.S. Highway 50		Type of waterbody present at project location (*select all that apply*): ☐ Perennial River or Stream ☐ Intermittent River or Stream ☐ Ephemeral River or Stream ☒ Lake/Pond/Reservoir ☐ Wetland ☐ Other: _____	
City: Glenbrook			
County: Douglas			
State: NV			
Zip Code: 89413			
Latitude (UTM or Dec/Deg): 39.034423		Longitude (UTM or Dec/Deg): -119.950671	
Township: 14N	Range: 18E	Section: 34	¼ Section: NW

Project Details		
Project purpose:	Construct a new multiple-parcel pier. Remove (2) mooring buoys and anchor blocks. Install fish habitat.	
Describe current site conditions: Attachments can include, but are not limited to, relevant site data, photographs that represent current site conditions, or other relevant documentation.	Lake bottom without existing pier.	
Describe the proposed activity including methodology of each project element:	We are proposing to construct a new 170' long x 10' wide pier, the last 33' will be 15' wide, (2) 3' x 30' catwalks and (2) 6,000# boatlifts and remove two existing anchor blocks. (24) new 10¾" diameter piling, (6) 4x4x1/4 piling, (2) 2.5" pipe column and (2) W10x49 will be driven to 6' depth. The mooring buoys will be removed with a crane on top of barge. All fish habitat material will be placed by hand by divers.	
Estimate the nature, specific location, and number of discharge(s) expected to be authorized by the proposed activity:	16.1 s.f. of lake bottom disturbance associated with proposed piling.	
Provide the date(s) on which the proposed activity is planned to begin and end and the approximate date(s) when any discharge(s) may commence:	The project may occur from 6/1/24 through 12/31/25. The expected construction duration is three months.	
Provide a list of the federal permit(s) or license(s) required to conduct the activity which may result in a discharge into regulated waters (see mandatory attachments):	US Army Corps of Engineers Letter of Permission Tahoe Regional Planning Agency, Shorezone permit	
Provide a list of all other federal, state, interstate, tribal, territorial, or local agency authorizations required for the proposed activity and the current status of each authorization:	NDEP BWPC, Temporary Working in Waterways NDSL, Right of Entry	
Total area of impact to regulated waterbodies (acres):	0.08 acres	
Total distance of impact to regulated waterbodies (linear feet):	170 l.f.	
Amount excavation and/or fill discharged within regulated waters (acres, linear feet, and cubic yards):	Temporary:	Permanent:
	18 s.f. (removal of anchor blocks)	16.1 s.f. (area of new piling), 2.3 c.f. of fill for fish habitat mitigation.
Amount of dredge material discharged within regulated waters (acres, linear feet, and cubic yards):	Temporary:	Permanent:

Describe the reason(s) why avoidance of temporary fill in regulated waters is not practicable (if applicable):	We have reviewed alternatives for building a new pier. No other viable alternative is applicable besides building as proposed.
Describe the Best Management Practices (BMPs) to be implemented to avoid and/or minimize impacts to regulated waters: Examples include sediment and erosion control measures, habitat preservation, flow diversions, dewatering, hazardous materials management, water quality monitoring, equipment or plans to treat, control, or manage discharges, etc.	Sediment control will be achieved by installation of caissons around the piling during installation and removal as necessary. Stockpiling will occur on the floating barge and protected. Should inclement weather occur, the barge will be stabilized and/or removed from the lake. Construction materials will be stored within the barge and protected from discharge to Lake Tahoe. All waste shall be removed by barge. Spill containment materials will be present during construction should any mechanical fluids be discharged from the barge. After construction, no stains shall be applied to any materials. No materials will be discharged to Lake Tahoe. Decontamination of the barge and all equipment for Aquatic Invasive Species will occur prior to entry to the site.
Describe how the activity has been designed to avoid and/or minimize adverse effects, both temporary and permanent, to regulated waters:	The project was designed to minimize impacts to Lake Tahoe by installation of caissons and visual turbidity monitoring. BMPs will be installed to minimize and avoid impacts to Lake Tahoe.
Describe any compensatory mitigation planned for this project (if applicable):	N/A

D. Signature

Name and Title (Print):	Phone Number:	Date:
R. D. Allino Trustee	775 450-4970	02/08/2024

X _____
Signature of Responsible Official

Mandatory Attachments:

- **Federal Permit or License Identification:**
  - Project proponents seeking a federal general permit or license must include a copy of the draft federal license or permit and any readily available water quality-related materials that informed the development of the draft federal license or permit, or;

- Project proponents seeking a federal individual permit or license must include a copy of the federal permit or license application and any readily available water quality-related materials that informed the development of the federal license or permit application.

- **Site Map** - A map or diagram of the proposed project site including project boundaries in relation to regulated waters, local streets, roads, and highways.
- **Engineered Drawings** - Engineered drawings are preferred to be submitted at the 70% design level. If only conceptual designs are available at the time of application, plans for construction should be submitted prior to the start of the project. Specific locations of the proposed activities and details of specific work elements planned for the project should be identified (e.g., staging areas, concrete washouts, perimeter controls, water diversions, or other BMPs).

Submit the completed application materials to NDEP (ndep401@ndep.nv.gov) with the appropriate U.S. Army Corps of Engineers Regulatory Office copied on the communication (http://www.spk.usace.army.mil/Missions/Regulatory/Contacts/Contact-Your-Local-Office/).

SAGAN DESIGN GROUP

THOMPSON & FURUMOTO, INC.

Alling Trust/McMillan House LLC New Pier
1228 and 1332 US Highway 50
APN 1418-34-201-002 and 1418-34-201-003
February 2024

Project Description

The owners were awarded a multiple-parcel pier allocation (TRPA File No. PREC2023-0549) through the 2023 pier lottery. They are proposing to construct a new pier between 1228 and 1332 US Highway 50 in the Glenbrook area on the East Shore of Lake Tahoe. There are existing residences on the upland properties. Both properties have two mooring buoys that are registered with TRPA.

The owners are proposing to construct a new pier with a length of 170' and a width of 10'. The last 80' of the pier will be 15' wide with two 3' adjustable catwalks. Two 8,000# boatlifts are also proposed. Two mooring buoys and anchor blocks will be removed as a part of this project. The pier will extend 30' past elevation 6219 and 27' past the pierhead line. The pier is located in an area mapped as "Feed/Cover Habitat" by TRPA. Lake bottom disturbance will be 16.1 s.f.

A site visit indicated no buildup of sediments as a result of nearby existing piers. The proposed pier will be a double piling pier and has a greater than 90% open foundation. The project will not degrade the existing situation.

Access to the pier will be from Lake Tahoe. The project will be constructed with the use of a floating/amphibious barge. All material will be transported to the site via barge.

Construction materials will be stored within the barge and protected from discharge to Lake Tahoe. Materials will not be stored in the shorezone. Spill containment materials will be present during construction should any mechanical fluids be discharged from the barge. Steel piling will be installed with the use of an excavator mounted vibratory hammer.

The construction site and barge area will be kept in an orderly condition and free of trash throughout the construction period. All debris and waste will be stored on the barge. Trash and debris will be collected and offloaded at a nearby marina. All debris will be transported by truck to an approved disposal location.

Access to the pier from the upland properties shall be limited to areas of existing access and disturbed areas.

PHONE 530 583 0348 FAX 530 583 1724 2800 LAKE FOREST ROAD PO BOX 6214 TAHOE CITY CALIFORNIA 96145

Best Management Practices as required by TRPA and other agencies will be in effect during construction. BMPs will be installed to minimize and avoid impacts to Lake Tahoe. To reduce sediment resuspension from escaping the project area, sediment control will be achieved by the installation of caissons during installation of the new piling. The caissons will not be removed until sediment has settled. The piling will be driven into a lakebed substrate consisting mostly of cobbles, gravel and sand. Driving is not expected to be difficult.

Typical construction methods will be utilized to install the beams, joists and decking. Materials, equipment storage and fabrication will take place in the shop and on the barge. Construction of the beams, joists and decking will take place above the surface of Lake Tahoe.

The visible area of the proposed project meets the code requirements of Section 84.4.3.C.2.i.(i). The proposed visible area is 235.1 s.f. for the pier and catwalk, 5.2 s.f. for the railing, 1.2 s.f. for ladder, 166.0 s.f. for the two boatlifts and 30.8 s.f. for the stairs. All steel and proposed fender piling will be painted matte medium to dark gray.

Contrast ratings scores and scenic mitigation are discussed in the attached scenic report.

Both properties have BMP certificates, #18523 and #5932.

Photographs

View towards Lake Tahoe

View from Lake Tahoe

View to the north

View to the south

Environmental Discussion on Potential Impacts to Fish Habitat

The TRPA Fish Habitat Map classifies the project area as Feed-Cover Habitat. Lakebed substrate in the area is almost entirely comprised of cobbles, gravels and decomposed granitic (DG) sands. The relatively flat and homogeneous bottom slopes gradually such that the nearshore littoral zone is very shallow. Depths in the project area are approximately zero to twelve feet (at high water, 6229.1').

Lakebed substrate is a common predictor of potential for fish habitat. In the shallow water substrates of Lake Tahoe, fish are more abundant in areas with large, vertical substrates such as large boulders. This site exhibits a flatter substrate with scattered boulders and little cover. An abundance of fish has not been noticed during periodic site inspections and due to the lack of suitable habitat, an abundance of fish is not expected.

See discussion on Lahontan Cutthroat Trout below for further information.

Environmental Discussion on Potential Impacts to Lahontan Cutthroat Trout

The purpose of this discussion is to provide an evaluation of the potential impacts of the new pier on Lahontan cutthroat trout (*Oncorhynchus clarki henshawi, LCT*), a federally threatened species that occurs in Lake Tahoe. This basic review and evaluation is provided under Section 7 of the Endangered Species Act and discusses the likelihood of LCT occurrence in the project area and assesses the potential for impacts to LCT from planned project activities.

Environmental Setting

The TRPA Fish Habitat Map classifies the project area as Feed-Cover Habitat. Lakebed substrate in the area is almost entirely comprised of cobbles, gravels and decomposed granitic (DG) sands. The relatively flat and homogeneous bottom slopes gradually such that the nearshore littoral zone is very shallow. Depths in the project area are approximately zero to twelve feet (at high water, 6229.1').

The nearest tributary to the project is Lincoln Creek which is approximately 2,000 feet to the north.

LCT Status

LCT was listed as "endangered" on October 13, 1970 (35 FR 13520), and was subsequently reclassified as "threatened" on July 16, 1975 (40 FR 29863). No critical habitat has been designated for this species. A Recovery Plan for the Lahontan Cutthroat Trout was published in 1995 (USFWS 1995). On September 9, 2008, the USFWS determined that delisting the Lahontan Cutthroat Trout is not warranted (73 FR 52257).

Distribution and Habitat Requirements

LCT is a unique subspecies of cutthroat trout that is endemic to the Lahontan Basin of northeastern California, southeastern Oregon, and northern Nevada (USFWS 1995). As part of species recovery efforts, LCT have been reintroduced into a number of waters within their historical range, including the Lake Tahoe Basin. LCT are adapted to live in saline and alkaline lakes and streams. This species inhabits a wide variety of cold-water habitats including large terminal alkaline lakes (e.g., Pyramid and Walker lakes), alpine lakes (e.g., Lake Tahoe and Independence Lake), slow meandering rivers (e.g., Humboldt River), mountain rivers (e.g., Carson and Truckee Rivers), and small headwater tributary streams (e.g., Donner and Prosser Creeks). Generally, stream-dwelling LCT occur in cool flowing water with available cover of well-vegetated and stable stream banks, in areas where there are stream velocity breaks, and in relatively silt free, rocky riffle-run areas (USFWS 1995). Unlike most freshwater fish species, LCT have been reported to tolerate alkalinity and total dissolved solid levels as high as 3,000 mg/L and 10,000 mg/L,

respectively (Dickerson and Vinyard 1999). Optimal lacustrine LCT habitat is characterized by clear, cool (<22°C) neutral to alkaline waters (pH 6.5-8.5) with high dissolved oxygen content (≥8 mg/L), and good access to tributary spawning areas (USFWS 1995). In lakes, adult LCT seem to roam widely and feed pelagically on small fish and zooplankton; large lake-dwelling LCT are exclusively piscivorous (Moyle 2002). A diet succession from invertebrates to fish is apparent for lake-dwelling LCT as they increase in size (Sigler et al. 1983).

LCT are obligate but opportunistic stream spawners, typically spawning from April through July (depending on water temperature and streamflow characteristics). Female sexual maturity is reached between the ages of three and four, while males mature at two to three years of age. LCT may spawn more than once, although post-spawning mortality is high (60-90%). Lake residents migrate (often long distances) into streams to spawn, typically in riffles on well washed gravels. Spawning behavior is typical of stream spawning trout; adults court, pair, and deposit and fertilize eggs in a redd dug by the female. Eggs incubate in stream gravels until fry emerge; lacustrine-form LCT juveniles tend to move into lakes in the first year (Moyle 2002). Primary requirements for lake-rearing trout include adequate cover to escape predators and sufficient prey to support growth and survival to larger sizes.

Primary Threats

At the time of the species listing as endangered, the USFWS identified the primary threats as habitat degradation and modification primarily due to dams and water developments and hybridization with introduced trout species (35 FR 13520). Current threats are considered to include isolation of populations, loss and alteration of spawning habitat, competition with nonnative fish, and hybridization with non-native trout species.

Potential Occurrence in the Project Area

The project area is located on the east shore of Lake Tahoe within the known historical range of LCT. Recent efforts to reintroduce LCT into the Lake Tahoe Basin have met with limited success (e.g., due to competition, predation, and hybridization with non-native species), although an experimental recreational stocking program was initiated in 2011 which planted approximately 22,000 catchable-size LCT in Lake Tahoe. While stocking for recreational fishing alone will not produce a self-sustaining LCT population in Lake Tahoe (e.g., survival of LCT stocked for recreational fishing in 2011 is not expected to exceed one year due to angling, competition, and predation), a separate long-term plan for recovery of the species in Lake Tahoe is expected to be implemented within the next few years. Despite these recent efforts to reintroduce LCT into Lake Tahoe, the potential for LCT occurrence in the project area is considered very low (primarily because the project area contains little to no suitable habitat for LCT).

The project area is entirely lacustrine; therefore, no LCT spawning habitat is present (LCT are obligate stream-spawners). The nearest potential tributary spawning habitat is located in Lincoln Creek, approximately 2,000 feet away. Rearing habitat for LCT in the project area is poor. While fish are generally known to be attracted to piers as cover (e.g., minnows in particular may congregate near pilings and under decking), the project pier is small, thus providing limited cover overall. The project area is also very shallow (zero to approximately twelve feet deep) which also limits the suitability of potential LCT rearing habitat in the project area. Generally, lake-rearing trout require adequate cover from predators (e.g., rocky outcrops, vertical substrates or bottom areas with sufficient hiding places to avoid predatory fishes and birds) as well as an adequate prey base (e.g., benthic invertebrates and zooplankton) to support successful growth and survival. The shallow cobble areas of the project area provide neither of these basic requirements for rearing trout; hence juvenile and/or rearing LCT are not expected to occur in the project area, and larger adult LCT would be expected to occupy deeper-water areas of Lake Tahoe.

Effects Analyses and Determinations

The project area does not contain suitable habitat for LCT and this species is unlikely to occur in the area. Furthermore, planned project actions are not anticipated to significantly disturb or replace existing lakebed substrates or affect the quality of existing TRPA Spawning Fish Habitat. Therefore, the project is anticipated to have no effect on LCT; however, the official determination regarding potential impacts to LCT from this project are ultimately the purview of USACOE and USWFS.

Visual Clearance Survey

A visual clearance survey of the project area to rule out LCT presence will be conducted immediately prior to commencement of any in-water project construction activities (approximately 24 hours in advance). The USACOE and USFWS will be informed of any indication of LCT presence. Following the initial clearance survey, if any new fish are observed (e.g., by construction workers), an additional visual survey will be performed by a fish biologist to evaluate any further possibility of LCT presence.

Literature Cited

Chan, Ian and Gary Furumoto, 2012, Letter Evaluation of Potential Effects of the O'Brien Pier Rehabilitation on Lahontan Cutthroat Trout in Lake Tahoe

Dickerson, B.R. and G. L. Vinyard. 1999. Effects of high chronic temperatures and diel temperature cycles on the survival and growth of Lahontan cutthroat trout. Transactions of the American Fisheries Society 128: 516–521.

Sigler, W. F., Helm, W. T., Kucera, P. A., Vigg, S. and G. W. Workman. 1983. Life History of the Lahontan cutthroat trout, *Salmo clarki henshawi*, in Pyramid Lake, Nevada. Great Basin Naturalist 43(1): 1-29.

U.S. Fish and Wildlife Service (USFWS). 1995. Lahontan cutthroat trout, *Oncorhynchus clarki henshawi*, Recovery Plan. Portland, OR.

Habitat Evaluation of the Tahoe Yellow Cress (Rorippa subumbellata)

The proposed project is located on the east shore of Lake Tahoe in the Glenbrook area. The project includes driving of piling into the lake bottom. All work will be accomplished using a rubber tire amphibious vehicle. Disturbance to the beach and shorezone will be the minimum necessary to accomplish the construction. The construction zone will be approximately 10' wide on each side of the pier.

The Tahoe Yellow Cress (Rorippa subumbellata, TYC) is a rare species of flowering plant in the mustard family. It is a California endangered plant species and a candidate for listing under the federal Endangered Species Act. The TYC grows in the sandy beach habitat on the shores of Lake Tahoe. The proposed project is not located in the vicinity of known TYC populations according to TRPA's TYC Occurrences map.

Site visits to the project location were completed in the summer of 2023. The area was evaluated for potential habitat for TYC. No TYC was observed at the site.

The habitat for TYC is made up of uniform granitic sand of medium grain size found in moist backshore areas and dry sandy soils on backshore bluffs. It is also found in finer grain sand and small gravel. This project site exhibits characteristics of potential TYC habitat. A TYC survey was completed by TRPA (TYCS2023-1149) and no TYC was found.

The proposed project does not appear to impact any existing populations of TYC. Care will be taken to prevent damage to potential TYC habitat.

Source Control and Spill Prevention Measures

1. Construction materials shall be stored within the barge and protected from discharge to Lake Tahoe. The barge shall be checked and maintained daily to prevent leaks of hazardous materials. Spill containment materials including oil absorbent pillows and pads shall be present during construction should any mechanical fluids be discharged from the barge.
2. Fueling of the barge shall occur offsite. Fueling of other equipment shall be completed on the barge with personnel present to detect and contain spills.
3. To reduce the chances of a spill entering surface waters, a secondary containment (i.e. kiddie pool) unit will be located on board the barge for the storage of hydraulic fluids, equipment fuel, etc.
4. All waste shall be stored in secure containers on the barge. Waste shall be removed by barge to appropriate facilities. No disposal of any waste shall occur onsite.
5. After construction, no stains shall be applied to any materials. No materials shall be discharged to Lake Tahoe.
6. Any debris shall be skimmed from the lake surface and retrieved and removed. All organic debris shall be disposed of at an approved sanitary landfill or recycled.
7. No containers of fuel, paint or other hazardous materials shall be stored on the pier when not in immediate use. No construction materials shall be stored on the shoreline.
8. A spill response kit shall be on-site at all times.
9. Caissons shall be installed around piling during installation/removal when water is present.
10. Visual turbidity monitoring during construction will occur and turbidity curtains shall be installed if necessary.
11. If construction occurs when dry, a self-contained amphibious vehicle shall be used and down-grade erosion control/silt fencing shall be installed. If soil disturbance is observed, steel six-foot square mats shall be used.
12. All debris and staging shall be contained on the barge and protected from discharge to the lake.
13. Should inclement weather occur, the barge shall be stabilized and/or removed from the lake and the site shall be fully winterized.
14. All work performed between October 15th and May 1st shall be conducted in a manner that the project can be winterized within 48 hours. Winterization shall include the prevention of material discharge from the site without maintenance. All exposed soils shall be covered with visqueen, erosion protection blankets, or mulch and include perimeter sediment controls such as fiber logs or silt fence.
15. All material transport shall be via barge and loaded/offloaded at the Lake Forest Boat Ramp.
16. The barge shall be monitored for leaks and inspected after each construction day.

Construction Schedule

Construction of the overall project is planned to meet a completion date of December 20, 2024. The general process of construction includes the following:

1. Site visit prior to construction, October 1 – October 4, 2024
2. Commencement of construction, October 7 – October 11, 2024
3. Visual clearance survey, October 7 – October 11, 2024
4. Mobilization and installation of BMPs, October 7 – October 11, 2024
5. Installation of new steel piling, October 14 – October 25, 2024
6. Installation of beams and joists, October 28 – November 8, 2024
7. Installation of adjustable catwalk, November 11 – November 15, 2024
8. Installation of decking, November 18 – December 6, 2024
9. Installation of boatlift, December 9 – December 13, 2024
10. Adjustments will be made pending weather delays and agency approvals
11. Completion of construction, December 20, 2024

Construction Cost Estimate

Cost of the materials to construct the pier are as follows:

Item	Quantity	Unit	Unit Cost	Amount
10 ¾" Piling	306	L.F.	$32.40	$9,914.40
HSS 4x4x1/4	114	L.F.	$4.80	$547.20
2 ½" PC	36	L.F.	$4.00	$144.00
W6x25	92	L.F.	$20.00	$1,840.00
W8x35	90	L.F.	$28.00	$2,520.00
W10x49	36	L.F.	$40.00	$1,440.00
4x6x1/8	1,884	L.F.	$6.50	$12,246.00
Decking	4,608	L.F.	$2.00	$9,216.00
			Total	$37,867.60

Construction Methodology

1. All steel will be pre-painted and fabricated off-site except for the final cutting of the steel joist lengths. The girders, catwalks, ladders, and fenders will all be pre-painted and cut to length. Welding will be performed by electrically powered welders whenever possible to minimize air and noise pollution. All decking will be pre-cut to length off-site for installation on the pier and to eliminate sawdust. Steel piling will be installed with the use of an excavator mounted vibratory hammer.

2. Best Management Practices as required by TRPA and other agencies will be in effect during construction. BMPs will be installed to minimize and avoid impacts to Lake Tahoe. To reduce sediment resuspension from escaping the project area, sediment control will be achieved by installation of caissons during installation of the piling. The caissons will not be removed until sediment has settled. The piling will be driven into a lakebed substrate consisting of cobbles, decomposed granitic (DG) sands and gravels. Driving is not expected to be difficult.

3. The proposed construction of the pier will be supplied primarily from the lake by means of a rubber tired amphibious vehicle. Low ground pressure tires will ensure minimal lakebed disturbance. Day access by workers will be from the land over existing pathways. No materials or supplies will be stored on the shoreline. The amphibious vehicle will be parked adjacent to the shoreline during non-construction periods. No construction will take place on weekends or between the hours of 6 pm and 7 am.

4. Any debris will be skimmed from the lake surface and retrieved and removed. All organic debris will be disposed of at an approved sanitary landfill or recycled.

5. No containers of fuel, paint or other hazardous materials will be stored on the pier when not in immediate use. No construction materials will be stored on the shoreline.

6. A spill response kit will be on site at all times.

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

For use of this form, see 33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 08-31-2023

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Ronald Middle - Last - Alling	First - Gary Middle - Last - Furumoto
Company - Alling Trust	Company - Sagan Design Group
E-mail Address - ralling@ajattorneys.com	E-mail Address - gary@sagandesigngroup.com
6. APPLICANT'S ADDRESS:	9. AGENT'S ADDRESS:
Address- P.O. Box 3390	Address- P.O. Box 6214
City - Stateline State - NV Zip - 89449 Country - USA	City - Tahoe City State - CA Zip - 96145 Country - USA
7. APPLICANT'S PHONE NOs. w/AREA CODE	10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business (775) 450-4970 c. Fax	a. Residence b. Business (530) 320-9898 c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Gary Furumoto to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

DocuSigned by: Ronald Alling 2EB25597273B4CB... SIGNATURE OF APPLICANT — 2/2/2024 DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)
Alling Trust/McMillan House LLC New Pier

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
Lake Tahoe	Address 1228/1232 US Highway 50
15. LOCATION OF PROJECT	City - Glenbrook State- NV Zip- 89413
Latitude: ◦N 39.034423 Longitude: ◦W -119.950671	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

State Tax Parcel ID 1418-34-201-002 and -003 Municipality Douglas County

Section - 34 Township - 14N Range - 18E

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

For use of this form, see 33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 08-31-2023

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME
First - Vinton Middle - Last - Hawkins
Company - McMillan House LLC
E-mail Address - vintonhawkins@gmail.com

8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Gary Middle - Last - Furumoto
Company - Sagan Design Group
E-mail Address - gary@sagandesigngroup.com

6. APPLICANT'S ADDRESS:
Address- P.O. Box 6917
City - Incline Village State - NV Zip - 89450 Country - USA

9. AGENT'S ADDRESS:
Address- P.O. Box 6214
City - Tahoe City State - CA Zip - 96145 Country - USA

7. APPLICANT'S PHONE NOs. w/AREA CODE
a. Residence b. Business (916) 642-5487 c. Fax

10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business (530) 320-9898 c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Gary Furumoto to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

DocuSigned by: Vinton Hawkins 767047A4796446... 2024-02-02
SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)
Alling Trust/McMillan House LLC New Pier

13. NAME OF WATERBODY, IF KNOWN (if applicable)
Lake Tahoe

14. PROJECT STREET ADDRESS (if applicable)
Address 1228/1232 US Highway 50
City - Glenbrook State- NV Zip- 89413

15. LOCATION OF PROJECT
Latitude: ∘N 39.034423 Longitude: ∘W -119.950671

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)
State Tax Parcel ID 1418-34-201-002 and -003 Municipality Douglas County
Section - 34 Township - 14N Range - 18E

17. DIRECTIONS TO THE SITE

From Carson City, take US Highway 50 West to Glenbrook. Take a right at 1228 US Highway 50. The proposed pier is lakeward of 1228 and 1232 US Highway 50.

18. Nature of Activity (Description of project, include all features)

We are proposing to construct a new pier, two catwalks, two boatlifts and remove two anchor blocks. New 10 3/4" diameter piling will be driven to 6' depth. 4x6x3/16 steel joists will be supported by steel beams that are attached to the piling. Composite decking will be used as the decking surface. There will be 16.1 s.f. of lake bottom disturbance. Caissons will be installed around the piling. All debris and staging will be contained on a floating amphibious barge. All material transport will be via barge and loaded/offloaded at the Lake Forest Boat Ramp. The project will commence as soon as permits are obtained. The construction is estimated to be completed within eight weeks of commencement.

(24) 10 3/4" piling, (6) HSS4x4x1/4, (2) 2 1/2" pipe columns and (2) W10x49 will be installed (16.1 s.f.).

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

To provide lake access to Lake Tahoe for the owners to meet their recreational demands.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

No discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
N/A	N/A	N/A

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres 16.1 s.f.

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

The project was designed to minimize impacts to Lake Tahoe. BMPs will be installed to minimize and avoid impacts to Lake Tahoe. No other viable alternatives are available to build the pier. No impacts to runoff or pre-project hydrology will occur as a part of this project. Sediment control will be achieved by installation of caissons around the piling during installation as necessary. Stockpiling will occur on the floating barge and protected. Should inclement weather occur, the barge will be stabilized and/or removed from the lake. Construction materials will be stored within the barge and protected from discharge to Lake Tahoe. All waste shall be removed by barge. Spill containment materials will be present during construction should any mechanical fluids be discharged from the barge.

24. Is Any Portion of the Work Already Complete? ☐ Yes ☒ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- 1236 US Highway 50

City - Glenbrook State - NV Zip - 89413

b. Address- 1220 US Highway 50

City - Glenbrook State - NV Zip - 89413

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
TRPA	Shorezone	ERSP2024-0107	01/17/2024		
NDEP BWPC	Working in Waters				
NDEP BWQP	401 Certification				
NDSL	Right of Entry				

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

DocuSigned by:
Ronald Alling 2/2/2024
2EB2559727...
SIGNATURE OF APPLICANT DATE

SIGNATURE OF AGENT 02/02/2024
DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

24. Is Any Portion of the Work Already Complete? ☐ Yes ☒ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- 1236 US Highway 50

City - Glenbrook State - NV Zip - 89413

b. Address- 1220 US Highway 50

City - Glenbrook State - NV Zip - 89413

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

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DocuSigned by:
Vinton Hawkins
767047A479644S1

SIGNATURE OF APPLICANT — DATE: 2/2/2024

SIGNATURE OF AGENT — DATE: 02/02/2024

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

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GRAPHIC SCALE

16 0 8 16 32 64

(IN FEET)
1 inch = 16 ft.

APN 1418-34-201-002

APN 1418-34-201-002

APN 1418-34-201-003

APN 1418-34-201-007

LAKE TAHOE

(E) PIER

61'±

145'± (TO HWL)

240 LAKE FRONTAGE

BACKSHORE BOUNDARY

LOW WATER LINE, 6223.0

HIGH WATER LINE, 6229.1

(E) RESIDENCE

(E) PATH

(E) DECK

6210

6215

6220

6225

6230

6235

6240

106'±

107'±

58'±

135'±

55'±

TRPA PROJECTION LINE

20' SETBACK

(E) NEIGHBOR'S BUOY

PIER TO THE NORTH, 117'

FEED/COVER FISH HABITAT

INSTALL TURBIDITY CURTAIN. ACCESS FOR AMPHIBIOUS BARGE SHALL BE PROVIDED AND SHALL BE SECURELY CLOSED AFTER ENTRY. THE TURBIDITY CURTAIN SHALL ONLY BE INSTALLED AT THE DIRECTION OF THE TRPA INSPECTOR. THE AMPHIBIOUS VEHICLE SHALL NOT ACCESS THE SHORELINE AT ANY TIME.

170'-0"

47'

30'

3'

2'-6"

10'

(P) PIER, 6232.0

INSTALL A 5' X 5' AREA OF 6" TO 8" COBBLES O/ GRAVEL SUBSTRATE AS A FEED/COVER FISH HABITAT

(P) 10 3/4" Ø PILING, TYP. OF (24)

(P) 8,000# BOATLIFT, TYP.

(P) HSS 4X4X1/4, TYP. OF (6)

(P) ADJUSTABLE CATWALK, TYP.

(P) 2 1/2"Ø PIPE COLUMN, TYP. OF (2)

(P) DG PATH

BACKSHORE BOUNDARY

P1"/10'
P18"/9'
P14"/8'
P20"/8'
P20"/10'
P24"/12'
P18"/8'
P20"/9'

(E) LAWN

(E) NEIGHBOR'S BUOY

(E) BUOY (#10277, MOORING #9726)
39.0342, -119.9522

115'

(E) BUOY (#10277, MOORING #13019)
39.0342, -119.9520
TO BE CONVERTED TO 6000# BOATLIFT

20' SETBACK

(E) BUOY (#10368, MOORING #9725)
39.034128, -119.952049

TRPA PROJECTION LINE

110'

(E) BUOY (#10368, MOORING #9724)
39.033889, -119.951901
TO BE CONVERTED TO 6000# BOATLIFT

PIER TO THE SOUTH, 120'

TRPA PIERHEAD LINE

(E) PIER

(E) ROCKS

SAGAN DESIGN GROUP
THOMPSON & FURUMOTO, INC.

PLANNING DESIGN ENGINEERING
P.O. BOX 6214 TAHOE CITY CA 96145
530 583 0348 sagandesigngroup.com

GARY T. FURUMOTO
STATE OF NEVADA
No. 12082
PROFESSIONAL ENGINEER
CIVIL
2/6/24
Exp 6/30/25

ISSUES AND REVISIONS

No.	Date	Issue and Revision	By	Check
1	FEB. 6, 2024	SUBMITTAL	GF	GF

NEW PIER FOR

ALLING TRUST AND
McMILLAN HOUSE LLC
1228 AND 1232 US HWY 50
GLENBROOK
DOUGLAS COUNT, NV
APN 1418-34-201-002
AND 1418-34-201-003

DESCRIPTION

SITE PLAN

SCALE 1" = 16'
PROJECT NO. B23-86

1

Pier BMPs

1. Caissons shall be installed around piling during installation when water is present.
2. Visual turbidity monitoring during construction and removal of the boat ramp will occur and turbidity curtains shall be installed if necessary.
3. If construction occurs when dry, a self-contained amphibious vehicle shall be used and down-grade erosion control/silt fencing shall be installed. If soil disturbance is observed, steel six-foot square mats shall be used.
4. All debris and staging shall be contained on the barge and protected from discharge to the lake.
5. Should inclement weather occur, the barge shall be stabilized and/or removed from the lake and the site shall be fully winterized.
6. All work performed between October 15th and May 1st shall be conducted in a manner that the project can be winterized within 48 hours. Winterization shall include the prevention of material discharge from the site without maintenance. All exposed soils shall be covered with visqueen, erosion protection blankets, or mulch and include perimeter sediment controls such as fiber logs or silt fence.
7. All material transport shall be via barge and loaded/offloaded at Lake Forest Boat Ramp.
8. Spill containment materials shall be present on the barge during construction.
9. The barge shall be monitored for leaks and inspected after each construction day.
10. Any debris shall be skimmed from the lake surface and retrieved and removed. All organic debris shall be disposed of at an approved sanitary landfill or recycled.

Source Control and Spill Prevention Measures

1. Construction materials shall be stored within the barge and protected from discharge to Lake Tahoe. The barge shall be checked and maintained daily to prevent leaks of hazardous materials. Spill containment materials including oil absorbent pillows and pads shall be present during construction should any mechanical fluids be discharged from the barge.
2. Fueling of the barge shall occur offsite. Fueling of other equipment shall be completed on the barge with personnel present to detect and contain spills.
3. To reduce the chances of a spill entering surface waters, a secondary containment (i.e. kiddie pool) unit will be located on board the barge for the storage of hydraulic fluids, equipment fuel, etc.
4. All waste shall be stored in secure containers on the barge. Waste shall be removed by barge to appropriate facilities. No disposal of any waste shall occur onsite.
5. After construction, no stains shall be applied to any materials. No materials shall be discharged to Lake Tahoe.
6. Any debris shall be skimmed from the lake surface and retrieved and removed. All organic debris shall be disposed of at an approved sanitary landfill or recycled.
7. No containers of fuel, paint or other hazardous materials shall be stored on the pier when not in immediate use. No construction materials shall be stored on the shoreline.
8. A spill response kit shall be on-site at all times.
9. Caissons shall be installed around piling during installation/removal when water is present.
10. Visual turbidity monitoring during construction will occur and turbidity curtains shall be installed if necessary.
11. If construction occurs when dry, a self-contained amphibious vehicle shall be used and down-grade erosion control/silt fencing shall be installed. If soil disturbance is observed, steel six-foot square mats shall be used.
12. All debris and staging shall be contained on the barge and protected from discharge to the lake.
13. Should inclement weather occur, the barge shall be stabilized and/or removed from the lake and the site shall be fully winterized.
14. All work performed between October 15th and May 1st shall be conducted in a manner that the project can be winterized within 48 hours. Winterization shall include the prevention of material discharge from the site without maintenance. All exposed soils shall be covered with visqueen, erosion protection blankets, or mulch and include perimeter sediment controls such as fiber logs or silt fence.
15. All material transport shall be via barge and loaded/offloaded at the Lake Forest Boat Ramp.
16. The barge shall be monitored for leaks and inspected after each construction day.

TRPA NOTES

1) ALL STEEL PILING, BEAMS, JOISTS AND CATWALK SHALL BE PAINTED MATTE MEDIUM TO DARK GRAY.

2) CAISSONS SHALL BE INSTALLED AROUND PILING DURING INSTALLATION AND REMOVAL (INCLUDING PINNING) PER THE DISCRETION OF THE TRPA INSPECTOR UPON A PREGRADE INSPECTION. A FLOATING FINE MESH FABRIC SCREEN OR OTHER MATERIAL AUTHORIZED BY TRPA SHALL BE INSTALLED UNDERNEATH THE PIER DECKING TO CAPTURE ANY FALLEN MATERIALS DURING PIER DEMOLITION AND RECONSTRUCTION AND MAY BE REMOVED ONLY AT THE DISCRETION OF THE TRPA INSPECTOR.

3) AN AMPHIBIOUS BARGE WITH CRANE SHALL BE USED. ACCESS POINTS ASSOCIATED WITH PIER CONSTRUCTION ACTIVITIES SHALL OCCUR FROM THE LAKE BY BARGE. DELIVERY, REMOVAL AND STAGING OF ALL CONSTRUCTION EQUIPMENT AND MATERIALS SHALL OCCUR ON THE BARGE. NO CONTAINERS OF FUEL, PAINT OR OTHER HAZARDOUS MATERIALS MAY BE STORED ON THE PIER OR SHORELINE.

4) NO STAGING ACTIVITY IS AUTHORIZED ON THE SHORELINE. CONSTRUCTION ACCESS BY LAND FOR PIER RECONSTRUCTION ACTIVITIES SHALL BE SUBJECT TO TRPA REVIEW AND APPROVAL PRIOR TO CONSTRUCTION AND SHALL BE LIMITED TO EXISTING ACCESS OR DISTURBED AREAS.

5) SPILL CONTAINMENT MATERIALS SHALL BE PRESENT DURING CONSTRUCTION ACTIVITIES.

6) NO STAINS SHALL BE APPLIED TO MATERIALS.

7) CONSTRUCTION RELATED DISTURBANCE (TEMPORARY OR PERMANENT) TO THE LAKE SUBSTRATE IS PROHIBITED EXCEPT FOR DISTURBANCE ASSOCIATED WITH THE INSTALLATION OF BOLTS OR SIMILAR DEVICES NECESSARY TO ANCHOR THE APPROVED STRUCTURAL SUPPORT AND FENDER PILINGS. EXISTING BOULDERS IN LAKE TAHOE SHALL NOT BE REMOVED OR RELOCATED. CONSTRUCTION ACTIVITIES SHALL NOT INCREASE WATER TURBIDITY NOR CAUSE ANY SUSPENSION OF ANY LAKE SEDIMENTS IN THE WATERS OF LAKE TAHOE.

8) NO NEW BUOYS ARE AUTHORIZED AS A PART OF THIS PIER MODIFICATION PROJECT.

COVERAGE CALCULATIONS - APN 1418-34-201-002

ALLOWABLE COVERAGE

TOTAL LOT AREA		88,007 S.F.
BASE ALLOWABLE COVERAGE (LCAP2016-0389)		
CLASS 4	35,304 S.F. @ 20% =	7,061 S.F.
CLASS 6	52,703 S.F. @ 30% =	15,811 S.F.
TOTAL		22,872 S.F.

EXISTING COVERAGE (SEE ERSP2014-0769)

MAIN RESIDENCE	3,019 S.F.
ENCLOSED AND RAISED WALK	133 S.F.
MAIN GARAGE	862 S.F.
WOOD WALKS, DECKS AND STEPS	1,102 S.F.
CONCRETE PADS, STOOPS AND STEPS	192 S.F.
STONE PATHS	231 S.F.
GUEST HOUSE/GARAGE	1,247 S.F.
AC DRIVEWAY/PARKING	5,639 S.F.
BANKED	113 S.F.
TOTAL	12,538 S.F.

PROPOSED COVERAGE

MAIN RESIDENCE	3,019 S.F.
ENCLOSED AND RAISED WALK	133 S.F.
MAIN GARAGE	862 S.F.
WOOD WALKS, DECKS AND STEPS	1,102 S.F.
CONCRETE PADS, STOOPS AND STEPS	192 S.F.
STONE PATHS	231 S.F.
GUEST HOUSE/GARAGE	1,247 S.F.
AC DRIVEWAY/PARKING	5,639 S.F.
DG PATH AND STAIRS	153 S.F.
TOTAL	12,578 S.F.

COVERAGE CALCULATIONS - APN 1418-34-201-003

ALLOWABLE COVERAGE

TOTAL LOT AREA		119,326 S.F.
BASE ALLOWABLE COVERAGE		
CLASS 1b	1,678 S.F. @ 1% =	17 S.F.
CLASS 1c	7,635 S.F. @ 1% =	76 S.F.
CLASS 4	14,666 S.F. @ 20% =	2,933 S.F.
CLASS 6	95,347 S.F. @ 30% =	28,604 S.F.
TOTAL		31,630 S.F.

EXISTING COVERAGE (SEE 19870477STD)

BUILDINGS	4,375 S.F.
PAVING	11,690 S.F.
DECKS	762 S.F.
WALKS	246 S.F.
OTHER	4,600 S.F.
TOTAL	21,673 S.F.

PROPOSED COVERAGE

BUILDINGS	4,375 S.F.
PAVING	11,690 S.F.
DECKS	762 S.F.
WALKS	246 S.F.
OTHER	4,600 S.F.
DG PATH AND STAIRS	171 S.F.
TOTAL	21,844 S.F.

SAGAN DESIGN GROUP
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REGISTERED PROFESSIONAL ENGINEER STATE OF NEVADA
No. 12082
GARY T. FURUMOTO
2/6/24
CIVIL
Exp 6/30/25

ISSUES AND REVISIONS

No.	Date	Issue and Revision	By	Check
1	JAN. 17, 2024	SUBMITTAL	GF	GF

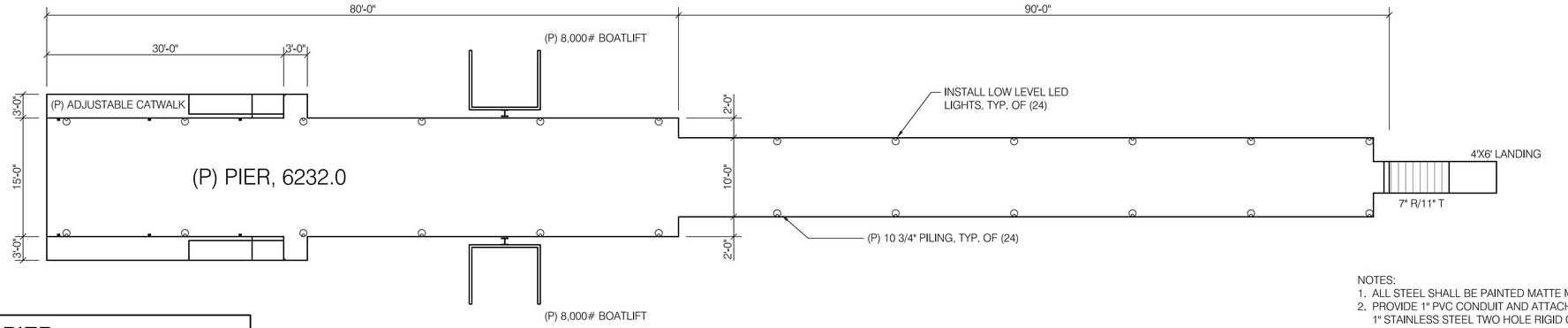
NEW PIER FOR
ALLING TRUST AND
McMILLAN HOUSE LLC
1228 AND 1232 US HWY 50
GLENBROOK
DOUGLAS COUNT, NV
APN 1418-34-201-002
AND 1418-34-201-003

DESCRIPTION

NOTES

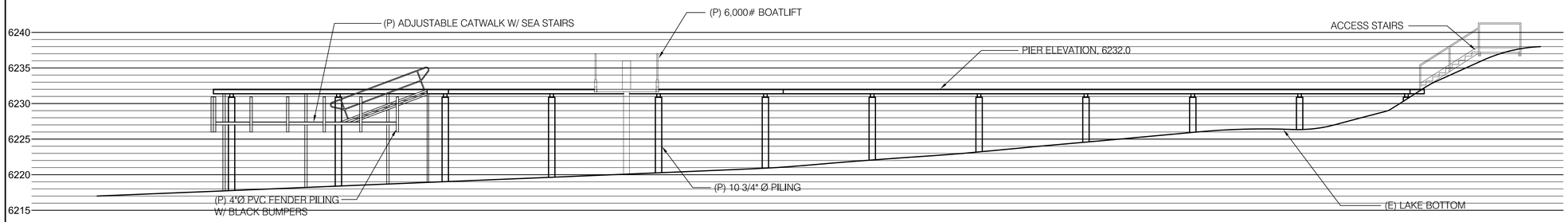
SCALE N/A
PROJECT NO. B23-86

2

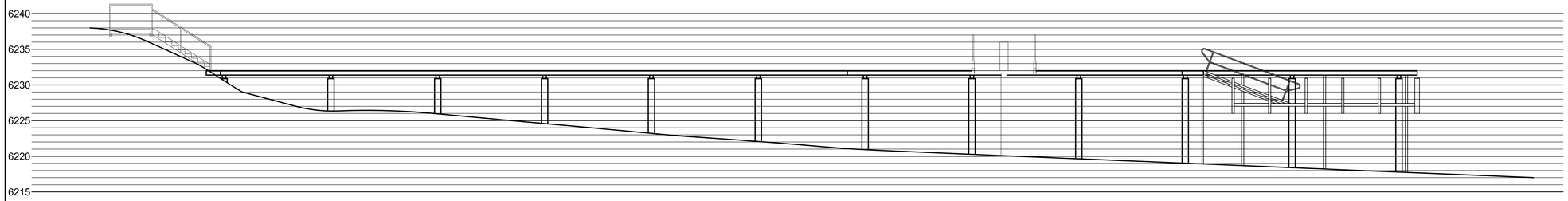


NOTES:
1. ALL STEEL SHALL BE PAINTED MATTE MEDIUM TO DARK GRAY.
2. PROVIDE 1" PVC CONDUIT AND ATTACH TO JOISTS WITH 1" STAINLESS STEEL TWO HOLE RIGID CONDUIT CLIPS.

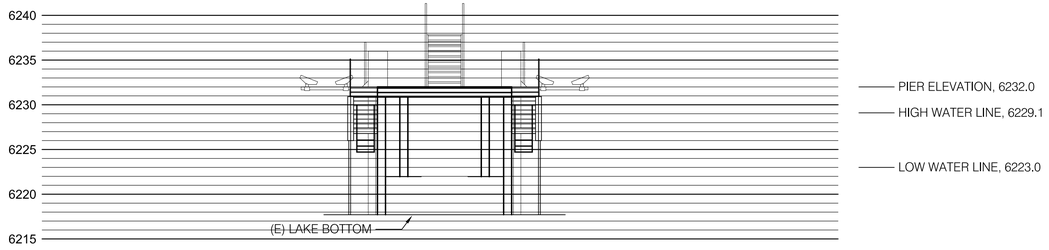
1 PROPOSED PIER



2 PROPOSED SOUTH ELEVATION



3 PROPOSED NORTH ELEVATION



4 PROPOSED WEST ELEVATION

PROPOSED VISIBLE AREA

	NORTH	WEST	TOTAL
PIER/CATWALK	181.8 S.F.	53.3 S.F.	235.1 S.F.
RAILING	4.5 S.F.	0.7 S.F.	5.2 S.F.
LADDER	0.0 S.F.	1.2 S.F.	1.2 S.F.
BOATLIFTS	14.5 S.F.	33.5 S.F.	48.0 S.F. (166.0 S.F.)
STAIRS	16.7 S.F.	14.1 S.F.	30.8 S.F.

LAKE BOTTOM DISTURBANCE

PROPOSED	16.1 S.F.

SAGAN DESIGN GROUP
THOMPSON & FURUMOTO, INC.
PLANNING DESIGN ENGINEERING
P.O. BOX 6214 TAHOE CITY CA 96145
530 583 0348 sagandesigngroup.com

REGISTERED PROFESSIONAL ENGINEER STATE OF NEVADA
GREGORY T. FURUMOTO
2/6/24
CIVIL
No. 12082
Exp 6/30/25

ISSUES AND REVISIONS

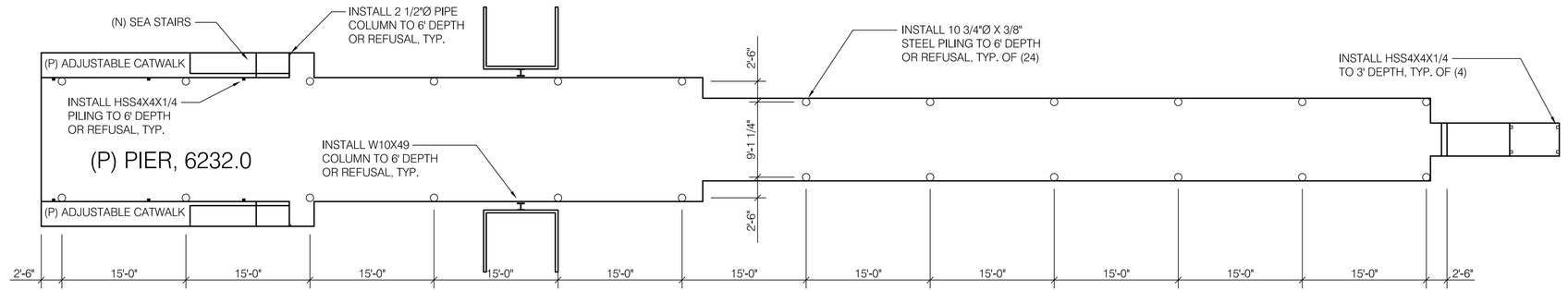
No.	Date	Issue and Revision	By	Check
1	JAN. 17, 2024	SUBMITTAL	GF	GF

NEW PIER FOR
ALLING TRUST AND
McMILLAN HOUSE LLC
1228 AND 1232 US HWY 50
GLENBROOK
DOUGLAS COUNT, NV
APN 1418-34-201-002
AND 1418-34-201-003

DESCRIPTION
(P) PLAN AND ELEVATIONS

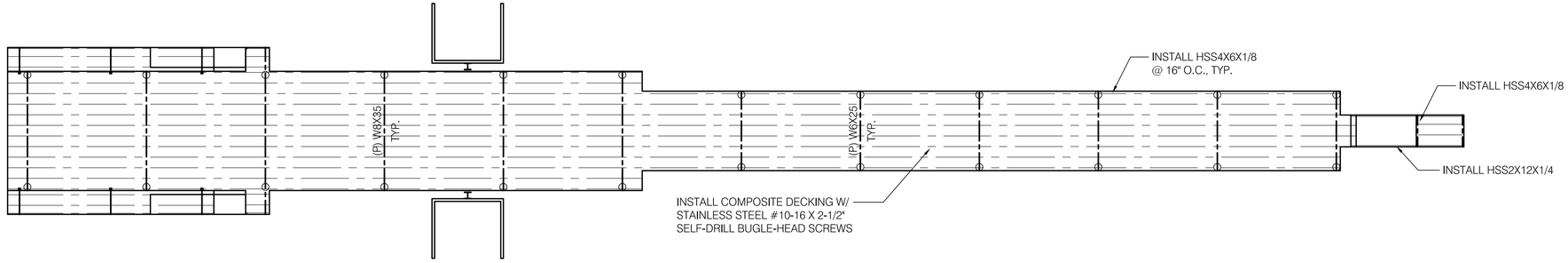
SCALE 1/8" = 1'-0"
PROJECT NO. B23-86

3

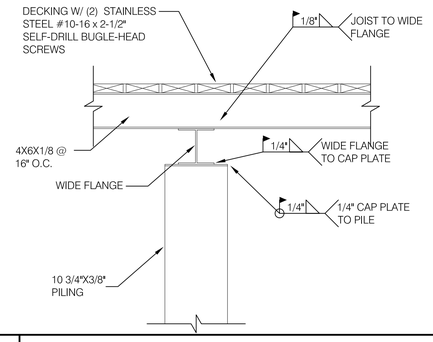


NOTES:
1. STEEL PILING SHALL BE INSTALLED WITH AN EXCAVATOR MOUNTED VIBRATORY HAMMER AND DRIVEN UNTIL PILING HIT REFUSAL. PILING SHALL HAVE A MINIMUM EMBEDMENT DEPTH OF SIX FEET.
2. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO COMMENCEMENT OF DRIVING PILING AND SHALL KEEP A WRITTEN RECORD OF ALL PILE DRIVING.

1 PILING PLAN



2 FRAMING PLAN



3 CONNECTION DETAIL, N.T.S.

BUILDING CODE INFORMATION

APPLICABLE CODES

2018 INTERNATIONAL BUILDING CODE	(2018 IBC)
2018 INTERNATIONAL RESIDENTIAL CODE	(2018 IRC)
2017 NATIONAL ELECTRICAL CODE	(2017 NEC)

DESIGN CRITERIA

1. FOUNDATION DESIGN.
   1.1. ALLOWABLE BEARING PRESSURES = 1500 PSF
   1.2. THE E.O.R. IS NOT RESPONSIBLE FOR THE ADEQUACY OF THE FOUNDING SOILS.
2. SEISMIC DESIGN
   2.1. SEISMIC ZONE = D
3. WIND LOADS
   3.1. EXPOSURE B
   3.2. BASIC WIND SPEED = 130 MPH
4. GRAVITY LOADS
   4.1. SNOW LOADS
      4.1.1. GROUND SNOW LOAD = 190 PSF
   4.2. LIVE LOADS
      4.2.1. FLOOR LOAD = 40 PSF
   4.3. DEAD LOADS
      4.3.1. FLOOR LOAD = 10 PSF

SAGAN DESIGN GROUP
THOMPSON & FURUMOTO, INC.
PLANNING DESIGN ENGINEERING
P.O. BOX 6214 TAHOE CITY CA 96145
530 583 0348 sagandesigngroup.com

GARY T. FURUMOTO 2/6/24 CIVIL No. 12082 PROFESSIONAL ENGINEER STATE OF NEVADA
Exp 6/30/25

ISSUES AND REVISIONS

No.	Date	Issue and Revision	By	Check
1	JAN. 17, 2024	SUBMITTAL	GF	GF

NEW PIER FOR
ALLING TRUST AND
McMILLAN HOUSE LLC
1228 AND 1232 US HWY 50
GLENBROOK
DOUGLAS COUNT, NV
APN 1418-34-201-002
AND 1418-34-201-003

DESCRIPTION
STRUCTURAL PLANS

SCALE 1/8" = 1'-0"
PROJECT NO. B23-86

4