



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). | 2/5/2024 |
| <i>Note: If a pre-filing meeting has not been requested, please schedule a pre-filing meeting with NDEP BWQP.</i> | |

| B. Contact Information | | | |
|---|------|-----------------------------|--|
| Project Proponent Information | | | |
| Company Name: Roger Hogan, HFP LTD | | Address: 4639 Brighton Road | |
| Applicant Name: Roger Hogan | | City: Corona Del Mar | |
| Phone: (714) 715-5030 | Fax: | State: CA | |
| Email: ohhogie@aol.com | | Zip Code: 92625 | |
| 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: Roger Hogan/HFP LTD New Pier | | Name of receiving waterbody: Lake Tahoe | |
| Address: 1850 and 1860 U.S. Highway 50 | | Type of waterbody present at project location (<i>select all that apply</i>): <input type="checkbox"/> Perennial River or Stream <input type="checkbox"/> Intermittent River or Stream <input type="checkbox"/> Ephemeral River or Stream <input checked="" type="checkbox"/> Lake/Pond/Reservoir <input type="checkbox"/> Wetland <input type="checkbox"/> Other: _____ | |
| City: Glenbrook | | | |
| County: Douglas | | | |
| State: NV | | | |
| Zip Code: 89413 | | | |
| Latitude (UTM or Dec/Deg): 39.07728 | | Longitude (UTM or Dec/Deg): -119.94727 | |
| Township: 14N | Range: 18E | Section: 15 | ¼ Section: NW |

| Project Details | | |
|--|--|--------------------------------|
| Project purpose: | Construct a new multiple-parcel pier. Remove (2) mooring buoys and anchor blocks. | |
| 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 174' long x 10' wide pier, the last 61' will be 15' wide, (1) catwalk, (1) 6,000# boatlift, (1) 12,000# boatlift and remove two existing anchor blocks. (32) new 10 3/4" diameter piling, (3) 4x4x1/4 piling, (1) 2.5" pipe column and (3) W10x49 will be driven to 6' depth. The mooring buoy anchor blocks will be removed with a crane on top of a barge. | |
| Estimate the nature, specific location, and number of discharge(s) expected to be authorized by the proposed activity: | 20.8 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): | 0.10 acres | |
| Total distance of impact to regulated waterbodies (linear feet): | 235 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) | 20.8 s.f. (area of new piling) |
| 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. | |

| | |
|---|---|
| <p>Describe the Best Management Practices (BMPs) to be implemented to avoid and/or minimize impacts to regulated waters:</p> <p>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.</p> | <p>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.</p> |
| <p>Describe how the activity has been designed to avoid and/or minimize adverse effects, both temporary and permanent, to regulated waters:</p> | <p>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.</p> |
| <p>Describe any compensatory mitigation planned for this project (if applicable):</p> | <p>N/A</p> |

D. Signature

Name and Title (Print): *President*

Phone Number:

Date:

Roger Hogan HFP LTD

714-715-5030

2/7/2024

[Handwritten Signature]
 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/>).

Hogan/HFP LTD New Pier
1850 and 1860 US Highway 50
APN 1418-15-201-006 and 1418-15-601-003
February 2024

Project Description

The owners were awarded a multiple-parcel pier allocation (TRPA File No. PREC2023-0548) through the 2023 pier lottery. They are proposing to construct a new pier between 1850 and 1860 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 235' and a width of 10'. The last 61' of the pier will be 15' wide with a 3' adjustable catwalk. 6,000# and 12,000# 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 will be landward of the pierhead line. The pier is located in an area mapped as "Marginal Habitat" by TRPA. Lake bottom disturbance will be 20.8 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 with double piling at the end 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 a 1000# drop hammer.

The construction site and barge area will 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.

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 removal of the existing piling and 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 small 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 284.7 s.f. for the pier and catwalk, 4.1 s.f. for the railing, 0.4 s.f. for ladder and 166.0 s.f. for the two boatlifts. All steel and proposed fender piling will be painted matte black.

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

The proposed project does not include any changes to the upland property.

BMPs have been evaluated per BMPM2022-0001 and are in the process of being completed.

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 and Marginal Habitat. Lake bottom disturbance only occurs in the Marginal Habitat. Lakebed substrate in the area is almost entirely comprised of small cobbles 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 eleven 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 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 and Marginal Habitat. Lake bottom disturbance only occurs in the Marginal Habitat. Lakebed substrate in the area is almost entirely comprised of small cobbles, decomposed granitic (DG) sands and gravel. 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 eleven feet (at high water, 6229.1’).

The nearest tributary to the project is North Logan House Creek which is approximately 3,000 feet to the southeast.

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 north 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 North Logan House Creek, approximately 3,000 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 eleven 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 USFWS.

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 the 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 will be completed this year.

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. 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.
4. After construction, no stains shall be applied to any materials. No materials shall be discharged to Lake Tahoe.
5. Spills must be reported to the appropriate agencies as soon as possible. A list of all agencies shall be present on the barge at all times.
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 or another 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 June 28, 2024.

The general process of construction includes the following:

1. Site visit prior to construction, April 22 – April 26, 2024
2. Commencement of construction, April 22 – April 26, 2024
3. Visual clearance survey, April 22 – April 26, 2024
4. Mobilization and installation of BMPs, April 22 – April 26, 2024
5. Installation of new steel piling, April 29 – May 10, 2024
6. Installation of beams and joists, May 13 – May 24, 2024
7. Installation of adjustable catwalk, May 27 – June 7, 2024
8. Installation of decking, June 10 – June 21, 2024
9. Installation of boatlift, June 24 – June 28, 2024
10. Adjustments will be made pending weather delays and agency approvals
11. Completion of construction, June 28, 2024

Construction Cost Estimate

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

| <u>Item</u> | <u>Quantity</u> | <u>Unit</u> | <u>Unit Cost</u> | <u>Amount</u> |
|----------------|-----------------|-------------|------------------|---------------|
| 10 3/4" Piling | 512 | L.F. | \$32.40 | \$16,588.80 |
| HSS 4x4x1/4 | 60 | L.F. | \$4.80 | \$288.00 |
| 2 1/2" PC | 19 | L.F. | \$4.00 | \$76.00 |
| W6x25 | 120 | L.F. | \$20.00 | \$2,400.00 |
| W8x35 | 75 | L.F. | \$28.00 | \$2,100.00 |
| W10x49 | 63 | L.F. | \$40.00 | \$2,520.00 |
| 4x6x1/8 | 1,060 | L.F. | \$6.50 | \$6,890.00 |
| Decking | 5,508 | L.F. | \$2.00 | \$11,016.00 |
| | | | Total | \$41,878.80 |

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 a 1000# drop 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 small cobbles and decomposed granitic (DG) sands. 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.

ISSUES AND REVISIONS

| No. | Date | Issue and Revision | By | Check |
|-----|---------------|--------------------|----|-------|
| 1 | SEPT. 6, 2023 | TRPA SUBMITAL | GF | GF |
| 2 | JAN. 12, 2024 | REVISION | GF | GF |

NEW PIER FOR
ROGER HOGAN AND HFP LTD
1850 AND 1860 US HWY 50
GLENBROOK
DOUGLAS COUNTY
NEVADA
APN. 1418-15-601-003
AND 1418-15-201-006

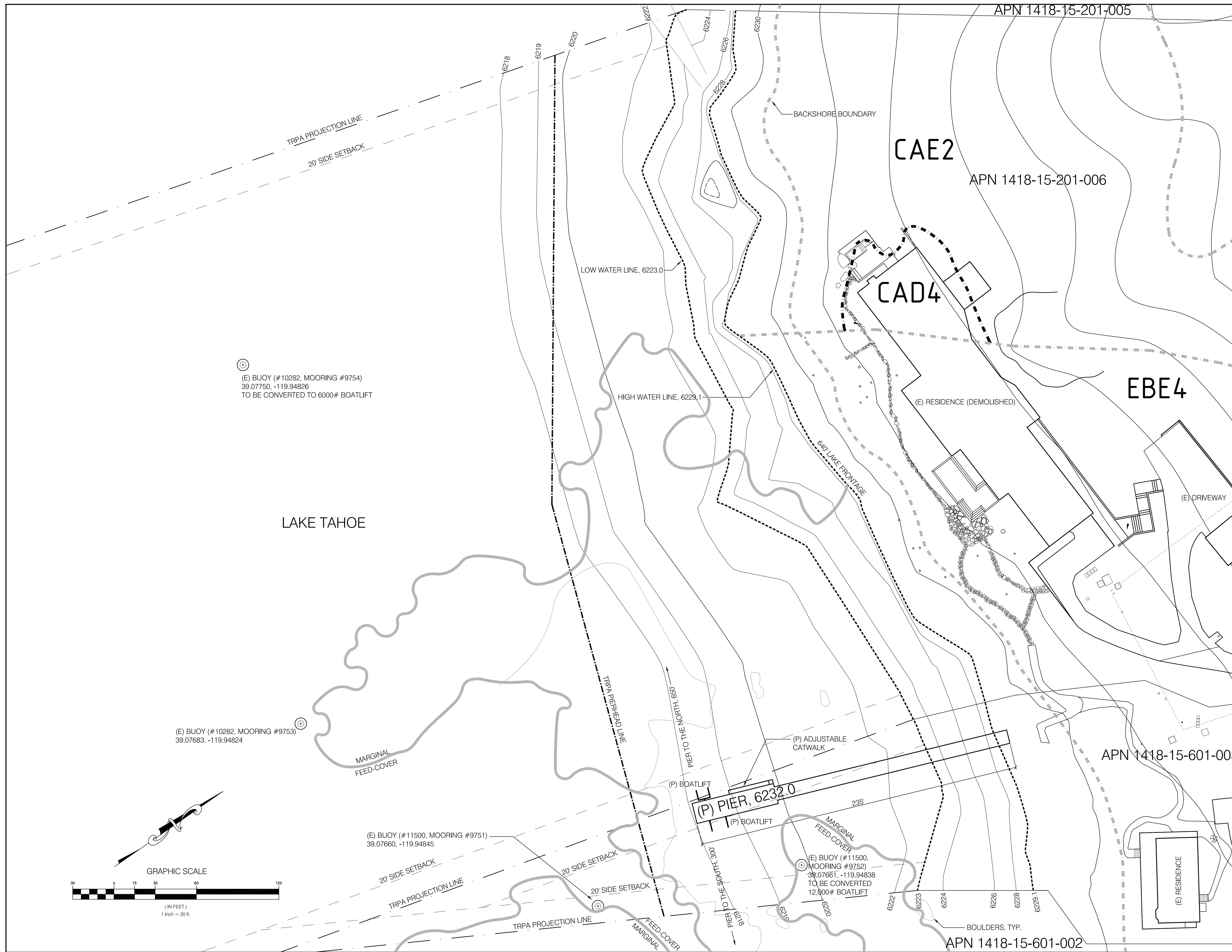
© 2023
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN
CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE
DESIGNER AND MAY NOT BE DUPLICATED, USED OR
DISCLOSED WITHOUT WRITTEN CONSENT OF THE DESIGNER.

DESCRIPTION

SITE PLAN

SCALE 1" = 30'
PROJECT NO. B23-65

1



Pier BMPs

- Caissons shall be installed around piling during installation when water is present.
- Visual turbidity monitoring during construction and removal of the boat ramp will occur and turbidity curtains shall be installed if necessary.
- 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.
- All debris and staging shall be contained on the barge and protected from discharge to the lake.
- Should inclement weather occur, the barge shall be stabilized and/or removed from the lake and the site shall be fully winterized.
- 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.
- All material transport shall be via barge and loaded/offloaded at Lake Forest Boat Ramp.
- Spill containment materials shall be present on the barge during construction.
- The barge shall be monitored for leaks and inspected after each construction day.
- 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

- 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.
- 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.
- 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.
- After construction, no stains shall be applied to any materials. No materials shall be discharged to Lake Tahoe.
- Spills must be reported to the appropriate agencies as soon as possible. A list of all agencies shall be present on the barge at all times.
- 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.
- 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.
- A spill response kit shall be on-site at all times.

ISSUES AND REVISIONS

| No. | Date | Issue and Revision | By | Check |
|-----|---------------|--------------------|----|-------|
| 1 | SEPT. 6, 2023 | TRPA SUBMITTAL | GF | GF |
| 2 | JAN. 12, 2024 | REVISION | GF | GF |

TRPA NOTES

- ALL STEEL PILING, BEAMS, JOISTS AND CATWALK SHALL BE PAINTED MATTE MEDIUM TO DARK GRAY.
- CAISSONS SHALL BE INSTALLED AROUND PILING DURING INSTALLATION (INCLUDING PINNING) PER THE DISCRETION OF THE TRPA INSPECTOR UPON A PREGRADE INSPECTION.
- A TURBIDITY CURTAIN SHALL BE INSTALLED AROUND THE BOAT RAMP DURING REMOVAL.
- 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.
- 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.
- SPILL CONTAINMENT MATERIALS SHALL BE PRESENT DURING CONSTRUCTION ACTIVITIES.
- NO STAINS SHALL BE APPLIED TO MATERIALS.
- 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 PILING. 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.
- NO NEW BUOYS ARE AUTHORIZED AS A PART OF THIS PIER MODIFICATION PROJECT.

COVERAGE CALCULATIONS - APN 1418-15-201-006

| ALLOWABLE COVERAGE | | | | | | |
|---|----------------------|---------------|---------------|---------------|---------------|--------------|
| TOTAL LOT AREA | | | | | | 375,417 S.F. |
| BASE ALLOWABLE COVERAGE | | | | | | |
| CLASS 1b | 21,247 S.F. @ 1% = | | | | | 212 S.F. |
| CLASS CaE (2) | 104,321 S.F. @ 1% = | | | | | 1,043 S.F. |
| CLASS CaD (4) | 140,387 S.F. @ 20% = | | | | | 28,077 S.F. |
| CLASS EbE (4) | 75,230 S.F. @ 20% = | | | | | 15,046 S.F. |
| CLASS EbC (6) | 34,232 S.F. @ 30% = | | | | | 10,270 S.F. |
| TOTAL | | | | | | 54,648 S.F. |
| EXISTING COVERAGE (SEE LLAD2015-0137) | | | | | | |
| | CLASS 1b | CLASS CaE (2) | CLASS CaD (4) | CLASS EbE (4) | CLASS EbC (6) | TOTAL |
| MAIN RESIDENCE (DEMOLISHED) | 0 S.F. | 0 S.F. | 3,219 S.F. | 9,159 S.F. | 0 S.F. | 12,378 S.F. |
| PATIO | 0 S.F. | 0 S.F. | 0 S.F. | 1,242 S.F. | 0 S.F. | 1,242 S.F. |
| ENTRY | 0 S.F. | 0 S.F. | 0 S.F. | 1,030 S.F. | 0 S.F. | 1,030 S.F. |
| WALL | 0 S.F. | 0 S.F. | 0 S.F. | 72 S.F. | 0 S.F. | 72 S.F. |
| PAVED ROAD | 0 S.F. | 0 S.F. | 0 S.F. | 6,344 S.F. | 0 S.F. | 6,344 S.F. |
| GARAGE | 0 S.F. | 0 S.F. | 0 S.F. | 1,315 S.F. | 0 S.F. | 1,315 S.F. |
| WALKWAY | 0 S.F. | 0 S.F. | 0 S.F. | 377 S.F. | 0 S.F. | 377 S.F. |
| ROCK WALKWAY | 0 S.F. | 0 S.F. | 109 S.F. | 1,530 S.F. | 0 S.F. | 1,639 S.F. |
| ROCK PATH | 0 S.F. | 0 S.F. | 0 S.F. | 130 S.F. | 0 S.F. | 130 S.F. |
| DIRT ROAD | 0 S.F. | 0 S.F. | 6,104 S.F. | 0 S.F. | 1,596 S.F. | 7,700 S.F. |
| PROPANE | 0 S.F. | 0 S.F. | 0 S.F. | 0 S.F. | 64 S.F. | 64 S.F. |
| PATIO/TUB | 0 S.F. | 230 S.F. | 533 S.F. | 0 S.F. | 0 S.F. | 763 S.F. |
| DECK | 0 S.F. | 348 S.F. | 270 S.F. | 0 S.F. | 0 S.F. | 618 S.F. |
| BANKED | 0 S.F. | 0 S.F. | 0 S.F. | 193 S.F. | 0 S.F. | 193 S.F. |
| TOTAL | 0 S.F. | 578 S.F. | 10,235 S.F. | 21,392 S.F. | 1,660 S.F. | 33,865 S.F. |
| PROPOSED COVERAGE | | | | | | |
| | CLASS 1b | CLASS CaE (2) | CLASS CaD (4) | CLASS EbE (4) | CLASS EbC (6) | TOTAL |
| MAIN RESIDENCE (DEMOLISHED) | 0 S.F. | 0 S.F. | 3,219 S.F. | 9,159 S.F. | 0 S.F. | 12,378 S.F. |
| PATIO | 0 S.F. | 0 S.F. | 0 S.F. | 1,242 S.F. | 0 S.F. | 1,242 S.F. |
| ENTRY | 0 S.F. | 0 S.F. | 0 S.F. | 1,030 S.F. | 0 S.F. | 1,030 S.F. |
| WALL | 0 S.F. | 0 S.F. | 0 S.F. | 72 S.F. | 0 S.F. | 72 S.F. |
| PAVED ROAD | 0 S.F. | 0 S.F. | 0 S.F. | 6,344 S.F. | 0 S.F. | 6,344 S.F. |
| GARAGE | 0 S.F. | 0 S.F. | 0 S.F. | 1,315 S.F. | 0 S.F. | 1,315 S.F. |
| WALKWAY | 0 S.F. | 0 S.F. | 0 S.F. | 377 S.F. | 0 S.F. | 377 S.F. |
| ROCK WALKWAY | 0 S.F. | 0 S.F. | 109 S.F. | 1,530 S.F. | 0 S.F. | 1,639 S.F. |
| ROCK PATH | 0 S.F. | 0 S.F. | 0 S.F. | 130 S.F. | 0 S.F. | 130 S.F. |
| DIRT ROAD | 0 S.F. | 0 S.F. | 6,104 S.F. | 0 S.F. | 1,596 S.F. | 7,700 S.F. |
| PROPANE | 0 S.F. | 0 S.F. | 0 S.F. | 0 S.F. | 64 S.F. | 64 S.F. |
| PATIO/TUB | 0 S.F. | 230 S.F. | 533 S.F. | 0 S.F. | 0 S.F. | 763 S.F. |
| DECK | 0 S.F. | 348 S.F. | 270 S.F. | 0 S.F. | 0 S.F. | 618 S.F. |
| BANKED | 0 S.F. | 0 S.F. | 0 S.F. | 193 S.F. | 0 S.F. | 193 S.F. |
| TOTAL | 0 S.F. | 578 S.F. | 10,235 S.F. | 21,392 S.F. | 1,660 S.F. | 33,865 S.F. |
| EXCESS COVERAGE MITIGATED PER ERSXXXX, XXX S.F. | | | | | | |

COVERAGE CALCULATIONS - APN 1418-15-601-003

| ALLOWABLE COVERAGE | | | | | | |
|---|----------------------|---------------|---------------|---------------|-------------|--------------|
| TOTAL LOT AREA | | | | | | 716,140 S.F. |
| BASE ALLOWABLE COVERAGE | | | | | | |
| CLASS 1b | 10,033 S.F. @ 1% = | | | | | 100 S.F. |
| CLASS CaD (4) | 16,090 S.F. @ 20% = | | | | | 3,218 S.F. |
| CLASS EbE (4) | 428,376 S.F. @ 20% = | | | | | 85,675 S.F. |
| CLASS EbC (6) | 261,641 S.F. @ 30% = | | | | | 78,492 S.F. |
| TOTAL | | | | | | 167,485 S.F. |
| EXISTING COVERAGE (SEE LLAD2015-0137) | | | | | | |
| | CLASS 1b | CLASS CaD (4) | CLASS EbE (4) | CLASS EbC (6) | TOTAL | |
| DEEDED ROAD TO NEIGHBOR | 0 S.F. | 0 S.F. | 1,891 S.F. | 3,511 S.F. | 5,402 S.F. | |
| SWEDE'S HOUSE | 0 S.F. | 0 S.F. | 2,527 S.F. | 0 S.F. | 2,527 S.F. | |
| SWEDE'S DECK | 0 S.F. | 0 S.F. | 188 S.F. | 0 S.F. | 188 S.F. | |
| SWEDE'S GRAVEL WALK | 0 S.F. | 0 S.F. | 1,630 S.F. | 0 S.F. | 1,630 S.F. | |
| GUEST HOUSE | 0 S.F. | 0 S.F. | 1,877 S.F. | 0 S.F. | 1,877 S.F. | |
| GUEST HOUSE DECK | 0 S.F. | 0 S.F. | 1,053 S.F. | 0 S.F. | 1,053 S.F. | |
| GUEST HOUSE STAIRS | 0 S.F. | 0 S.F. | 60 S.F. | 0 S.F. | 60 S.F. | |
| GUEST HOUSE MISC. | 0 S.F. | 0 S.F. | 29 S.F. | 0 S.F. | 29 S.F. | |
| PAVED ROAD | 0 S.F. | 0 S.F. | 26,960 S.F. | 9,701 S.F. | 36,661 S.F. | |
| STORAGE TANK PAD | 0 S.F. | 0 S.F. | 664 S.F. | 0 S.F. | 664 S.F. | |
| PATH | 434 S.F. | 0 S.F. | 1,775 S.F. | 0 S.F. | 2,209 S.F. | |
| STORAGE BUILDING | 0 S.F. | 0 S.F. | 0 S.F. | 2,805 S.F. | 2,805 S.F. | |
| GRAVEL | 0 S.F. | 0 S.F. | 0 S.F. | 1,473 S.F. | 1,473 S.F. | |
| PARKING SPACE | 0 S.F. | 0 S.F. | 0 S.F. | 1,225 S.F. | 1,225 S.F. | |
| BANKED | 0 S.F. | 0 S.F. | 187 S.F. | 0 S.F. | 187 S.F. | |
| TOTAL | 434 S.F. | 0 S.F. | 38,841 S.F. | 18,715 S.F. | 57,990 S.F. | |
| PROPOSED COVERAGE | | | | | | |
| | CLASS 1b | CLASS CaD (4) | CLASS EbE (4) | CLASS EbC (6) | TOTAL | |
| DEEDED ROAD TO NEIGHBOR | 0 S.F. | 0 S.F. | 1,891 S.F. | 3,511 S.F. | 5,402 S.F. | |
| SWEDE'S HOUSE | 0 S.F. | 0 S.F. | 2,527 S.F. | 0 S.F. | 2,527 S.F. | |
| SWEDE'S DECK | 0 S.F. | 0 S.F. | 188 S.F. | 0 S.F. | 188 S.F. | |
| SWEDE'S GRAVEL WALK | 0 S.F. | 0 S.F. | 1,630 S.F. | 0 S.F. | 1,630 S.F. | |
| GUEST HOUSE | 0 S.F. | 0 S.F. | 1,877 S.F. | 0 S.F. | 1,877 S.F. | |
| GUEST HOUSE DECK | 0 S.F. | 0 S.F. | 1,053 S.F. | 0 S.F. | 1,053 S.F. | |
| GUEST HOUSE STAIRS | 0 S.F. | 0 S.F. | 60 S.F. | 0 S.F. | 60 S.F. | |
| GUEST HOUSE MISC. | 0 S.F. | 0 S.F. | 29 S.F. | 0 S.F. | 29 S.F. | |
| PAVED ROAD | 0 S.F. | 0 S.F. | 26,960 S.F. | 9,701 S.F. | 36,661 S.F. | |
| STORAGE TANK PAD | 0 S.F. | 0 S.F. | 664 S.F. | 0 S.F. | 664 S.F. | |
| PATH | 522 S.F. | 0 S.F. | 1,775 S.F. | 0 S.F. | 2,297 S.F. | |
| STORAGE BUILDING | 0 S.F. | 0 S.F. | 0 S.F. | 2,805 S.F. | 2,805 S.F. | |
| GRAVEL | 0 S.F. | 0 S.F. | 0 S.F. | 1,473 S.F. | 1,473 S.F. | |
| PARKING SPACE | 0 S.F. | 0 S.F. | 0 S.F. | 1,225 S.F. | 1,225 S.F. | |
| BANKED | 0 S.F. | 0 S.F. | 187 S.F. | 0 S.F. | 187 S.F. | |
| TOTAL | 522 S.F. | 0 S.F. | 38,841 S.F. | 18,715 S.F. | 58,078 S.F. | |
| EXCESS COVERAGE MITIGATED PER ERSXXXX, XXX S.F. | | | | | | |

NEW PIER FOR
ROGER HOGAN AND HFP LTD
1850 AND 1860 US HWY 50
GLENBROOK
DOUGLAS COUNTY
NEVADA
APN. 1418-15-601-003
AND 1418-15-201-006

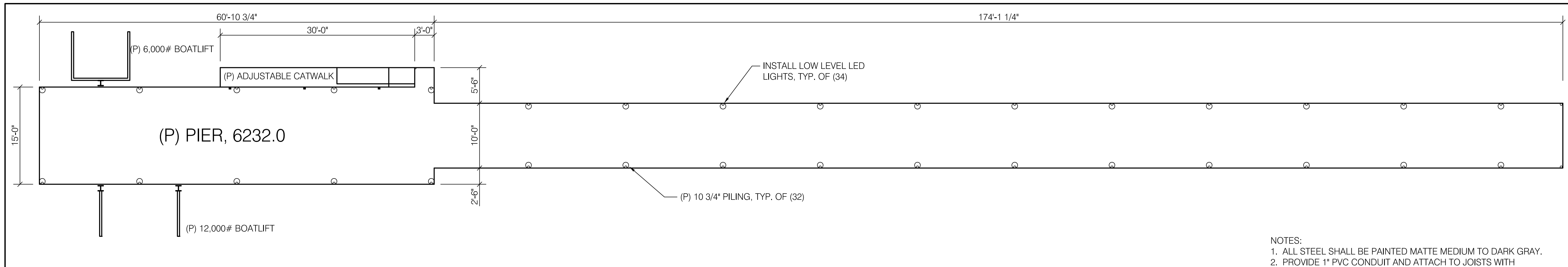
© 2023
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE DESIGNER AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE DESIGNER.

DESCRIPTION

NOTES

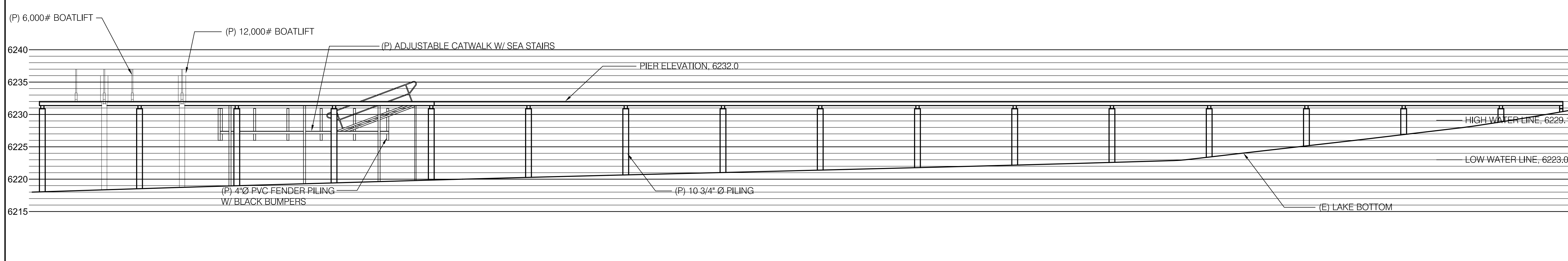
SCALE 1" = 30'
PROJECT NO. B23-65

2

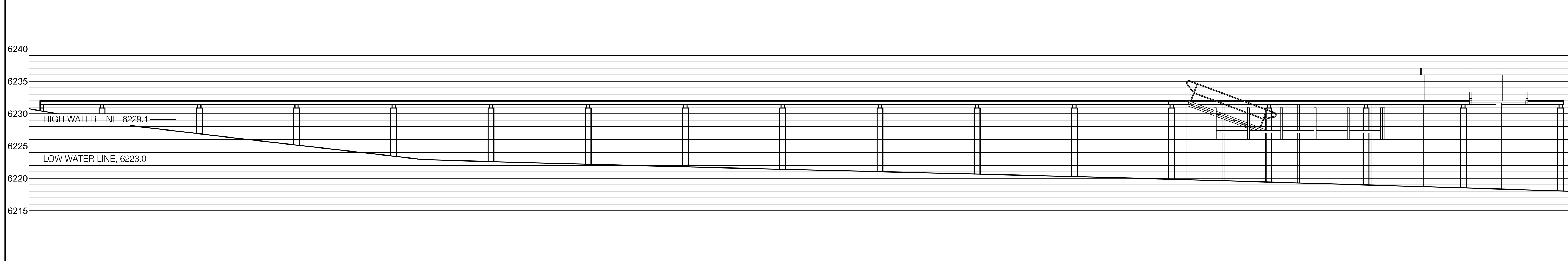


NOTES:
 1. ALL STEEL SHALL BE PAINTED MATTE MEDIUM TO DARK GRAY.
 2. PROVIDE 1" PVC CONDUIT AND ATTACH TO JOISTS WITH 1" STAINLESS STEEL TWO HOLE RIGID CONDUIT CLIPS.

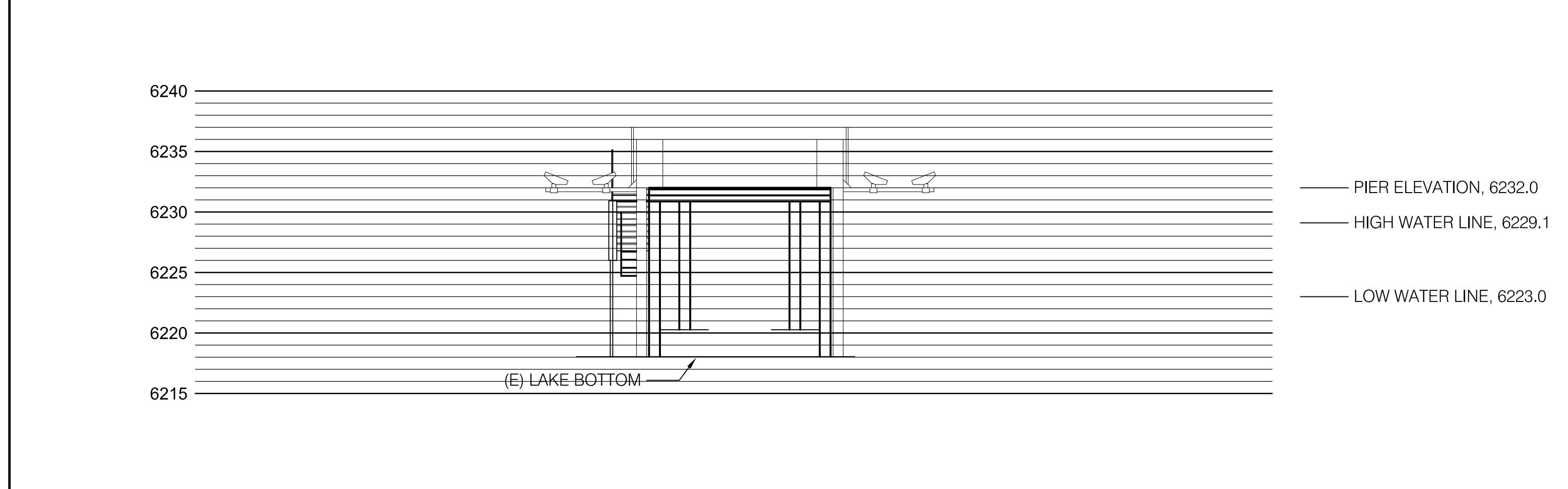
1 PROPOSED PIER



2 PROPOSED SOUTH ELEVATION



3 PROPOSED NORTH ELEVATION



4 PROPOSED WEST ELEVATION

ISSUES AND REVISIONS

| No. | Date | Issue and Revision | By | Check |
|-----|---------------|--------------------|----|-------|
| 1 | SEPT. 5, 2023 | TRPA SUBMITTAL | GF | GF |

NEW PIER FOR
 ROGER HOGAN AND HFP LTD
 1850 AND 1860 US HWY 50
 GLENBROOK
 DOUGLAS COUNTY
 NEVADA
 APN. 1418-15-601-003
 AND 1418-15-201-006

© 2023
 ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE DESIGNER AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE DESIGNER.

PROPOSED VISIBLE AREA

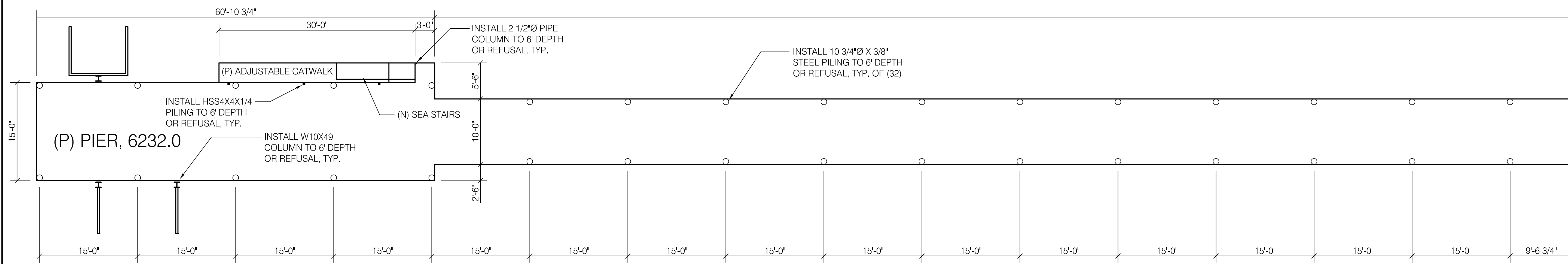
| | SOUTH | WEST | TOTAL |
|--------------|------------|-----------|------------------------|
| PIER/CATWALK | 243.4 S.F. | 41.3 S.F. | 284.7 S.F. |
| RAILING | 3.8 S.F. | 0.3 S.F. | 4.1 S.F. |
| LADDER | 0.0 S.F. | 0.4 S.F. | 0.4 S.F. |
| BOATLIFTS | 21.7 S.F. | 39.1 S.F. | 60.8 S.F. (166.0 S.F.) |

LAKE BOTTOM DISTURBANCE

PROPOSED 20.8 S.F.

DESCRIPTION
 (P) PLAN AND ELEVATIONS

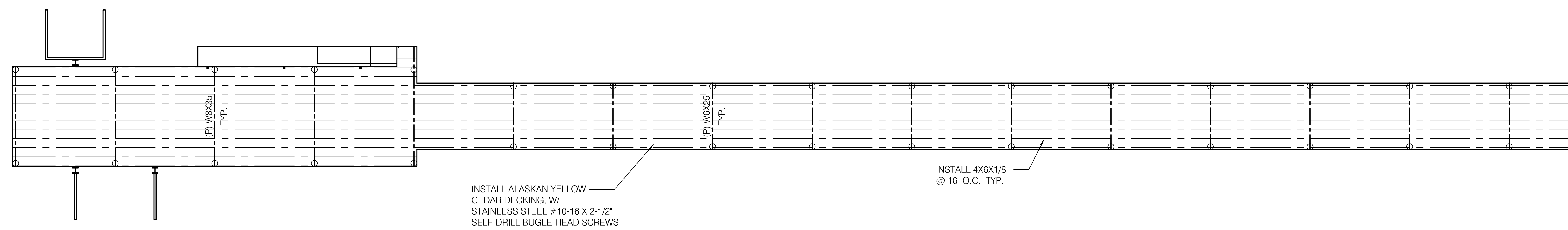
SCALE 1/8" = 1'-0"
 PROJECT NO. B23-65



NOTES:
1. STEEL PILING SHALL BE INSTALLED WITH A 1000# DROP HAMMER AND DRIVEN UNTIL PILING ADVANCE NO MORE THAN 1/4" PER DROP WHEN HAMMER IS DROPPED FROM SIX FEET. 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

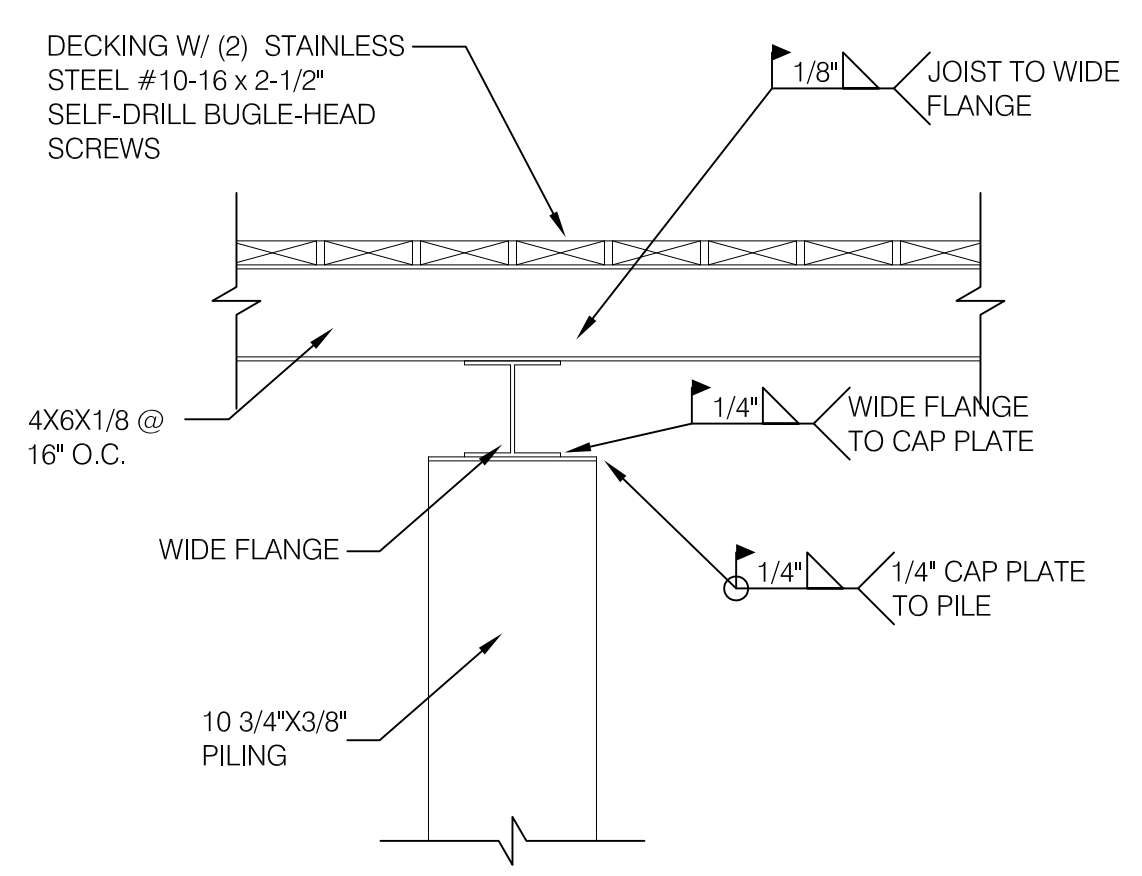
| ISSUES AND REVISIONS | | | | |
|----------------------|---------------|--------------------|----|-------|
| No. | Date | Issue and Revision | By | Check |
| 1 | SEPT. 6, 2023 | TRPA SUBMITTAL | GF | GF |



2 FRAMING PLAN

NEW PIER FOR
ROGER HOGAN AND HFP LTD
1850 AND 1860 US HWY 50
GLENBROOK
DOUGLAS COUNTY
NEVADA
APN. 1418-15-601-003
AND 1418-15-201-006

© 2023
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE DESIGNER AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE DESIGNER.



3 CONNECTION DETAIL, N.T.S.

| BUILDING CODE INFORMATION | |
|-------------------------------------|--|
| APPLICABLE CODES | (2018 IBC) (2018 IRC) (2017 NEC) |
| 2018 INTERNATIONAL BUILDING CODE | |
| 2018 INTERNATIONAL RESIDENTIAL CODE | |
| 2017 NATIONAL ELECTRICAL CODE | |

| 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 | |

STRUCTURAL PLANS

SCALE 1/8" = 1'-0"
PROJECT NO. B23-65

17. DIRECTIONS TO THE SITE

From Carson City, take US Highway 50 West to Glenbrook. Take a right at 1850/1860 US Highway 50. The proposed pier is lakeward of 1850 and 1860 US Highway 50.

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

We are proposing to construct a new pier, an adjustable catwalk, 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 20.8 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.

(32) 10 3/4" piling, (3) HSS4x4x1/4, (1) 2 1/2" pipe columns and (3) W10x49 will be installed (20.8 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 20.8 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- 1862 US Highway 50

City - Glenbrook State - NV Zip - 89413

b. Address- 1830 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.

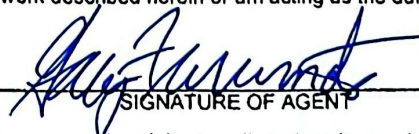
| AGENCY | TYPE APPROVAL* | IDENTIFICATION NUMBER | DATE APPLIED | DATE APPROVED | DATE DENIED |
|-----------|-------------------|-----------------------|--------------|---------------|-------------|
| TRPA | Shorezone | ERSP2023-1295 | 09/06/2023 | | |
| NDEP BWPC | Working in Waters | | | | |
| NDEP 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.


SIGNATURE OF APPLICANT

02/06/2024
DATE


SIGNATURE OF AGENT

02/06/2024
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.