
STAFF REPORT

Date: August 17, 2022

To: TRPA Governing Board

From: TRPA Staff

Subject: Deep Blue Water, LLC New Multiple-Parcel/Multiple-Use Pier, 26, 28, and 32 Calaneva Drive, Washoe County, Nevada, Assessor's Parcel Numbers (APNs) 123-041-24 (previously 123-041-13), 123-041-25 (previously 123-041-18), and 123-041-26 (previously 123-041-19), TRPA File Number ERSP2020-0123

Summary and Staff Recommendation:

A new multiple-parcel/multiple-use pier is proposed to serve three littoral parcels located at 26, 28, and 32 Calaneva Drive in Crystal Bay, Nevada. The proposed pier will extend 65 feet from High Water elevation of 6,229.1 and includes one 15-foot-long catwalk and two boatlifts. The proposed pier complies with development and location standards for multiple-parcel piers serving three littoral parcels. Staff recommends that the Governing Board make the required findings and approve the proposed project.

Required Motions:

In order to approve the proposed project, the Board must make the following motions, based on the staff report:

- 1) A motion to approve the required findings, including a finding of no significant effect; and
- 2) A motion to approve the proposed project subject to the conditions in the draft permit (see Attachment B).

In order for the motions to pass, an affirmative vote of at least five members from the State of Nevada and at least nine members of the Board is required.

Shoreline Review Committee:

TRPA facilitates monthly Shoreline Review Committee (SRC) meetings for agencies with permitting jurisdiction along the shoreline and within Lake Tahoe to coordinate the permitting of projects. The subject project was reviewed and discussed at SRC on March 17, 2022 and July 21, 2022. Nevada Division of Environmental Protection (NDEP) issued a 401 Water Quality Certification for the project on July 5, 2022 and the project is currently under review by the United States Army Corps of Engineers, Nevada Division of State Lands, and Washoe County.

Project Description/Background:

The project applicant received an allocation for a new multiple-parcel pier based on the multiple-parcel prioritization criteria during the 2019 new pier allocation distribution. The new multiple-parcel pier will serve three adjacent littoral parcels located at 26, 28, and 32 Calaneva Drive in Crystal Bay, Nevada. Parcels 123-041-26 and 123-041-25 each have a single-family dwelling, while parcel 123-041-24 is vacant other than a small portion of a public service building owned by Incline Village General Improvement District. No shorezone development currently exists within this project area.

The proposed project involves constructing a new pier to extend 65 feet from the High-Water Line elevation of 6,229.1, with a 3-foot by 15-foot catwalk at the pierhead. Two boatlifts will be installed, on the north and south sides of the pier. Two moorings were allocated to the property during the 2020 mooring lottery (mooring allocation numbers TRPA-20-Moor-127 and TRPA-20-MOOR-128). The pier will be located on center parcel 123-141-25 in between parcel 123-041-24 to the north and 123-041-26 to the south. A funicular railway system will be built on parcel 123-041-25 to access the pier from the upland portion of the project area.

The pier complies with all development and location standards for a multiple-use pier serving three parcels. The proposed project is located within the Washoe County Tahoe Area Plan – Stateline Point Subdistrict where piers are an allowed use.

Recognition of a Multiple-Parcel Pier:

New multiple-parcel piers are subject to the deed restriction requirements in TRPA code section 84.4.E which state “An additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted.” As a result of the project, the project area consisting of three parcels will be deed restricted to a maximum of one pier. A multiple-use pier is defined as “A pier on a littoral parcel that serves three or more residential units on the same parcel, or that serves two or more primary residential littoral parcels, subject to a deed restriction providing access.” This pier is considered multiple-parcel for the purposes of obtaining a multiple-parcel pier allocation due to the retirement of future shorezone development potential and is designed to multiple-use pier standards.

The Governing Board may find the pier will be a multiple-parcel/multiple-use pier as it results in both the reduction of shorezone development potential and serves two or more primary residential littoral parcels, subject to deed restriction provisions.

2018 Shoreline Plan:

The TRPA Governing Board adopted a new Shoreline Plan in October 2018, which went into effect in December 2018. New single-parcel and multiple-parcel/multiple-use piers are allowed as a part of that plan. A maximum of 128 piers will be distributed over the life of the plan, and every two years TRPA will distribute allocations for single-parcel and multiple-parcel piers. In 2019, TRPA awarded five allocations for new single-parcel piers and seven allocations for new multiple-parcel piers. The allocations for multiple-parcel piers were awarded based on codified prioritization criteria. The seven applications that ranked highest per the prioritization criteria were awarded allocations and given six months to then submit complete project applications. Staff has analyzed the potential environmental impacts of the proposed pier and determined that it will not adversely affect the environment. An analysis of the impact areas is as follows:

- A. Scenic Quality: The proposed project is located within Scenic Shoreline Unit 23, Crystal Bay, which is not in attainment with the TRPA Scenic Threshold. Up to 460 square feet of visible mass is allowed for multiple-parcel/multiple-use piers serving three primary residential littoral parcels. The proposed pier will create 383.7 square feet of visible mass. A total of 130.5 square feet counts towards the 460 square feet of allowable visible mass, and the accessory structures that don't count toward the total allowable visible mass (boatlifts, handrails, ladders) equal 253.2 square feet of visible mass. The project is located in an area with Visually Modified scenic character type, requiring mitigation of additional mass associated with a pier at a 1:2 ratio. This means that 767.4 square feet of visible mass will be mitigated within the project area. Mitigation will occur by permanently retiring 767.4 square feet of allowable visible area from the project area.

Per Code Section 84.4.3.A.4, the project area must demonstrate that it can meet a Composite Scenic Score of 25 within 6 months of project completion. To meet this requirement, the applicant proposes to establish a project area for scenic calculations including the three subject parcels, 123-041-24, 123-041-25, and 123-041-26, along with two adjacent properties to the south, 123-041-28 and 123-041-29 (all under common ownership). The developed parcels within the proposed project area have all been evaluated under the scenic contrast rating system and have an existing composite contrast rating score of 25, and therefore this Code requirement is met. The draft permit has a special condition of approval to require a deed restriction be recorded to formalize this project area.

- B. Fish Habitat: The proposed pier does not impact spawning fish habitat and therefore no mitigation is required. The area near the shoreline where the pier is proposed for construction is considered "marginal" fish habitat. As required by Chapter 36: *Mitigation Fee Requirements of the TRPA Code of Ordinances*, which requires \$60.00 per foot be paid for additional pier length to mitigate the impacts of pier development on fish habitat, the Draft Permit includes a condition requiring the permittee pay a shorezone mitigation fee of \$3,900 for the construction of 65 additional feet of pier length. (Refer to Attachment B – Draft Permit)
- C. Deed Restriction: The shorezone ordinances require that an additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted. The three parcels associated with the project area will be deed restricted against future shorezone development and limited to one shared pier and the maximum number of moorings allowed per parcel.
- D. Setbacks: TRPA Code, Section 84.4.3.B, requires that new piers comply with a 40-foot setback from all other piers and 20-feet from the outer-most parcel boundary projection lines associated with the project area. The proposed pier complies with these setback requirements.
- E. Pier Length: TRPA Code, Section 84.4.3.C states "Piers shall extend no farther lakeward than 30 feet lakeward of elevation 6,219 Lake Tahoe Datum or 60 feet lakeward of the pierhead line, whichever is more limiting. Up to an additional 15 feet in length may be permitted for piers serving three or more residential littoral parcels." The proposed pier extends 42 feet beyond elevation 6,219 Lake Tahoe Datum, which is the limiting factor for determining pier length. The additional 12 feet is allowed because the new pier serves three residential littoral parcels.

The additional pier length is necessary for safe navigation due to the rocky character of the shoreline in this location.

Environmental Review:

The applicant completed an Initial Environmental Checklist (IEC) to assess the potential environmental impacts of the project. No significant long term environmental impacts were identified because the proposed pier complies with the existing Code and incorporates required mitigation for scenic impacts. Additionally, the property will be deed restricted limiting the three subject properties to one shared pier. The IEC is provided as Attachment C.

Public Comment:

Property owners within 300 feet of the subject site were provided notice of the proposed project. As of the posting of this staff report, no comments were received.

Regional Plan Compliance:

The proposed project is consistent with the Goal and Policies of the Regional Plan, Shorezone Subelement, in that it complies with the design standards and includes mitigation to ensure no negative impacts to the environmental thresholds. The proposed project is for a multiple-parcel pier, which are encouraged by the Regional Plan to reduce overall development potential along the shoreline of Lake Tahoe.

Contact Information:

For questions regarding this agenda item, please contact Julie Roll, Senior Planner, at (775) 589-5247 or jroll@trpa.gov.

Attachments:

- A. Required Findings/Rationale
- B. Draft Permit
- C. Initial Environmental Checklist
- D. 2018 Shorezone Code Conformance Table
- E. Proposed Site Plans

Attachment A

Required Findings/Rationale

Required Findings/Rationale
Deep Blue Water, LLC New Multiple-Parcel Pier Construction

Required Findings: The following is a list of the required findings as set forth in Chapter 4, 80, 83, and 84 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 4 – Required Findings:

- (a) The project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code and other TRPA plans and programs.

Based on the information provided in this staff report, the project application, the Initial Environmental Checklist (IEC), and Article V(g) Findings Checklist, there is sufficient evidence demonstrating that the proposed project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Washoe County Tahoe Area Plan – Stateline Point Subdistrict, the Code and other TRPA plans and programs.

- (b) The project will not cause the environmental threshold carrying capacities to be exceeded.

TRPA staff has completed the “Article V(g) Findings” in accordance with Chapter 4, Subsection 4.3 of the TRPA Code of Ordinances. All responses contained on said checklist indicate compliance with the environmental threshold carrying capacities. Also, the applicant has completed an IEC. No significant environmental impacts were identified, and staff has concluded that the project will not have a significant effect on the environment. A copy of the completed V(g) Findings are available online (laketahoeinfo.org) and will be made available at the Governing Board hearing.

- (c) Wherever federal, state or local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(g) of the TPRA Compact, the project meets or exceeds such standards.

TRPA is requiring that all potential environmental effects be mitigated through Best Management Practices, including the use of turbidity curtains during construction. The applicant is also required to obtain separate approval for the project from the U.S. Army Corps of Engineers, Nevada Department of Environmental Protection, Nevada Division of State Lands, and Washoe County to ensure the project will meet or exceed all federal, state, or local standards. As a result, upon completion of construction, the project should have no impact upon air or water quality standards.

2. Chapter 80 – Shorezone Findings:

- (a) Significant Harm: The project will not adversely impact littoral processes, fish spawning habitat, backshore stability, or on-shore wildlife habitat, including waterfowl nesting areas.

There is no evidence in the project file that indicates the proposed project will adversely impact littoral processes (the pier will be constructed on pilings to allow for the free flow of water), fish habitat, backshore stability, or on-shore wildlife habitat, including waterfowl nesting areas.

- (b) Accessory Facilities: There are sufficient accessory facilities to accommodate the project.

The proposed multiple-parcel pier will be accessory to the primary upland residential uses located at 26 and 28 Calaneva Drive. Both properties are currently under construction. 26 Calaneva has an active permit for a residential rebuild project under TRPA permit ERSP2021-0232. 28 Calaneva has an active permit for a new single-family dwelling under TRPA permit ERSP2021-0231. The third parcel in the project area, 123-041-24, is vacant other than a portion of an existing public service building owned by Incline Village General Improvement District.

- (c) Compatibility: The project is compatible with existing shorezone and lakezone uses or structures on, or in the immediate vicinity of, the littoral parcel; or that modifications of such existing uses or structures will be undertaken to assure compatibility.

There are several private multiple-parcel and single-parcel piers within the immediate vicinity of the subject site. The proposed pier will not extend beyond the length limitations placed on multiple-parcel piers serving three residential littoral parcels and will therefore be compatible with the surrounding shorezone facilities.

- (d) Use: The use proposed in the foreshore or nearshore is water dependent.

The pier is located in the shorezone of Lake Tahoe and is therefore a water dependent structure.

- (e) Hazardous Materials: Measures will be taken to prevent spills or discharges of hazardous materials.

This approval prohibits the use of spray painting and the use of tributyltin (TBT). In addition, the special conditions of approval prohibit the discharge of petroleum products, construction waste and litter or earthen materials to the surface waters of Lake Tahoe. All surplus construction waste materials shall be removed from the project and deposited only at TRPA approved points of disposal. No containers of fuel, paint, or other hazardous materials may be stored on the pier or shoreline.

- (f) Construction: Construction and access techniques will be used to minimize disturbance to the ground and vegetation.

The new pier will be constructed, and the project area accessed via barge/amphibious vehicle in order to avoid unnecessary disturbance of the shorezone/backshore. All of the pilings will be driven from the barge/amphibious vehicle. Once all of the pilings have been installed, the joists and decking will be constructed from the barge/amphibious vehicle. All steel pilings and accessories will be painted prior to being transported to the project site. All material storage will be on the barge/amphibious vehicle. Any upland access required would be fitted with temporary Best Management Practices (BMPs). The Draft Permit (Attachment B) includes conditions to ensure construction and access techniques will be used to minimize disturbance to the ground and vegetation, including Tahoe Yellow Cress.

- (g) Navigation and Safety: The project will not adversely impact navigation or create a threat to public safety as determined by those agencies with jurisdiction over a lake's navigable waters.

The pierhead line was established for the purpose of protecting navigation and safety. The southern corner of the proposed pier will extend beyond the pierhead line by approximately 10 feet, but in accordance with the length limitations provided in TRPA code, Section 84.4.3.C. The project was taken to the Shoreline Review Committee on March 17, 2022 and July 21, 2022, which includes agencies with jurisdiction over the lake's navigable waters and no concerns regarding navigation and safety were raised.

- (h) Other Agency Comments: TRPA has solicited comments from those public agencies having jurisdiction over the nearshore and foreshore and all such comments received were considered by TRPA, prior to action being taken on the project.

The project was taken to the Shoreline Review Committee on March 17, 2022 and July 21, 2022 and no negative comments were received. The applicant is required to get approval for the project from the U.S. Army Corps of Engineers, Nevada Division of Environmental Protection, Nevada Division of State Lands, and Washoe County.

- (i) Additional Findings for Coverage or Disturbance in the Backshore: The amount of land coverage is the minimum necessary when all Thresholds are taken into consideration to provide access to an approved or an existing structure or use in the nearshore or foreshore.

A funicular railway system will be constructed to provide pier access down the steep slope from the upland portion of the parcel. A total of 295 square feet of high land capability IPES coverage will be created for the funicular, as well as 291 square feet of Class 1b coverage, lakeward of the backshore boundary (calculated at a ratio of 1.5:1). Base allowed Class 1b coverage within the project area will be used for the access, and an additional 114 square feet of restoration credits will be purchased from the Nevada Division of State Lands. The restoration credits have already been reserved and will be transferred to the site pending project approval.

3. Chapter 83 Shorezone Tolerance Districts and Development Standards:

- (a) Permitted development or continued use may be conditioned upon installation and maintenance of vegetation to stabilize backshore areas and protect eroding areas from further destruction.

The proposed project is located in Shorezone Tolerance District 3, which is typically armored granite shorezones with slopes exceeding 30 percent. The potential for erosion may be high in this tolerance district if vegetation is removed. In this case, the shoreline is armored by very large boulders, which stabilize the area directly adjacent to the lake. No vegetation is proposed to be removed in the backshore for installation of the pier or access stairs to the funicular railway.

- (b) Projects shall not be permitted in the backshore unless TRPA finds that such project is unlikely to accelerate or initiate backshore erosion.

The project is unlikely to accelerate or initiate backshore erosion because the shoreline is well-armored with large boulders. The pier and access stairs to the funicular railway system will be built on and around the boulders; no boulders will be removed or relocated.

- (c) Access to the shoreline shall be restricted to stabilize access ways which minimize the impact of the backshore.

Construction of the pier will be by barge or amphibious vehicle. No storage of materials or construction staging will occur in the backshore. There is not currently a path from the shoreline to the upland portion of the parcel. Since the parcel is steeply sloped and densely vegetated, shoreline access is limited until the funicular railway system is constructed.

4. Chapter 84 Development Standards Lakeward of High Water in the Shorezone and Lakezone

- (a) Pier decks shall not extend above elevation 6,232.0 feet, Lake Tahoe Datum. Pier decks may extend up to elevation 6,234.0 feet in limited situations where TRPA finds that the additional height is necessary for safety reasons or that local wave characteristics represent a real threat to the integrity of the structure, or to provide lateral public access.

The deck height is proposed at a max elevation of 6,233.0 feet. The project engineer determined that given the height of the most lake ward pilings that the deck elevation should be raised to an elevation of 6,233 to ensure that wave action forces at the time of a high wind event with the long fetch and predominant wind out of the southwest did not create lateral forces on those pilings.

Attachment B

Draft Permit



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

PROJECT DESCRIPTION: New Multiple-Parcel Pier/Multiple-Use

APNs: 123-041-24 (previously 123-041-13), 123-041-25 (previously 123-041-18), and 123-041-26 (previously 123-041-19)

PERMITTEES: Deep Blue Water LLC

FILE #: ERSP2020-0123

COUNTY/LOCATION: Washoe County/32 Calaneva Dr., 26 Calaneva Dr. & 28 Calaneva Drive.

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on **August 24, 2022**, subject to the standard conditions of approval attached hereto (Attachments Q and S) and the special conditions found in this permit.

This permit shall expire on **August 24, 2025**, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO DEMOLITION, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE PERMITTEE OBTAINS APPROPRIATE COUNTY PERMIT. TRPA'S ACKNOWLEDGEMENT MAY BE NECESSARY TO OBTAIN A COUNTY PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

TRPA Executive Director/Designee

Date

PERMITTEES' ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

(PERMIT CONTINUED ON NEXT PAGE)

DRAFT PERMIT
APNS: 123-041-24 (PREVIOUSLY 123-041-13)
123-041-25 (PREVIOUSLY 123-041-18)
123-041-26 (PREVIOUSLY 123-041-19)
FILE NO. ERSP2020-0123

Project Security Posted (1): Amount \$ 10,000 Type Paid _____ Receipt No. _____

Security Administrative Fee (2): Amount \$223 Paid _____ Receipt No. _____

Shorezone Mitigation fee (3): Amount \$3,900 Paid _____ Receipt No. _____

Notes:

- (1) See Special Condition 4.H., below.
- (2) Subject to change, see the TRPA filing fee schedule for the current security administration fee
- (3) See Special Condition 4. I., below

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The Permittee has complied with all pre-construction conditions of approval as of this date and is eligible for a county building permit:

TRPA Executive Director/Designee

Date

SPECIAL CONDITIONS

1. This permit authorizes a new multiple-parcel/multiple-use pier to serve three littoral parcels located at 26, 28, and 32 Calaneva Drive in Crystal Bay, Nevada. The proposed project involves constructing a new pier to extend 65 feet from the High-Water Line elevation of 6,229.1, with a 3-foot by 15-foot catwalk at the pierhead. Two boatlifts will be installed, on the north and south sides of the pier. Two moorings were allocated to the property during the 2020 mooring lottery (current mooring allocation numbers TRPA-20-Moor-127 and TRPA-20-MOOR-128- new numbers to be assigned after permit acknowledgement). The pier will be located on center parcel 123-141-25, in between parcel 123-041-24 to the north and 123-041-26 to the south. The pier complies with all development and location standards for a multiple-use pier serving three parcels and is consistent with TRPA Code of Ordinances chapters 80 through 85. The project area consisting of three parcels will be deed restricted to one pier. There is no existing shorezone development within this project area.

A funicular railway system will be built on parcel 123-041-25 to access the pier from the upland portion of the project area, creating a total of 295 square feet of high capability IPES coverage and 291 square feet of Class 1b coverage (calculated at a rate of 1.5:1). Potential Class 1b coverage within the project area will be used for the access, and an additional 114 square feet of restoration credits will be purchased and retired from the Nevada Division of

State Lands in accordance with TRPA Code Section 85.5.4 *Access to Structures or Uses in the Nearshore or Foreshore*.

2. The three parcels associated with this project shall be considered a project area for scenic mitigation purposes along with adjacent properties 123-041-28 and 123-041-29. The proposed contrast rating scores for the parcels are as follows:

APN 123-041-24: No existing development visible from the shorezone
APN 123-041-25: Composite Contrast Rating Score of 24
APN 123-041-26: Composite Contrast Rating Score of 24
APN 123-041-28: Composite Contrast Rating Score of 26
APN 123-041-29: No existing development visible from the shorezone

The project area has a total allowable visible mass of 5,027.75 square feet. The existing visible area is 3,161.7 square feet. There is 1,866.05 square feet of remaining allowable visible area. The project is located in a Visually Modified area and therefore requires mitigation of scenic impacts at a 1:2 ratio. The pier will create 383.7 square feet of visible mass. A total of 130.5 square feet counts towards the 460 square feet of allowable visible mass for a multiple-parcel pier serving three parcels, and the accessory structures that don't count toward the total allowable visible mass (boatlifts, handrails, ladders) equal 253.2 square feet of visible mass. Total scenic mitigation required equals 767.4 square feet. Mitigation will occur by permanently retiring 767.4 square feet of allowable visible area, leaving a remaining balance of 1,098.65 square feet of visible area for the project area.

3. The Standard Conditions of Approval listed in Attachment S and Attachment R shall apply to this permit.
4. Prior to permit acknowledgement, the following conditions of approval must be satisfied:
 - A. The site plans shall be revised as follows:
 - i. Revise the project area coverage calculations as follows (Sheet A02.0):
 - a. 1b total allowable coverage = 252 sq.ft.
 - b. New 1b coverage proposed (at 1.5:1) = 291 sq.ft.
 - c. Total Project 1b coverage proposed= 366 sq.ft.
 - d. 1b coverage/restoration credits to be transferred = 114 sq.ft.
 - ii. Delineate the location of the turbidity curtain and include allowance for barge access.
 - iii. Include the location of temporary BMPs, if necessary, for access pathways from the upland to the pier.
 - iv. Include a plan notation indicating that there will be no staging activity on the shoreline, and that all access associated with pier demolition and construction activities shall occur from the lake by barge; and that delivery, removal, and staging of all construction equipment and materials shall occur on the barge.

- v. Add a note stating no containers of fuel, paint, or other hazardous materials may be stored on the pier or shoreline.
 - vi. Include a plan notation that indicates pile driving operations and other piling installation methods (i.e. pinning, etc.) shall require the installation of caissons for turbidity control **upon the discretion of the TRPA inspector upon a pre-grade inspection**. A floating fine mesh fabric screen or other material approved by TRPA shall be installed underneath the pier decking to capture any fallen materials during pier demolition and reconstruction. The floating screen and caissons may be removed upon project completion and after a satisfactory inspection by TRPA to ensure that all suspended materials have settled.
 - vii. A notation that no new buoys are authorized as a part of this pier modification project.
 - viii. Provide a BMP plan (and corresponding infiltration calculations) for the upland funicular station.
- B. The Permittee shall submit a projected construction completion schedule to TRPA prior to acknowledgment. Said schedule shall include completion dates for each item of construction.
- C. The permittee shall record a TRPA prepared deed restriction that will create a project area for subject parcels (123-041-24, 123-041-25, and 123-041-26) for the purpose of limiting potential future shorezone development, to allow for only one pier between the subject parcels. The permittee shall record the deed restriction with the Washoe County Recorder's Office and provide either the original recorded deed restriction or a certified copy of the recorded deed restriction to TRPA prior to permit acknowledgement.
- D. The permittee shall record a TRPA prepared deed restriction that will create a project area for purposes of scenic calculations for parcels 123-041-24, 123-041-25, 123-041-26, 123-145-28, and 123-041-29. The permittee shall record the deed restriction with the Washoe County Recorder's Office and provide either the original recorded deed restriction or a certified copy of the recorded deed restriction to TRPA prior to permit acknowledgement.
- E. The permittee shall record a TRPA prepared amended and restated deed restriction that will create a project area for purposes of calculating land coverage for parcels 123-041-24, 123-041-25, 123-041-26, 123-041-27, 123-145-28, and 123-041-29. The permittee shall record the deed restriction with the Washoe County Recorder's Office and provide either the original recorded deed restriction or a certified copy of the recorded deed restriction to TRPA prior to permit acknowledgement.
- F. The permittees shall transfer 114 square feet of restoration credits to parcel 123-041-25 for minimum access to the pier in accordance with TRPA Code Sections, 85.5.4, 85.5.1.E, and 30.5.3. Note that all coverage transfers must be in compliance with Chapter 30 of the TRPA Code of Ordinances, and the TRPA Rules of Procedure.

- G. The Permittee shall conduct a Tahoe Yellow Cress survey for the subject property. Surveys shall be conducted during the growing season of June 15th through September 30th prior to commencement of proposed work. If TYC or TYC habitat are present, the Permittee shall submit a TYC avoidance and protection plan to TRPA prior to acknowledgement of this permit.
 - H. The project security required under Standard Condition A.3 of Attachment S shall be \$10,000. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.
 - I. Pursuant to Section 10.8.5.E.4.a.i of the TRPA Rules of Procedure, the permittee shall submit a shorezone mitigation fee of \$3,900 for the construction of 65 feet of pier length for a new pier (assessed at \$60.00 per linear foot).
 - J. The Permittee shall provide an electronic set of final construction drawings and site plans for TRPA Acknowledgement.
5. The Permittee shall construct the pier in conformance with the submitted Spill Prevention Plan for the use of any hazardous materials or equipment (i.e., fuel, epoxy glue, other volatile substances, welding and torch equipment, etc.), for construction activities occurring from a barge and/or amphibious vehicle and within the lake. Absorbent sheets/pads shall be retained on the barge at all times. A contact list of all emergency response agencies shall be available at the project site at all times during construction.
6. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over this settlement, compromise or other disposition. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

7. It is the Permittee's responsibility to receive authorization and obtain any necessary permits from other responsible agencies for the proposed project.
8. No pier demolition or construction shall occur between May 1 and October 1 (spawning season) unless prior approval is obtained from the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, or the U.S. Fish and Wildlife Service.
9. Disturbance of lakebed materials shall be the minimum necessary. The removal of rock materials from Lake Tahoe is prohibited. Gravel, cobble, or small boulders shall not be disturbed or removed to leave exposed sandy areas before, during, or after construction.
10. Best practical control technology shall be employed to prevent earthen materials to be re-suspended as a result of construction activities and from being transported to adjacent lake waters.
11. The discharge of petroleum products, construction waste and litter (including sawdust), or earthen materials to the surface waters of the Lake Tahoe Basin is prohibited. All surplus construction waste materials shall be removed from the project and deposited only at approved points of disposal.
12. Any normal construction activity creating noise in excess of the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

END OF PERMIT

Attachment C

Initial Environmental Checklist



Print Form

**INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT**

I. Assessor's Parcel Number (APN)/Project Location		123-041-13, -18, & -19	
Project Name	Evenstad Properties	County/City	Washoe

Brief Description of Project:

The proposed multi-use pier would be located lakeward of parcel -018 and serve three littoral parcels. The proposed pier will be 62'-5" feet long and 15 feet wide, with one 3-foot wide adjustable catwalk on the northernly side. A 12,000lb capacity boat lift is proposed on the lakeward terminus of the pier supported by two steel i-beams, approximately 10" wide and resulting in 0.14 lake bottom disturbance. The proposed pier will be supported by ten (10) single steel pilings, 10 3/4" diameter steel pilings spaced 14-feet on-center. The structural pilings for the pier will require 6.6 square feet of lakebed disturbance. Please refer to the project description document and supporting application materials for additional information.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information. If more space is required for additional information, please attach separate sheets and reference the question number and letter.

II. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

- a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

- Yes No
 No, With Mitigation Data Insufficient

- b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

- Yes No
 No, With Mitigation Data Insufficient

- c. Unstable soil conditions during or after completion of the proposal?

- Yes No
 No, With Mitigation Data Insufficient

- d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

- Yes No
 No, With Mitigation Data Insufficient

- e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

- Yes No
 No, With Mitigation Data Insufficient

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

- Yes No
 No, With Mitigation Data Insufficient

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

- Yes No
 No, With Mitigation Data Insufficient

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

- Yes No
 No, With Mitigation Data Insufficient

b. Deterioration of ambient (existing) air quality?

- Yes No
 No, With Mitigation Data Insufficient

c. The creation of objectionable odors?

- Yes No
 No, With Mitigation Data Insufficient

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

- Yes No
 No, With Mitigation Data Insufficient

e. Increased use of diesel fuel?

- Yes No
 No, With Mitigation Data Insufficient

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

- Yes No
 No, With Mitigation Data Insufficient

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

- Yes No
 No, With Mitigation Data Insufficient

c. Alterations to the course or flow of 100-year flood waters?

- Yes No
 No, With Mitigation Data Insufficient

d. Change in the amount of surface water in any water body?

- Yes No
 No, With Mitigation Data Insufficient

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

Temporary BMP's shall be employed during pier construction in order to limit potential discharge.

- Yes No
 No, With Mitigation Data Insufficient

f. Alteration of the direction or rate of flow of ground water?

- Yes No
 No, With Mitigation Data Insufficient

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

- Yes No
 No, With Mitigation Data Insufficient

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

- Yes No
 No, With Mitigation Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

- Yes No
 No, With Mitigation Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

- Yes No
 No, With Mitigation Data Insufficient

k. Is the project located within 600 feet of a drinking water source?

- Yes No
 No, With Mitigation Data Insufficient

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

- Yes No
 No, With Mitigation Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

- Yes No
 No, With Mitigation Data Insufficient

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

- Yes No
 No, With Mitigation Data Insufficient

d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

- Yes No
 No, With Mitigation Data Insufficient

e. Reduction of the numbers of any unique, rare or endangered species of plants?

- Yes No
 No, With Mitigation Data Insufficient

f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

- Yes No
 No, With Mitigation Data Insufficient

g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

- Yes No
 No, With Mitigation Data Insufficient

h. A change in the natural functioning of an old growth ecosystem?

- Yes No
 No, With Mitigation Data Insufficient

5. Wildlife

Will the proposal result in:

a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

- Yes No
 No, With Mitigation Data Insufficient

b. Reduction of the number of any unique, rare or endangered species of animals?

- Yes No
 No, With Mitigation Data Insufficient

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

- Yes No
 No, With Mitigation Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

- Yes No
 No, With Mitigation Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?

- Yes No
 No, With Mitigation Data Insufficient

b. Exposure of people to severe noise levels?

- Yes No
 No, With Mitigation Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

- Yes No
 No, With Mitigation Data Insufficient

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

- Yes
- No
- No, With Mitigation
- Data Insufficient

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

- Yes
- No
- No, With Mitigation
- Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

- Yes
- No
- No, With Mitigation
- Data Insufficient

8. Land Use

Will the proposal:

a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

- Yes
- No
- No, With Mitigation
- Data Insufficient

b. Expand or intensify an existing non-conforming use?

- Yes No
 No, With Mitigation Data Insufficient

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

- Yes No
 No, With Mitigation Data Insufficient

b. Substantial depletion of any non-renewable natural resource?

- Yes No
 No, With Mitigation Data Insufficient

10. Risk of Upset

Will the proposal:

a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

- Yes No
 No, With Mitigation Data Insufficient

b. Involve possible interference with an emergency evacuation plan?

- Yes No
 No, With Mitigation Data Insufficient

11. Population

Will the proposal:

- a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

- Yes
- No
- No, With Mitigation
- Data Insufficient

- b. Include or result in the temporary or permanent displacement of residents?

- Yes
- No
- No, With Mitigation
- Data Insufficient

12. Housing

Will the proposal:

- a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

- (1) Will the proposal decrease the amount of housing in the Tahoe Region?

- Yes
- No
- No, With Mitigation
- Data Insufficient

- (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

- Yes
- No
- No, With Mitigation
- Data Insufficient

Number of Existing Dwelling Units: 1

Number of Proposed Dwelling Units: 1

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

- Yes No
 No, With Mitigation Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

- Yes No
 No, With Mitigation Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

- Yes No
 No, With Mitigation Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

- Yes No
 No, With Mitigation Data Insufficient

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

- Yes No
 No, With Mitigation Data Insufficient

e. Alterations to waterborne, rail or air traffic?

- Yes No
 No, With Mitigation Data Insufficient

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

- Yes No
 No, With Mitigation Data Insufficient

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

- Yes No
 No, With Mitigation Data Insufficient

b. Police protection?

- Yes No
 No, With Mitigation Data Insufficient

c. Schools?

- Yes No
 No, With Mitigation Data Insufficient

d. Parks or other recreational facilities?

- Yes No
 No, With Mitigation Data Insufficient

e. Maintenance of public facilities, including roads?

- Yes No
 No, With Mitigation Data Insufficient

f. Other governmental services?

- Yes No
 No, With Mitigation Data Insufficient

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

- Yes No
 No, With Mitigation Data Insufficient

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

- Yes No
 No, With Mitigation Data Insufficient

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

- Yes No
 No, With Mitigation Data Insufficient

b. Communication systems?

- Yes No
 No, With Mitigation Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

- Yes No
 No, With Mitigation Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

- Yes No
 No, With Mitigation Data Insufficient

e. Storm water drainage?

- Yes No
 No, With Mitigation Data Insufficient

f. Solid waste and disposal?

- Yes No
 No, With Mitigation Data Insufficient

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

- Yes No
 No, With Mitigation Data Insufficient

b. Exposure of people to potential health hazards?

- Yes No
 No, With Mitigation Data Insufficient

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

See attached Scenic Analysis document

- Yes No
 No, With Mitigation Data Insufficient

b. Be visible from any public recreation area or TRPA designated bicycle trail?

- Yes No
 No, With Mitigation Data Insufficient

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

- Yes No
 No, With Mitigation Data Insufficient

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

- Yes No
 No, With Mitigation Data Insufficient

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

- Yes No
 No, With Mitigation Data Insufficient

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

- Yes
- No
- No, With Mitigation
- Data Insufficient

b. Create additional recreation capacity?

- Yes
- No
- No, With Mitigation
- Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

- Yes
- No
- No, With Mitigation
- Data Insufficient

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

- Yes
- No
- No, With Mitigation
- Data Insufficient

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

- Yes No
 No, With Mitigation Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

- Yes No
 No, With Mitigation Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

- Yes No
 No, With Mitigation Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

- Yes No
 No, With Mitigation Data Insufficient

21. Findings of Significance.

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

- Yes No
 No, With Mitigation Data Insufficient

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

- Yes No
 No, With Mitigation Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

- Yes No
 No, With Mitigation Data Insufficient

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

- Yes No
 No, With Mitigation Data Insufficient

DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: **(Original signature required.)**

_____ At _____ Date: _____
Person Preparing Application County

Applicant Written Comments: (Attach additional sheets if necessary)

Print Form

FOR OFFICE USE ONLY

Date Received: _____ By: _____

Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

Yes

No

- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

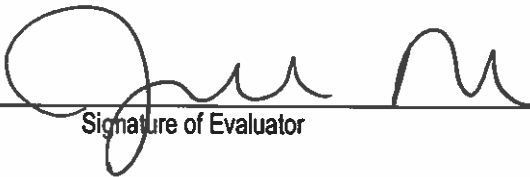
Yes

No

- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

Yes

No



Signature of Evaluator

Date:

8/3/22

Senior Planner

Title of Evaluator

ADDENDUM FOR TRANSFERS/CONVERSIONS OF USE

The following is to be used as a supplemental checklist for the Tahoe Regional Planning Agency Initial Environmental Checklist (IEC). It is to be used when reviewing any transfer pursuant to Chapter 34 of the Code of Ordinances or Conversion of Use pursuant to Chapter 33 of the Code of Ordinances. Any question answered in the affirmative will require written documentation showing that the impacts will be mitigated to a less than significant level. Otherwise, an environmental impact statement will be required.

The asterisk (*) notes threshold subjects.

a) Land *

Does the proposal result in any additional land coverage?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b) Air Quality *

Does the proposal result in any additional emission?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c) Water *

Does the proposal result in any additional discharge that is in violation of TRPA discharge standards?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d) Does the proposal result in an increase in the volume of discharge?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e) Noise *

Does the proposal result in an increase in Community Noise Equivalency Level (CNEL)?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f) Aesthetics *

Does the proposal result in blockage of significant views to Lake Tahoe or an identified visual resource?

- Yes
- No
- No, With Mitigation
- Data Insufficient

g) Recreation *

Does the proposal result in a reduction of public access to public recreation areas or public recreation opportunities?

- Yes
- No
- No, With Mitigation
- Data Insufficient

h) Land Use

Does the converted or transferred use result in a use that is not consistent with the goals and policies of the Community Plan or Plan Area Statement?

- Yes
- No
- No, With Mitigation
- Data Insufficient

i) Population

Does the proposal result in an increase in the existing or planned population of the Region?

- Yes
- No
- No, With Mitigation
- Data Insufficient

j) Housing

Does the proposal result in the loss of affordable housing?

- Yes
- No
- No, With Mitigation
- Data Insufficient

k) Transportation

Does the proposal result in the increase of 100 Daily Vehicle Trip Ends (DVTE)?

--

- Yes
- No
- No, With Mitigation
- Data Insufficient

l) Does the proposal result in a project that does not meet the parking standards?

--

- Yes
- No
- No, With Mitigation
- Data Insufficient

m) Utilities

Does the proposal result in additional water use?

--

- Yes
- No
- No, With Mitigation
- Data Insufficient

n) Does the proposal result in the need for additional sewer treatment?

--

- Yes
- No
- No, With Mitigation
- Data Insufficient

o) Historical

Does the proposal result in the modification or elimination of a historic structure or site?

--

- Yes
- No
- No, With Mitigation
- Data Insufficient

DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: (Original signature required.)

Wyatt Osby Person Preparing Application At PLACER County Date: 1/16/2020

Applicant Written Comments: (Attach additional sheets if necessary)

Print Form

Attachment D

2018 Shorezone Code Conformance Table

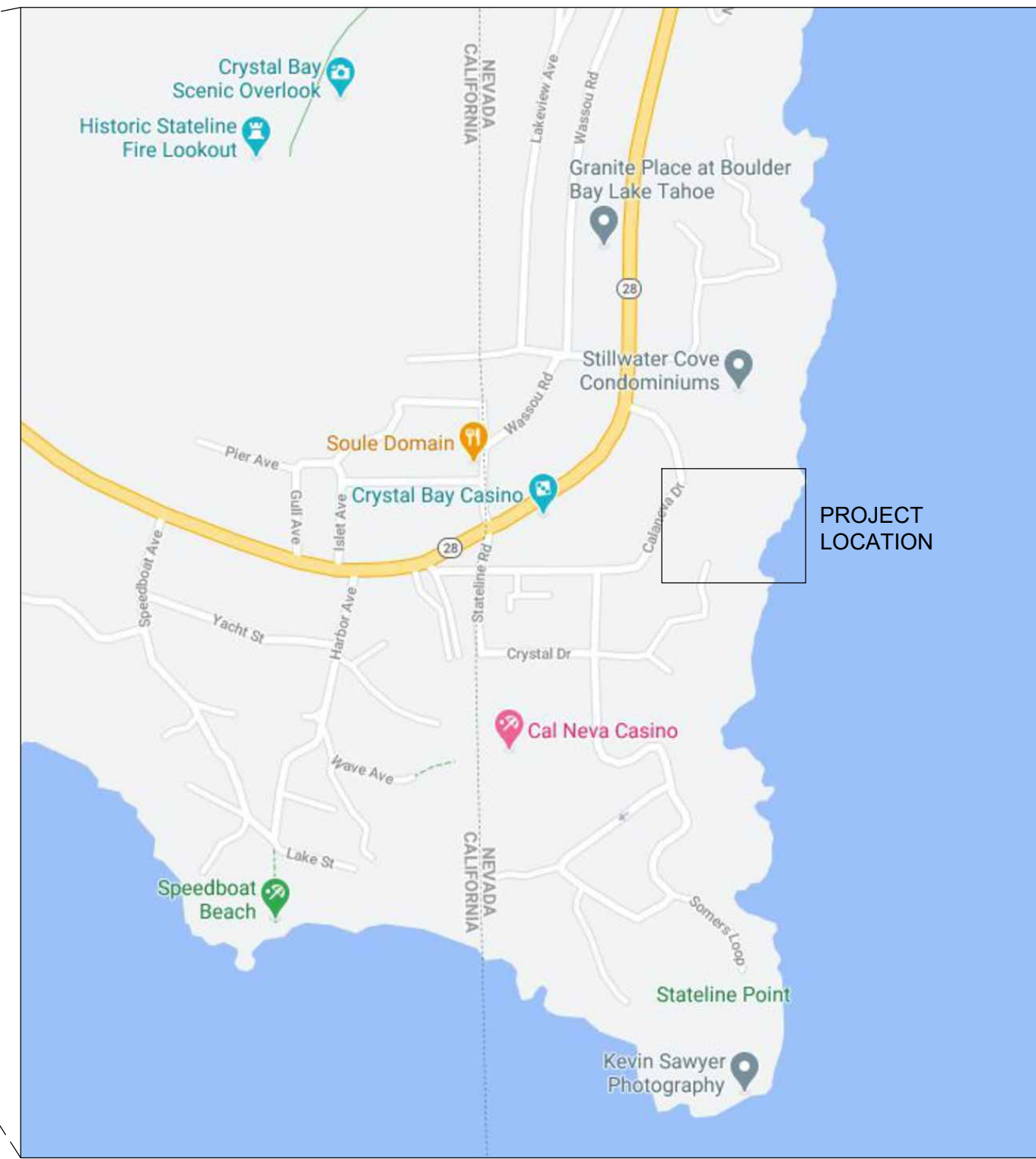
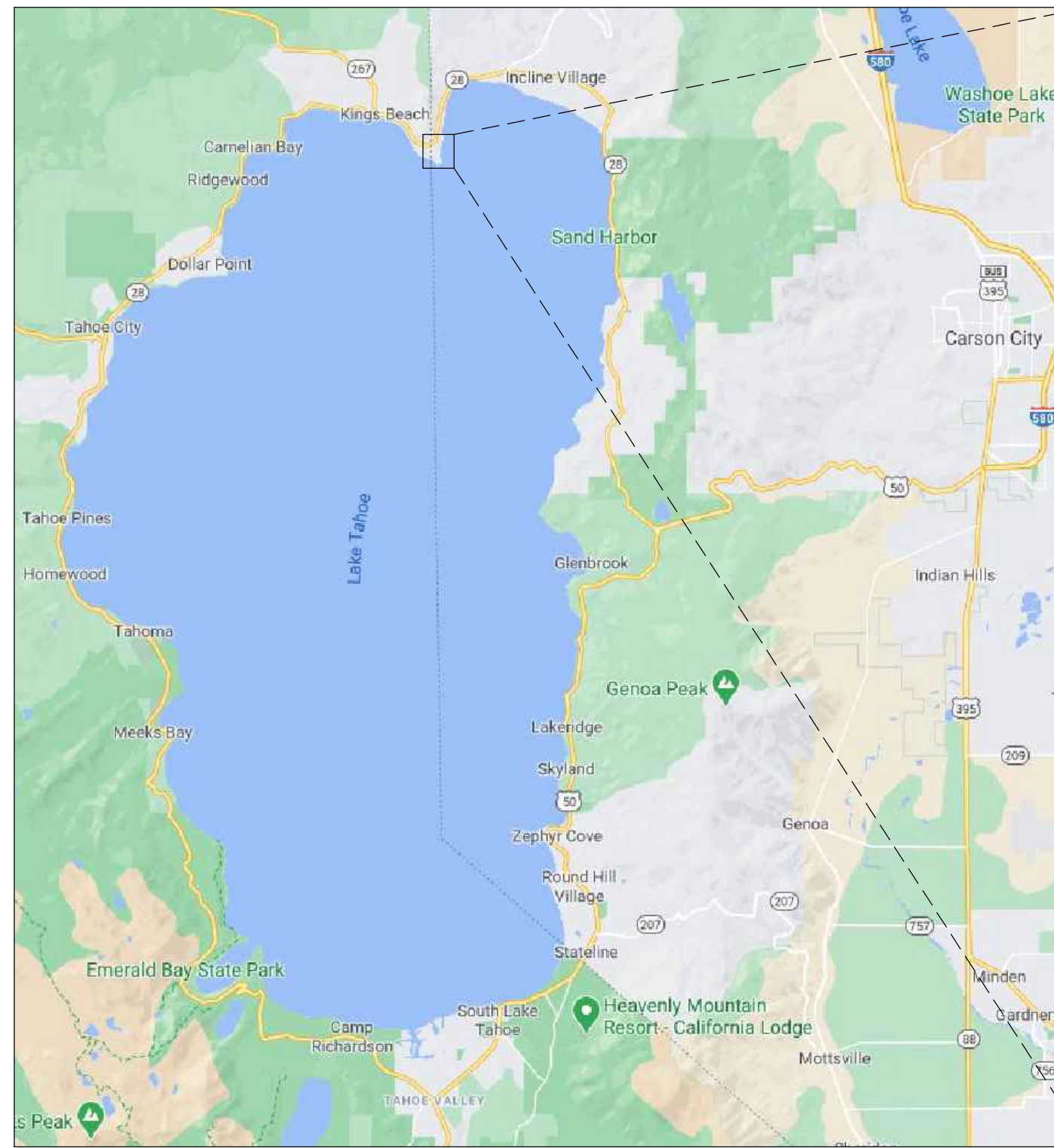
Deep Blue Water LLC Multiple Use Pier Conformance Review Table

Table 1: Pier Conformance Review Under 2018 Shorezone Code

Standard	2018 Shorezone Code	Proposed Pier	Conformance
Streams	Outside of Stream Mouth Protection Zone (SMPZ)	1.5 miles away from the nearest SMPZ located at Kings Beach	In conformance
Fish Habitat	No mitigation required if located in marginal fish habitat	No mitigation required	In conformance
Length	Pierhead may extend 30 feet past 6,219 or 60 feet past pierhead line, whichever is more limiting. An additional 15 feet may be permitted for piers serving three or more primary residential parcels.	65' - extends 42 feet past lake bottom elevation 6,219.	In conformance
Setbacks	20' for new piers from outermost property boundary projection lines, & 40' from existing piers as measured from the pierhead	Conforms with external projection line setbacks	In Conformance
Width	Maximum 15' wide excluding catwalks	15' with two (2) boatlifts on either side of the pier.	In conformance
Catwalk	Maximum of 3' by 30'	3' x 15'	In conformance
Boatlift	One boat lift per littoral parcel (max. 3)	Two boatlifts	In conformance
Pier Height	6,232' maximum or up to 6,234' if findings made	6,233', findings for additional height made	In conformance
Free Flowing Water	Piers required to be floating or have an open piling foundation	Open piling foundation (90%)	In conformance
Superstructures (Boat House)	Prohibited	NA	In conformance
Colors & Materials	Dark colors that blend with background	Dark Gray decking, flat black structural components	In conformance

Visual Mass Limitation	460 sf of visible mass allowed for piers serving 3 or more primary residential littoral parcels (does not include accessory structures such as boatlifts, boats, handrails, and ladders).	130.5 square feet	In conformance
Visual Mass Mitigation	In Visually Modified Character Types mitigation required at a 1:2 ratio	Additional visible mass, including accessory structures, will be mitigated at a 1:2 ratio through retiring allowable visible area. 767.4 square feet of visible mass will be mitigated.	In conformance
Retirement of Shorezone Development Potential	An additional multiple-parcel pier shall extinguish future pier development potential through deed restriction on all parcels served by the pier, including adjacent and non-adjacent parcels, with the exception of the littoral parcel on which the additional pier is permitted.	Deed restriction to be recorded prior to permit acknowledgement.	In conformance

Attachment E
Proposed Site Plans



VICINITY MAP NTS SOURCE: GOOGLE MAPS



SUMMERTIDE PIER

28 CALA NEVA DRIVE, CRYSTAL BAY, NV

TRPA PIER APPLICATION

ABBREVIATIONS

ASF	ABOVE SUBFLOOR	NFHB	NO FREEZE HOSE BIB
BD	BOARD	NIC	NOT IN CONTRACT
BLDG	BUILDING	OC	ON CENTER
B.O.	BOTTOM OF...	OSB	ORIENTED STRAND BOARD
BRNG	BEARING	PLY	PLYWOOD
CL	CENTER LINE	PTD	PAINTED
CLR	CLEAR	REV	REVERSE
CPT	CARPET	RO	ROUGH OPENING
CONC	CONCRETE	SIM	SIMILAR
CMU	CONC MASONRY UNIT	STRUC	STRUCTURAL
ELEC	ELECTRICAL	T&G	TONGUE & GROOVE
EXST	EXISTING	TME	TO MATCH EXISTING
EXT	EXTERIOR	T.O.	TOP OF...
FD	FLOOR DRAIN	TRT	TREATED
FDN	FOUNDATION	TYP	TYPICAL
FE	FIRE EXTINGUISHER	UNO	UNLESS NOTED OTHERWISE
FF	FINISHED FLOOR	VEY	VERIFY
FLR	FLOOR	VIF	VERIFY IN FIELD / SITE VERIFY
GYP	GYP SUM WALL BOARD	VNR	VENEER
HB	HOSE BIB	WD	WOOD
HDR	HEADER	WH	WATER HEATER
INT	INTERIOR		
MAS	MASONRY		
MAX	MAXIMUM		
MECH	MECHANICAL		
MIN	MINIMUM		

PROJECT TEAM

<p>OWNER DEEP BLUE WATER LLC CONTACT: DARIN SZABO 612-991-8081</p> <p>ARCHITECT REHKAMP LARSON ARCHITECTS 2732 W 43RD STREET MINNEAPOLIS, MN 55410 CONTACTS: MARK LARSON RYAN LAWINGER lawinger@rehkamplarson.com 612-285-7275</p> <p>SURVEYOR SUMMIT ENGINEERING CORPORATION 5405 MAE ANNE AVENUE RENO, NV 89523 CONTACT: RYAN COOK 775-787-4316</p> <p>GEOTECH NV5 10775 PIONEER TRAIL, SUITE 213 TRUCKEE, CA 96161 CONTACT: JAKE HUDSON 530-587-5196</p> <p>FUNICULAR SKYTRAC INC (HILLTRAC) 2350 WEST 1500 SOUTH SALT LAKE CITY, UT 84104 801-972-1699</p>	<p>LAND USE CONSULTANT OGILVY CONSULTING 850 NORTH LAKE BLVD, SUITE 17 TAHOE CITY, CA 96145 CONTACT: WYATT OGLIVY 630-583-5800</p> <p>CIVIL SHAW ENGINEERING 20 VINE STREET RENO, NV 89503 CONTACT: MARC BELANGER 775-329-5559</p> <p>LANDING & STATION STRUCTURAL CFBR STRUCTURAL GROUP, LLC 5425 LOUIE LANE, SUITE 2C RENO, NV 89511 CONTACT: TYSON COLOVICH 775-250-4133 COLTON SCHAEFER 916-749-8031</p> <p>PIER ENGINEERING FARRELL CIVIL ENGINEERING P.O. BOX 361 TAHOE VISTA, CA 96148 CONTACT: TIM FERRELL 530-546-2752</p> <p>LANDSCAPE HIGH WEST LANDSCAPE ARCHITECTS 40165 TRUCKEE AIRPORT ROAD, SUITE 301-A TRUCKEE, CA 96161 CONTACT: JOHN PRUYN, PLA 530-553-4000</p>
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DRAWING INDEX

A00	COVER SHEET	LANDSCAPE & TRPA SCENIC SHEETS
ARCHITECTURAL		L1.0a PLANTING PLAN - LOTS 3, 4, 5
1 A01.1	SITE DIAGRAM	L1.0b PLANTING PLAN - LOTS 1, 2, 6
A02.0	COVERAGE - SITE SUMMARY	L1.1 VISIBLE AREA CALCULATIONS, HOUSE 1 & PIER ACCESS
A02.1	SCENIC - ELEVATION DIAGRAM	1 L1.2 VISIBLE AREA CALCULATIONS, HOUSE 2
PIER		1 L1.3 VISIBLE AREA CALCULATIONS, GUEST CABIN
P1.0	PIER - SITE PLAN	
P1.0A	PIER - PLAN	
P1.1	PIER - ELEVATIONS	

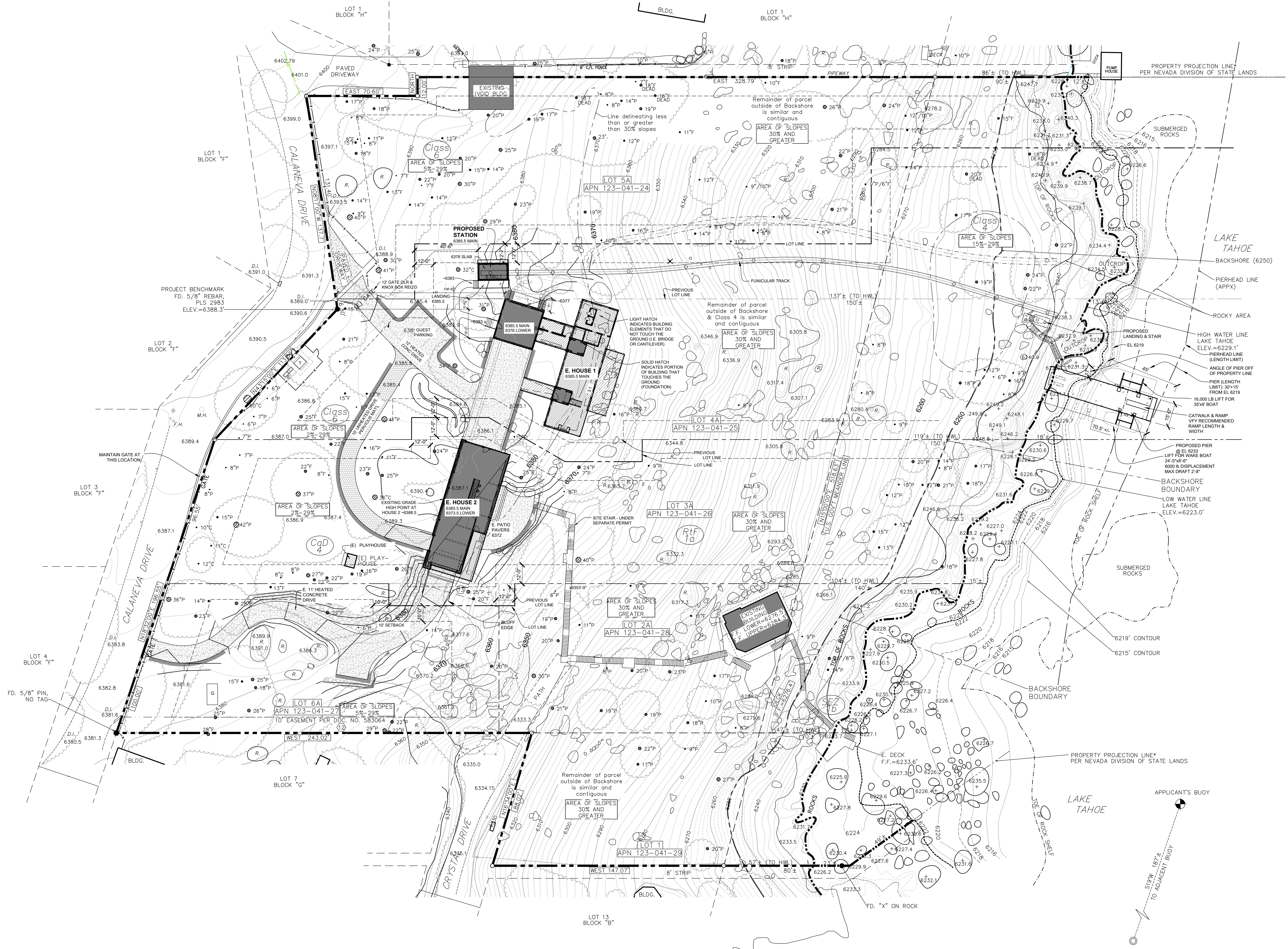
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2732 West 43rd Street, Mpls, MN 55410
Tel. 612-285-7275



SUMMERTIDE PIER
28 Calaneva Drive
CRYSTAL BAY, NV 89402

PROJECT PHASE:	TRPA SUBMISSION
PROJECT NUMBER:	18-041
ISSUE DATE:	FEB 1, 2022
1	JUNE 17, 2022
2	AUG 4, 2022
DRAWN BY:	ML, RL

A00
COVER



1 SITE DIAGRAM
 1/32" = 1'-0" on 24x36 1/64" = 1'-0" on 11x17

ORIGINAL SURVEY BY ARNETT & ASSOCIATES

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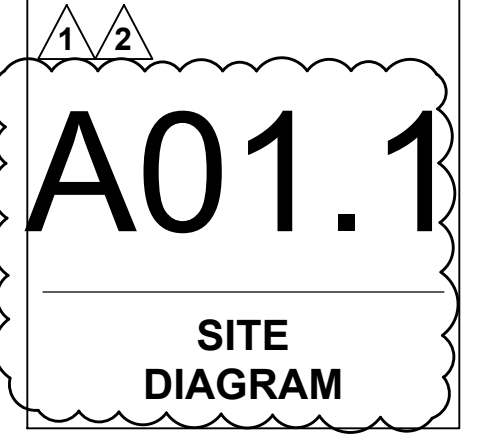


SUMMERTIDE PIER
 28 Calaneva Drive
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PROJECT PHASE:
 TRPA
 SUBMISSION
 PROJECT NUMBER:
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ISSUE DATE:
 FEB 1, 2022
 1 JUNE 17, 2022
 2 AUG 4, 2022

DRAWN BY:



EXISTING COVERAGE

Lot 1, APN 123-041-29 (40 Crystal Drive)			
Allowable Base Coverage	Total Parcel Area:	Percent Coverage	Base Allowable Land Coverage
	16,074 to ohw		
>30% Slope	29%	13,537	3,932 sf
Class 1b Backshore	1%	2,517	25 sf
TOTAL			3,957 sf

Existing Coverage	
Pier (46 sf on Class 1b)	46 sf
TOTAL EXISTING COVERAGE	46 sf
Coverage on Class 1b =	46 sf

Lot 2A, APN 123-041-28 (40 Crystal Drive)

Allowable Base Coverage			
Land Capability District	Percent Coverage	Area	Base Allowable Land Coverage
Class 1a >30%	1%	19,120	191 sf
Class 1b Backshore	1%	3,420	34 sf
TOTAL			225 sf

Existing Coverage	
Building (on Class 1a)	994 sf
Decks & Stairs (988 on class 1a, 29 sf on Class 1b)	1,017 sf
Path (on Class 1a)	616 sf
TOTAL EXISTING COVERAGE	2,627 sf
Coverage on Class 1a	2,598 sf
Coverage on Class 1b	29 sf

Lot 3A, APN 123-041-26 (26 Calaneva Drive)

Allowable Base Coverage			
Land Capability District	Percent Coverage	Area	Base Allowable Land Coverage
Class 1a >30% Slope	1%	23,609	236 sf
Class 1b Backshore	1%	4,439	44 sf
Class 4 <30% Slope	20%	19,677	3,935 sf
TOTAL			4,215 sf

TOTAL Grandfathered Coverage	4,688 sf
Amount of this coverage that is/was Class 1a	1,475 sf

Existing Coverage

Building	2,426 sf
Patio, Deck, Lower Drive (700 sf on Class 1a)	1,406 sf
Stone Steppers (55 sf on Class 1a)	60 sf
Site Stair (103 sf on Class 1a)	101 sf
Terrace Drive	436 sf
Permeable Drive	704 sf
TOTAL EXISTING COVERAGE	5,133 sf
Coverage on Class 1a	858 sf

Lot 4A, APN 123-041-25 (28 Calaneva Drive)

Allowable Base Coverage			
Land Capability District	Percent Coverage	Area	Base Allowable Land Coverage
Class 1b Backshore (6250)	1%	11,033	110 sf
16 to 30%, Class 4	20%	3,754	751 sf
TOTAL			16,985 sf

Existing Coverage - High capability

Garage & House	2,538 sf
Drive & Terrace	3,055 sf
Stone Steppers	65 sf
Path at garage & station, garage stairs	290 sf
Permeable Drive	662 sf x .75 (for 25% exemption)
Bridge	497 sf
TOTAL EXISTING COVERAGE	6,472 sf

Lot 5A, APN 123-041-24 (32 Calaneva Drive)

Allowable Base Coverage			
Land Capability District	Percent Coverage	Area	Base Allowable Land Coverage
Class 1b Backshore (6250)	1%	1,833	18 sf
TOTAL			12,662 sf

Existing Coverage

Drive	636 sf
IVGID Building	570 sf
IVGID Driveway	280 sf
TOTAL EXISTING COVERAGE	1,486 sf

Lot 6A, APN 123-041-27 (24 Calaneva Drive)

Allowable Base Coverage - Proposed, Post Lot Line Adjustment			
Land Capability District	Percent Coverage	Area	Base Allowable Land Coverage
Class 1a >30% Slope	1%	4,233	42 sf
IPES 942 <30% Slope	30%	16,319	4,938 sf
TOTAL			4,938 sf

Existing Coverage

Drive	2,790 sf
Generator Pad	90 sf
TOTAL EXISTING COVERAGE	2,880 sf

EXISTING TOTALS: Lots 1, 2A, 3A, 4A, 5A & 6A

TOTAL PROJECT AREA BASE ALLOWABLE COVERAGE	42,982 sf
TOTAL PROJECT AREA ALLOWABLE COVERAGE	45,856 sf

(Sum of higher figure by parcel, base vs. grandfathered existing)

TOTAL EXISTING PROJECT AREA LAND COVERAGE

TOTAL EXISTING PROJECT AREA LAND COVERAGE	18,644 sf
1b Total Allowable coverage (existing+ base allowable)	253 sf
Existing Class 1b Coverage	75 sf

PROPOSED COVERAGE

Lot 1, APN 123-041-29 (40 Crystal Drive)

No change in coverage for this lot.

Lot 2A, APN 123-041-28 (40 Crystal Drive)

No change in coverage for this lot.

Lot 3A, APN 123-041-26 (26 Calaneva Drive)

No change in coverage for this lot.

Lot 4A, APN 123-041-25 (28 Calaneva Drive)

Proposed Additional Coverage - High capability	
Pier stairs & landing at funicular station	73 sf
Funicular station building & piers for track	222 sf
Total High Capability Proposed Additional Coverage	295 sf

Proposed Additional Coverage - Class 1b

Stairs & Landings	140.5 sf
Funicular Piers/Track/Cab	6 sf
Pier	47 sf
Total Class 1b Proposed Additional Coverage	194 sf

Lot 5A, APN 123-041-24 (32 Calaneva Drive)

No change in coverage for this lot.

Lot 6A, APN 123-041-27 (24 Calaneva Drive)

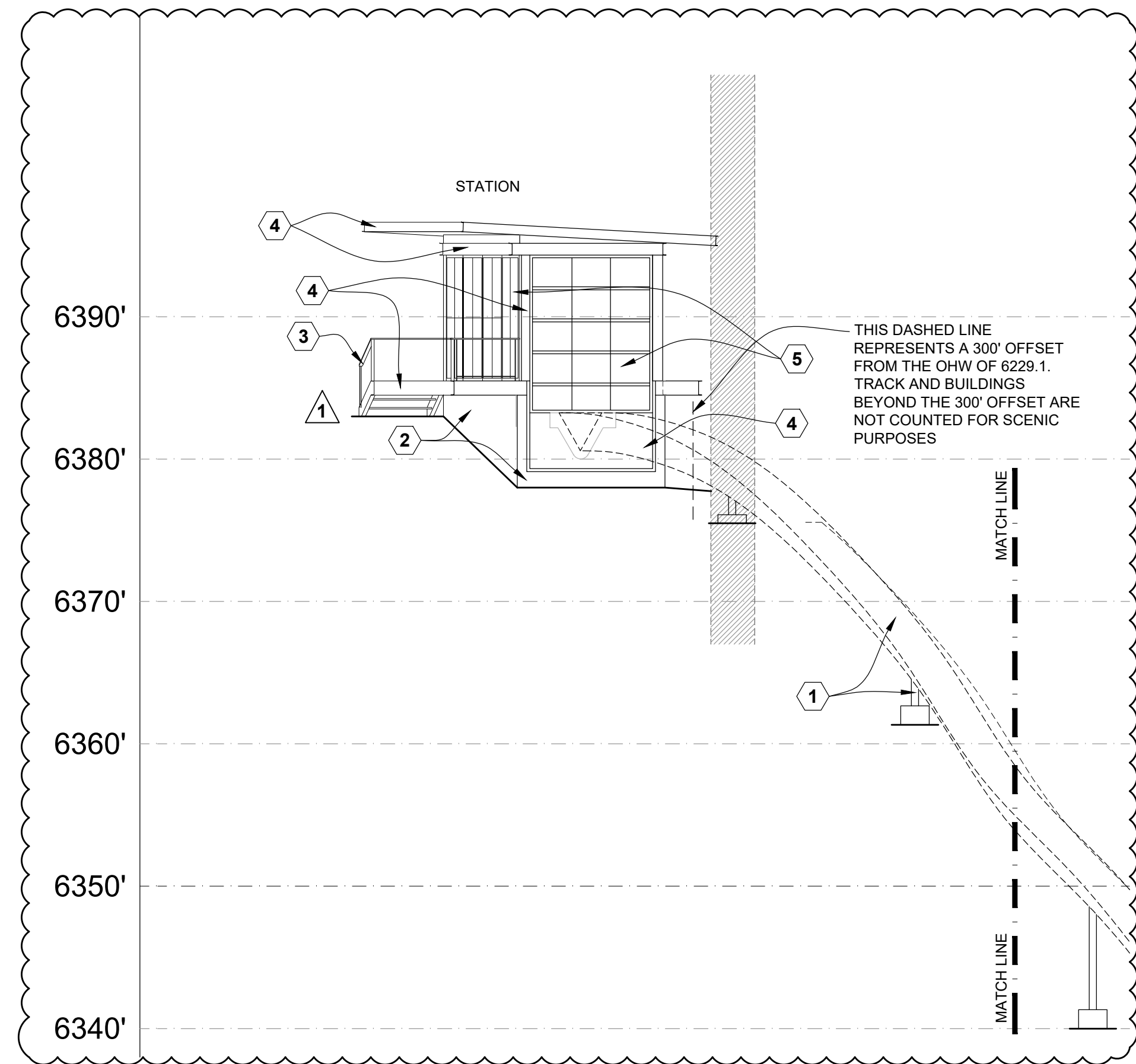
No change in coverage for this lot.

TOTALS: Lots 1, 2A, 3A, 4A, 5A & 6A

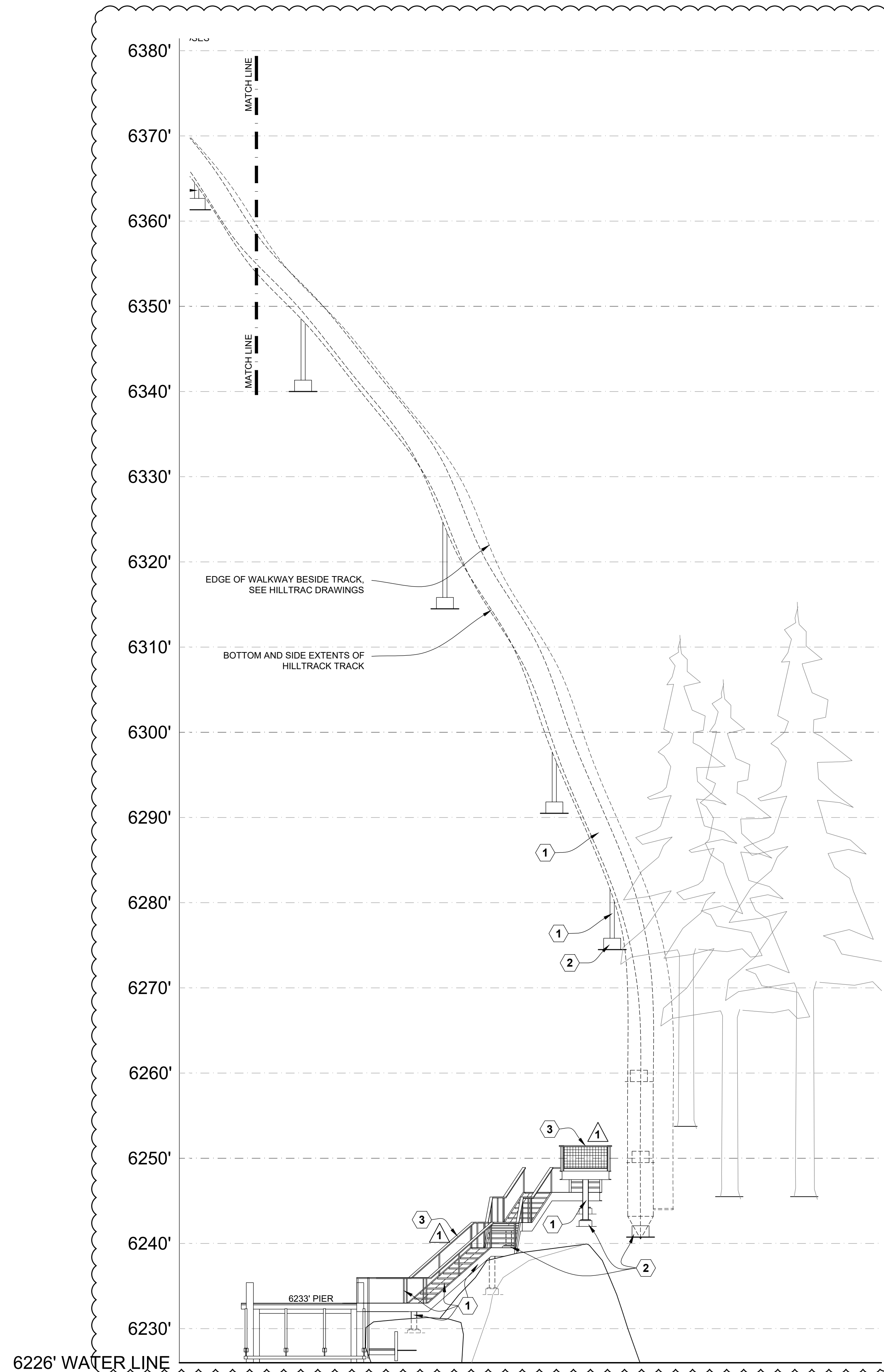
Total Existing Coverage	18,644 sf
New Proposed Coverage	489 SF

TOTAL PROPOSED PROJECT AREA LAND COVERAGE

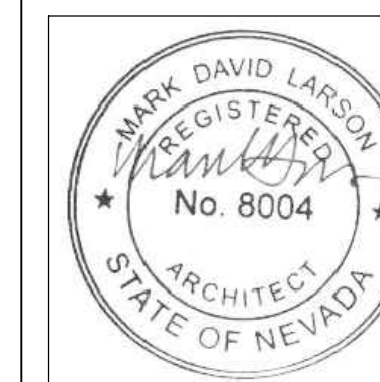
TOTAL PROPOSED PROJECT AREA LAND COVERAGE	19,132 SF
Total Project Area Allowable Coverage	45,856 sf
Remaining Coverage for Future Use	26,724 sf
New 1b coverage Proposed (at 1.5:1)	290 sf
TOTAL Project 1b Coverage (Proposed + Existing)	365 sf
1b Coverage to be transferred (Proposed-Allowable)	112 sf



SQUARE FOOTAGE CALCS:		MATERIALS KEY:	
HILLTRACK STATION -THIS IS BEHIND THE 300' OFFSET LINE, NOT INCLUDED IN CALCS			
TRACK			
-STEEL TRACK	588.9 SF	1	STEEL
-CONCRETE	13.9 SF	2	CONCRETE (INTIGRAL STAIN)
LOWER LANDING			
-STEEL	9.7 SF	3	THERMORY (WOOD)
-CONCRETE	1.6 SF	4	BLACK (WINDOW OR MATCHING)
-THERMORY	.7 SF	5	GLASS (11% REFLECTIVITY)
STAIR TO PIER			
-STEEL	52.5 SF		
-THERMORY	13.5 SF		
-CONCRETE	4 SF		
PIER -REFER TO PIER DRAWINGS			
TOTALS (PIER NOT INCLUDED):			
-STEEL	651.1 SF		
-CONCRETE	15.9 SF		
-THERMORY	14.2 SF		
NOTES: -TOTALS INCLUDE DEDUCTION FOR PINES, ROCKS, AND 3" TREE TRUNK -TOTAL INCLUDES CALCULATION FOR OPENNESS OF TRACK SYSTEM: TRACK = 140' OF TOTAL RISE, WITH A SCENIC AREA OF 4.11 SF FOR EVERY 1' OF RISE (SEE SHEET A11) = 575.4 SF (PLUS 13.5 SF OF EXPOSED VERT SUPPORTS)			



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PROJECT PHASE:
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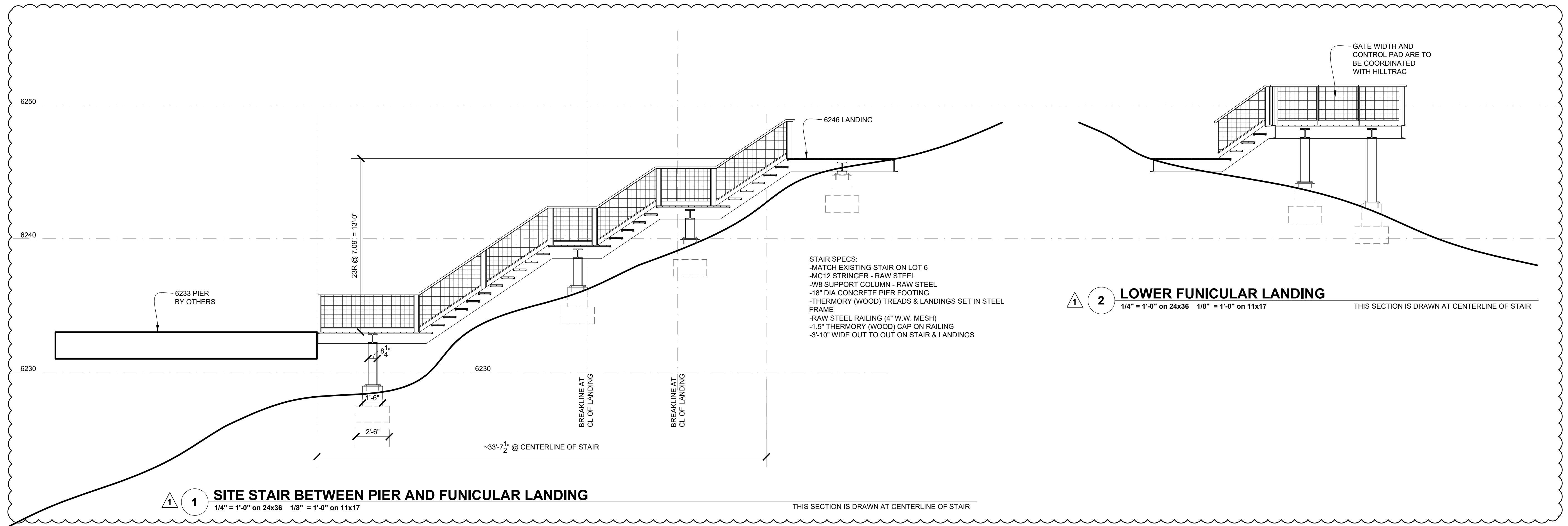
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2 AUG 4, 2022

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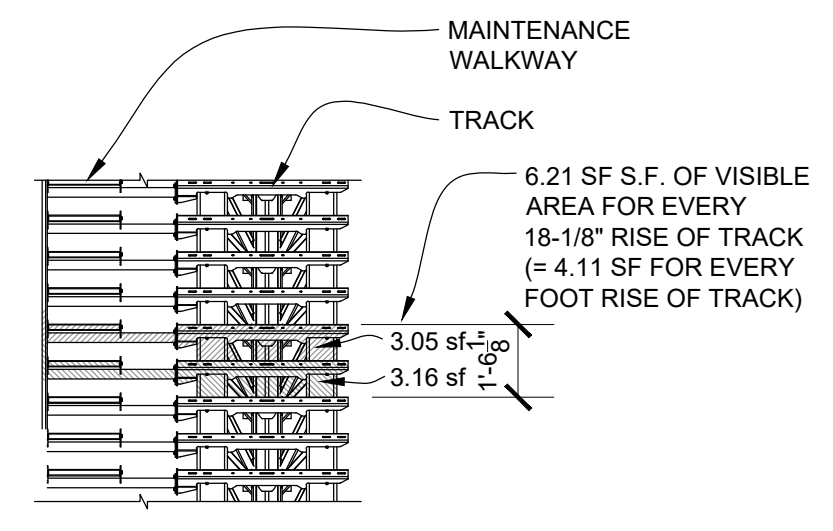
A02.1

SCENIC ELEVATION
DIAGRAM



STAIR SPECS:
 -MATCH EXISTING STAIR ON LOT 6
 -MC12 STRINGER - RAW STEEL
 -W8 SUPPORT COLUMN - RAW STEEL
 -18" DIA CONCRETE PIER FOOTING
 -THERMORY (WOOD) TREADS & LANDINGS SET IN STEEL FRAME
 -RAW STEEL RAILING (4" W.W. MESH)
 -1.5" THERMORY (WOOD) CAP ON RAILING
 -3'-10" WIDE OUT TO OUT ON STAIR & LANDINGS

3 TRACK & WALKWAY - ELEVATION / SCENIC SCHEMATIC
 1/4" = 1'-0" on 24x36 1/8" = 1'-0" on 11x17



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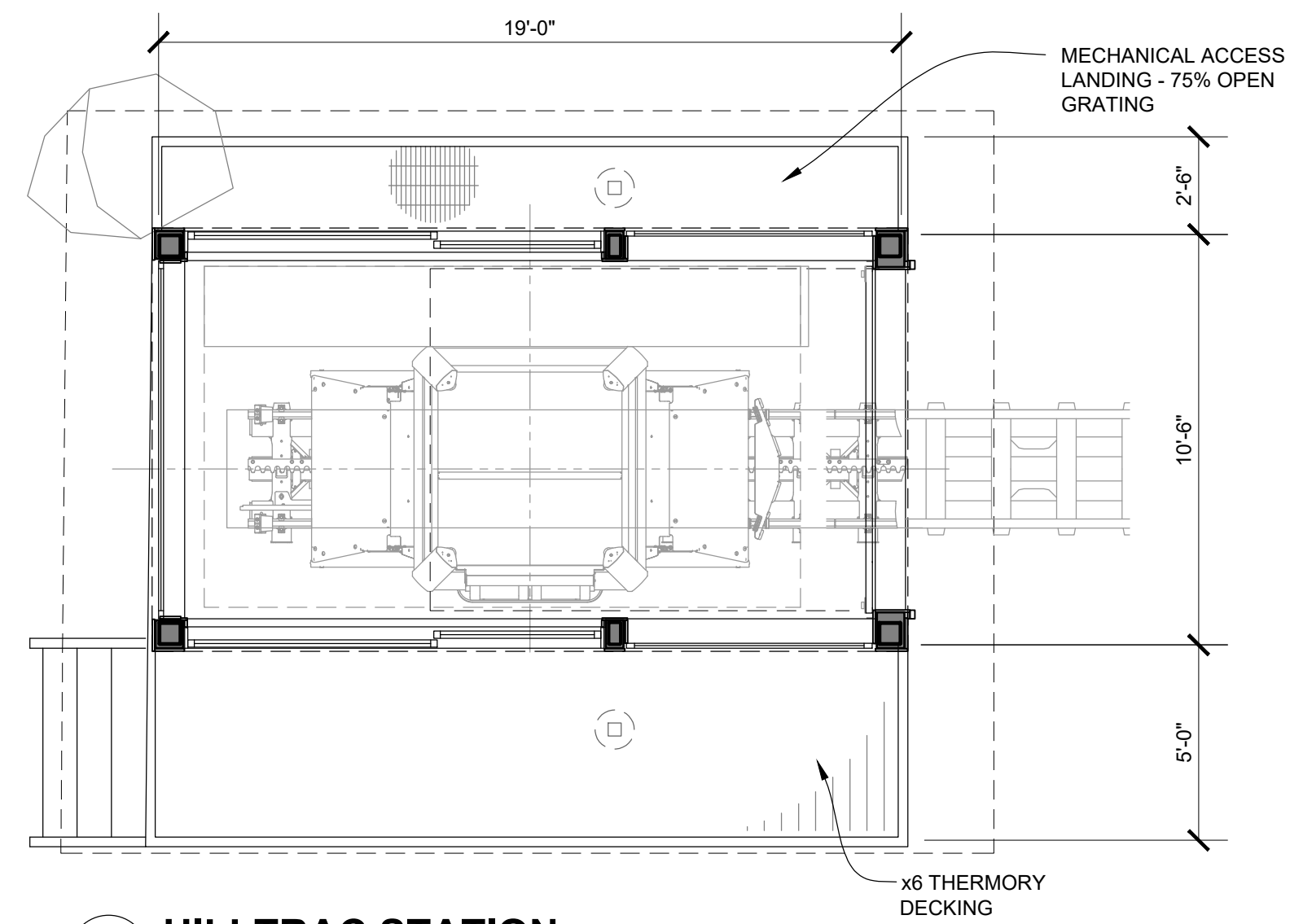
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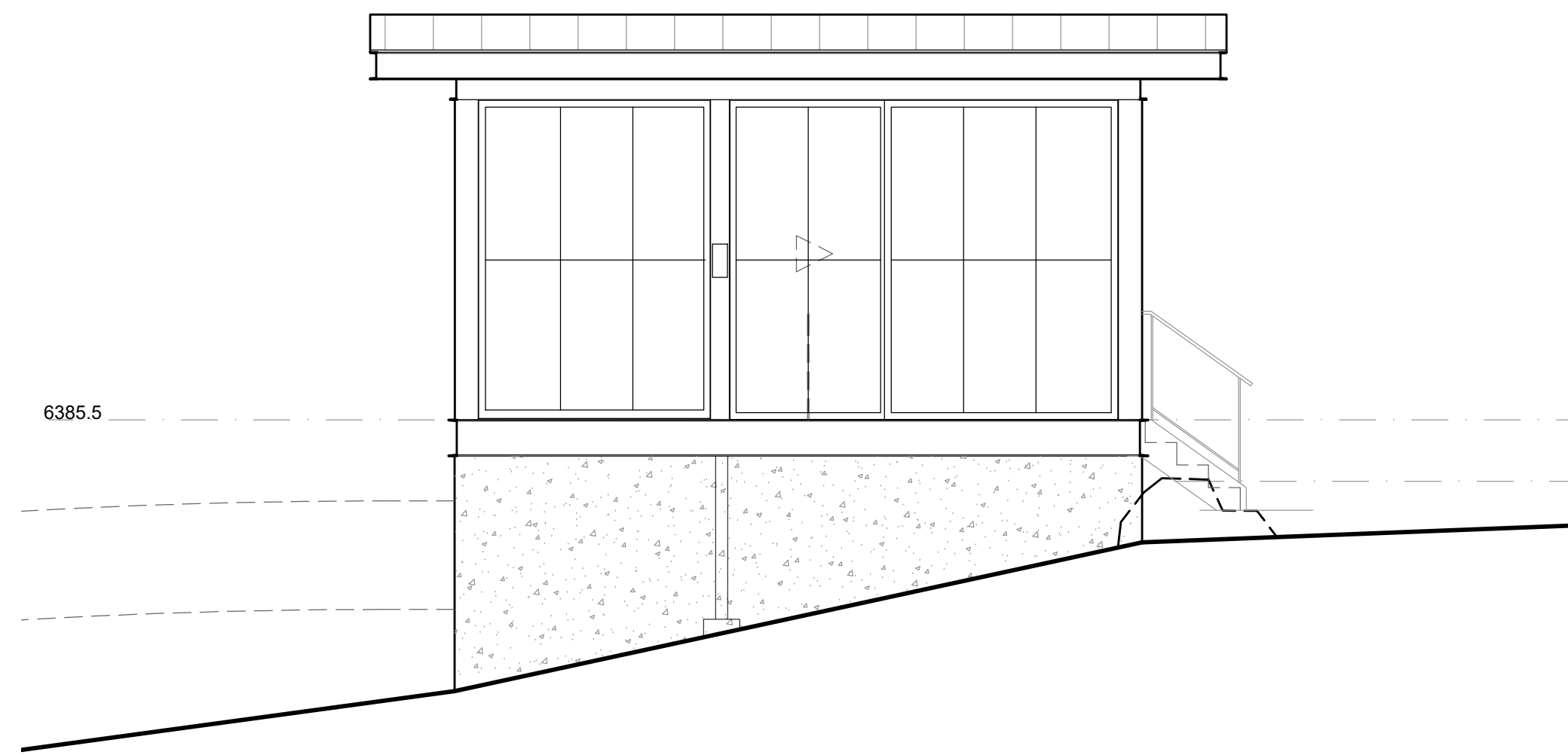
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A11.0
 STAIR & TRACK
 DETAILS

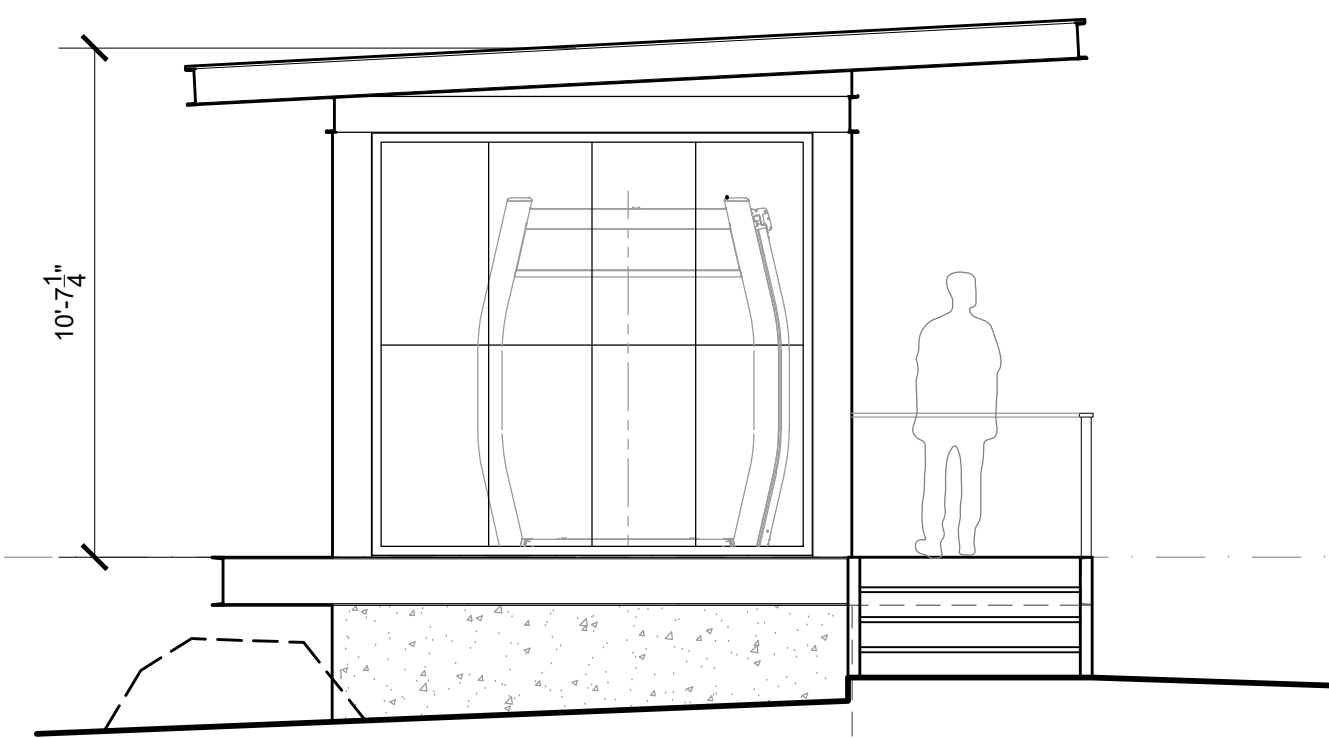
STATION SPECS:
 -ZINC ROOF TO MATCH HOUSE 1 & HOUSE 2
 -BLACK STEEL WINDOWS TO MATCH HOUSE 1 & HOUSE 2
 -GLASS TO MATCH HOUSE 1 & HOUSE 2
 -PAINTED EXPOSED STEEL TO MATCH WINDOWS
 -INTGRAL STAIN CONCRETE FOUNDATION TO MATCH HOUSE 1 & HOUSE 2
 -THERMORY (WOOD) TREADS & LANDINGS SET IN STEEL FRAME
 -BLACK FINISHED STEEL OR WOOD TO MATCH WINDOWS AT MULLIONS AND CORNERS



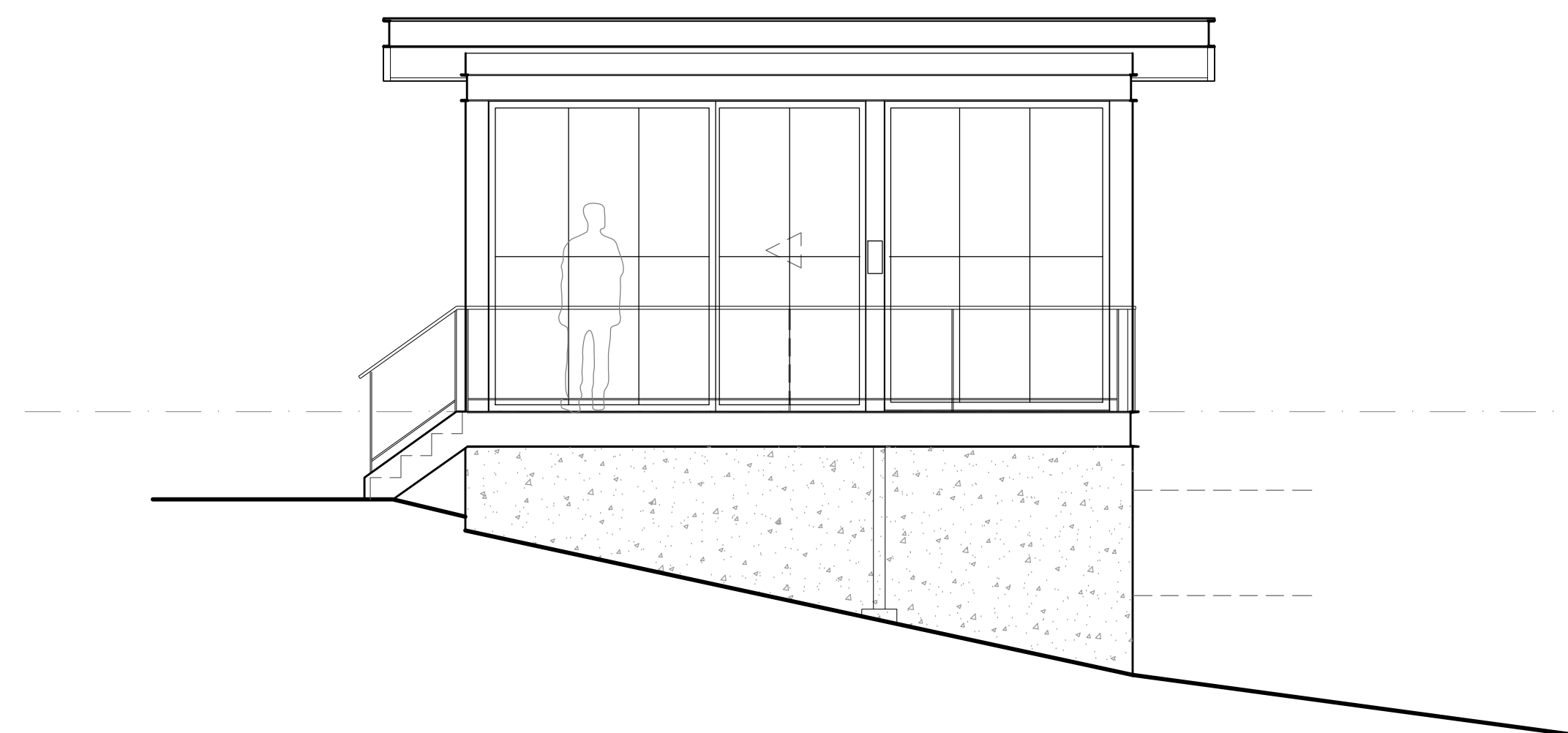
1 HILLTRAC STATION
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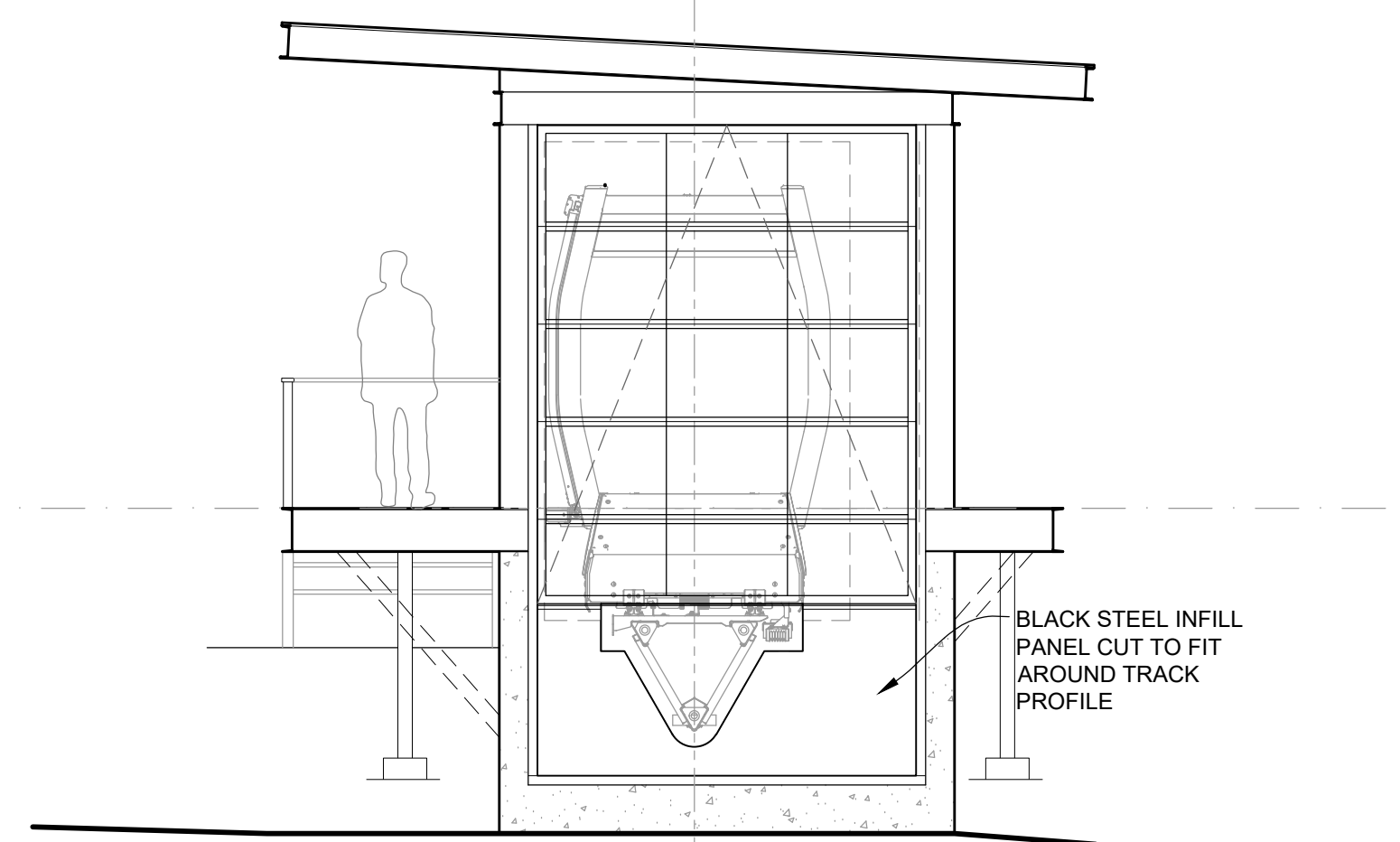
2 NORTH ELEVATION
 1/4" = 1'-0" on 24x36 1/8" = 1'-0" on 11x17



3 WEST ELEVATION
 1/4" = 1'-0" on 24x36 1/8" = 1'-0" on 11x17

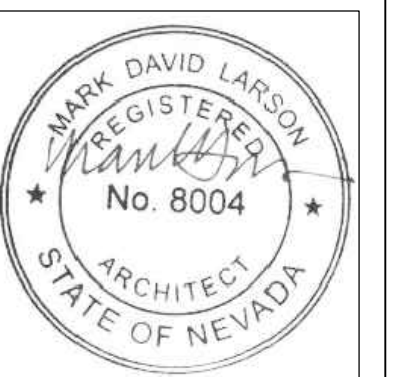


4 SOUTH ELEVATION
 1/4" = 1'-0" on 24x36 1/8" = 1'-0" on 11x17



5 EAST ELEVATION
 1/4" = 1'-0" on 24x36 1/8" = 1'-0" on 11x17

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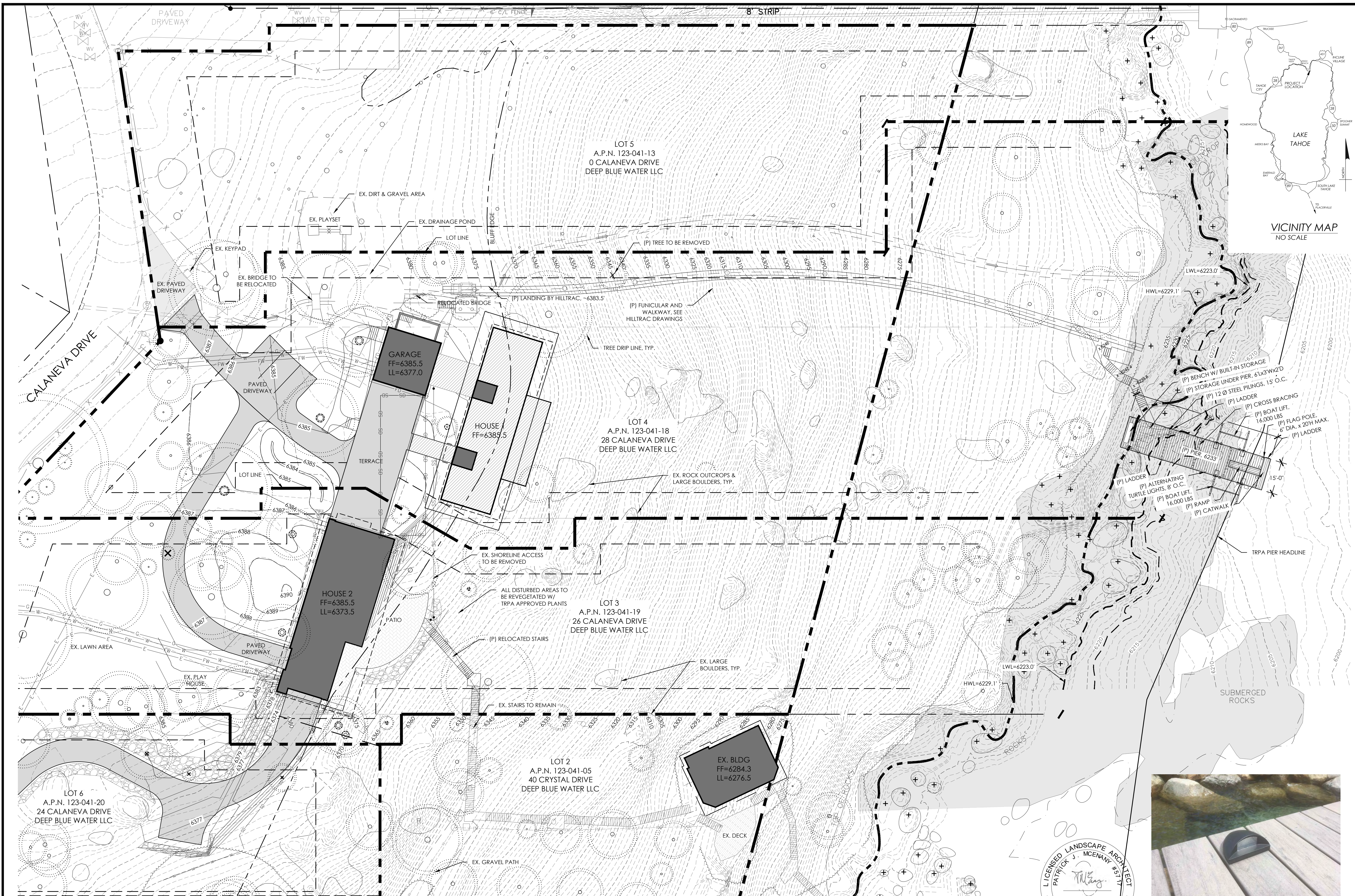
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VICINITY MAP
NO SCALE

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info@ogilvylanduse.com

HIGH WEST
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CA. LIC. 4568, 5717
NV. LIC. 630

Deep Blue Water, LLC. Pier
24, 26 & 28 Calaneva Dr
Crystal Bay, NV 89402
Washoe County

Date: 5-24-22
Revisions:

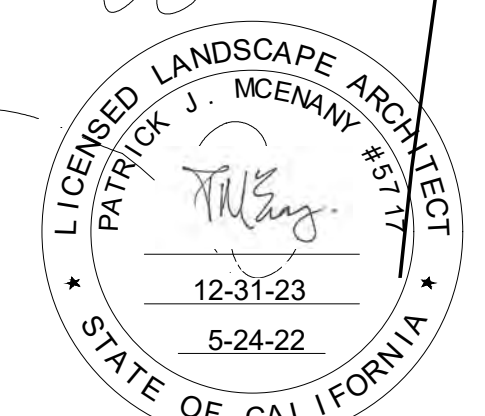
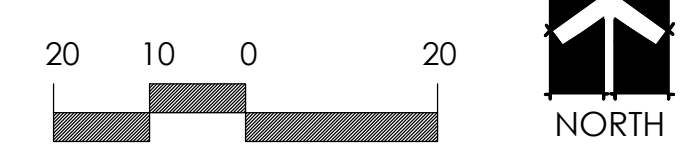
PROPOSED PIER PLAN

JOB:
DRAWN BY: SH
SCALE: AS NOTED

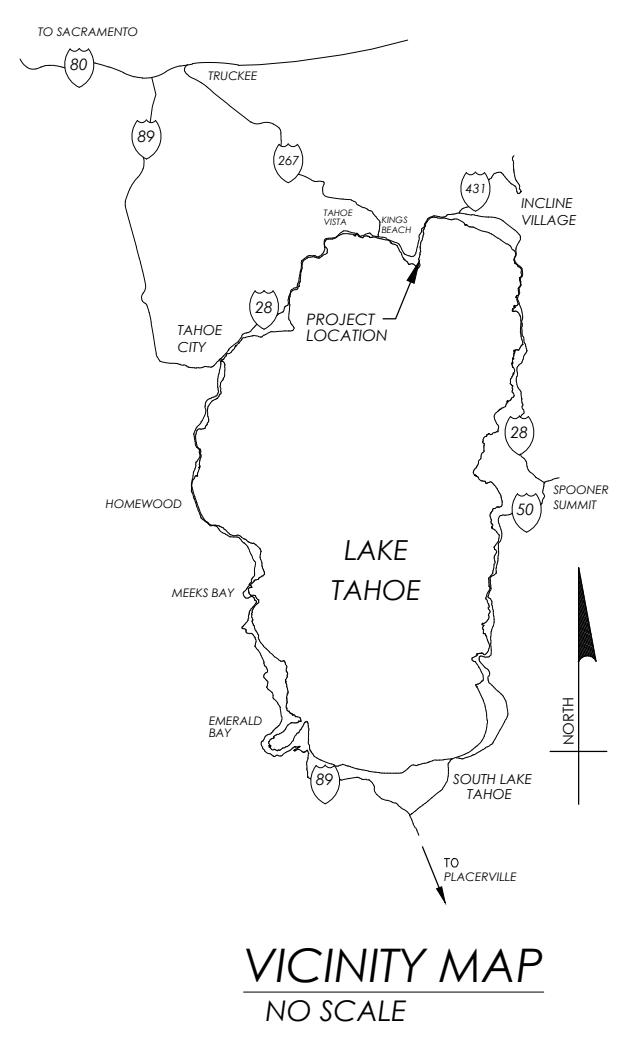
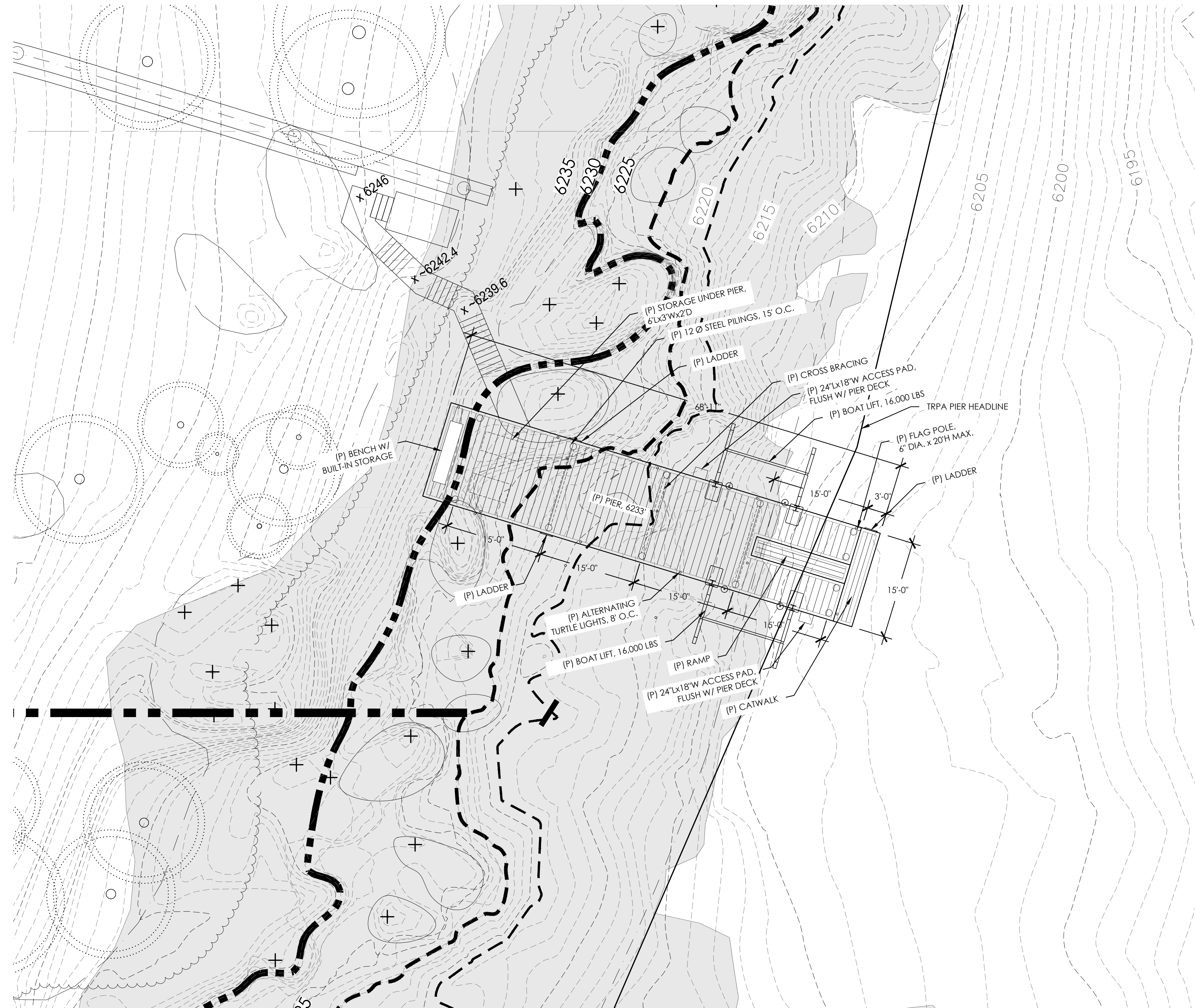
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PROPOSED PIER PLAN

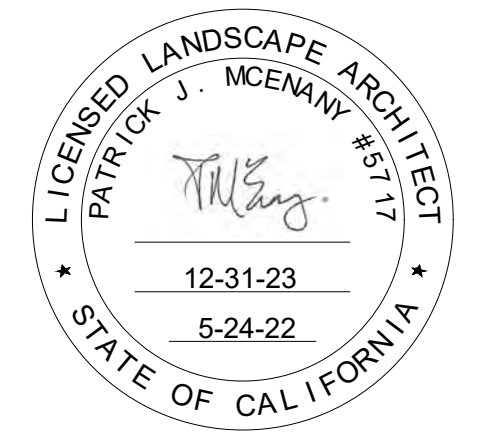
SCALE: 1"=20'-0"



TURTLE LIGHT DETAIL



PROPOSED PIER PLAN
SCALE: 1"=10'-0"



TURTLE LIGHT DETAIL

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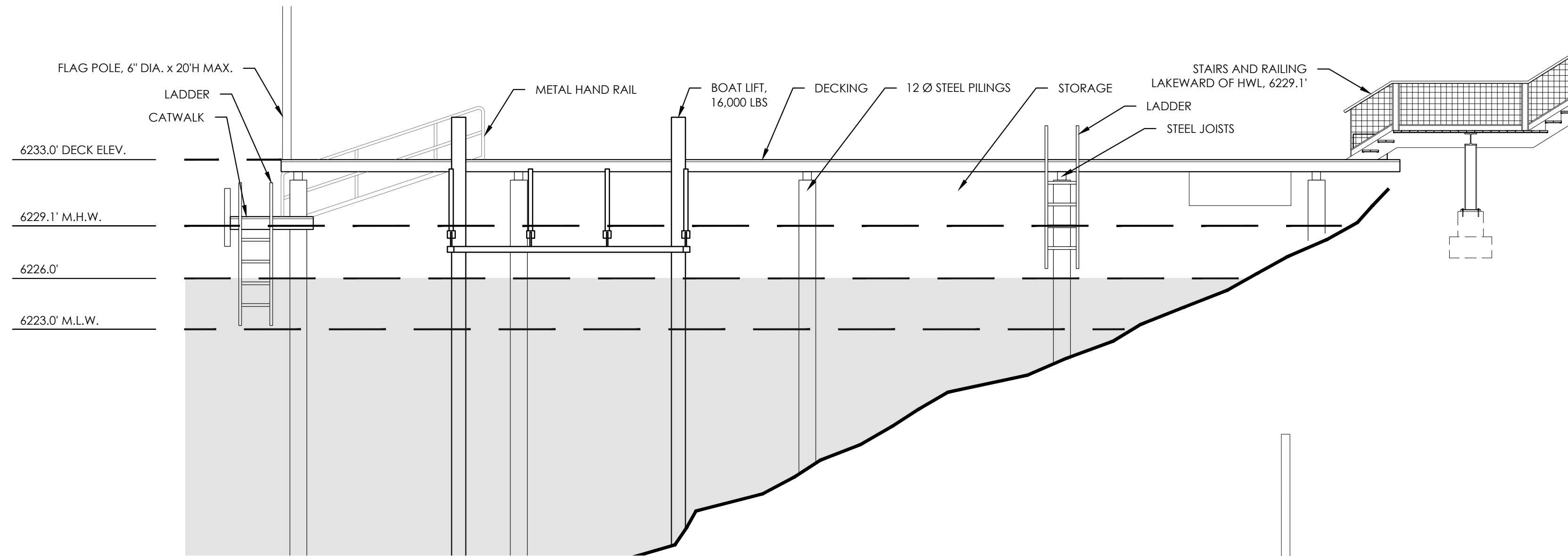
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Date: 5-24-22
Revisions:

PROPOSED PIER PLAN

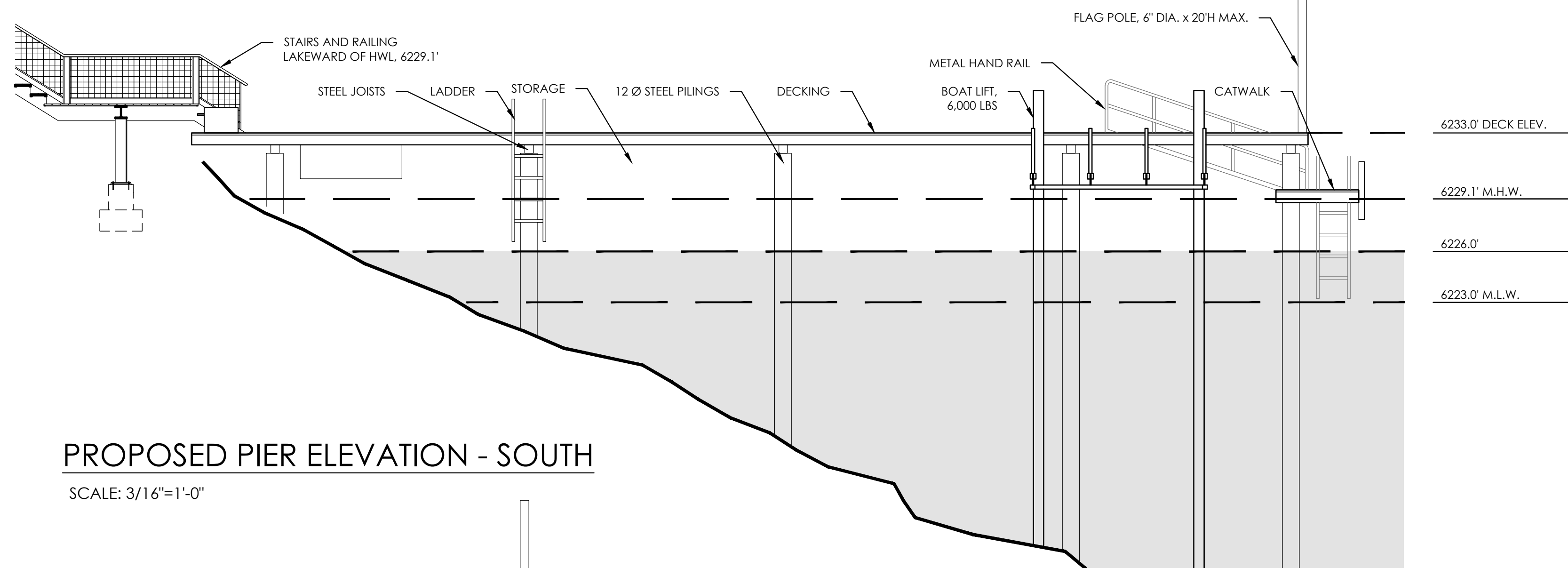
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SHEET
P1.0A



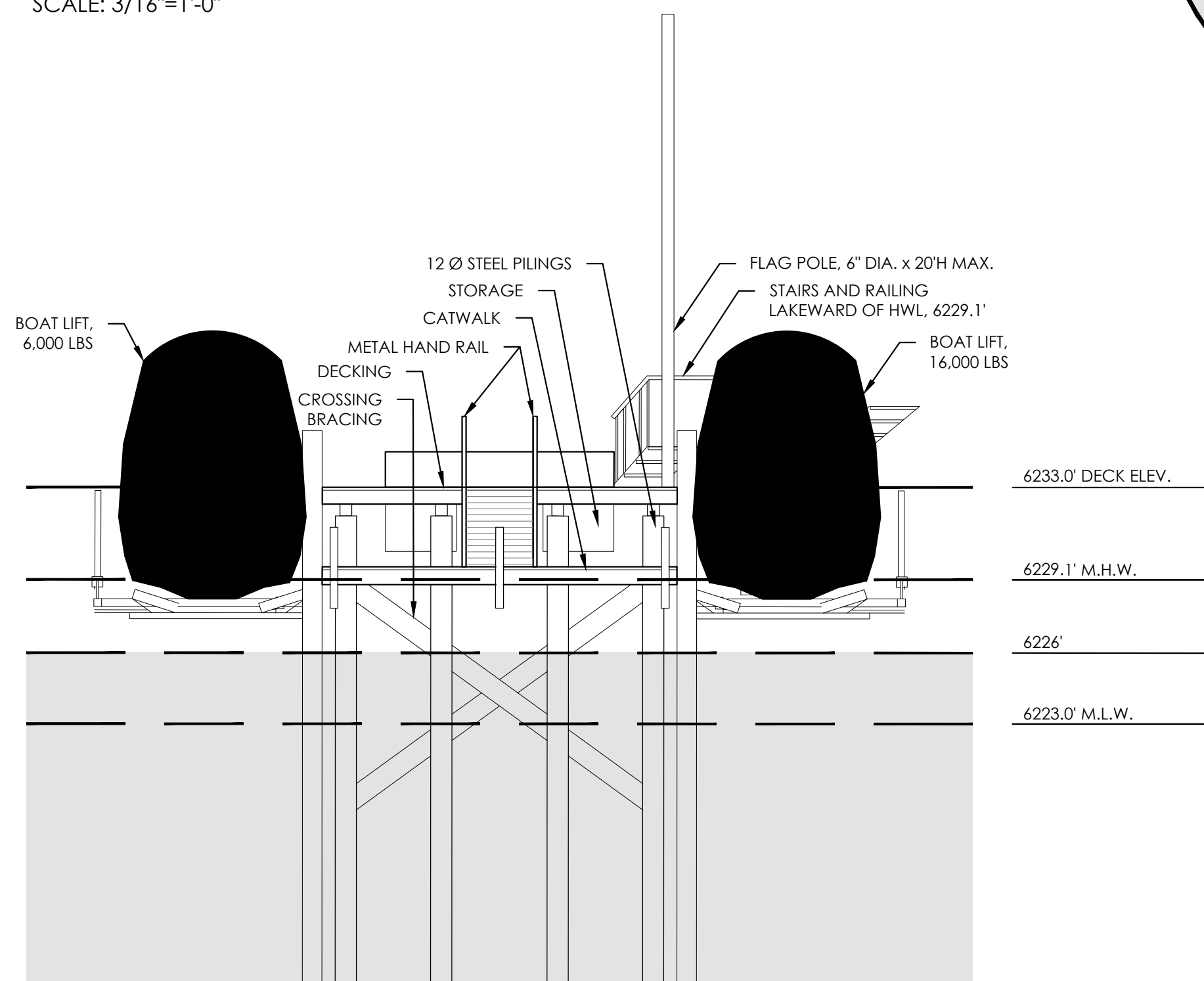
PROPOSED PIER ELEVATION - NORTH

SCALE: 3/16"=1'-0"



PROPOSED PIER ELEVATION - SOUTH

SCALE: 3/16"=1'-0"



PROPOSED PIER ELEVATION - EAST

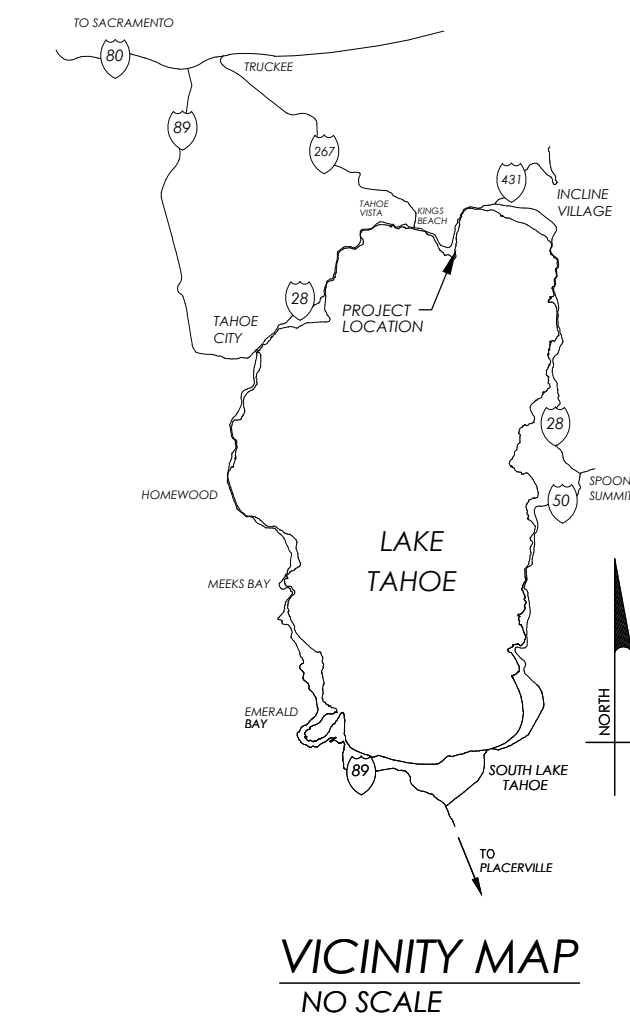
SCALE: 3/16"=1'-0"

PROPOSED VISIBLE AREA: NORTH ELEVATION		PROPOSED VISIBLE AREA: EAST ELEVATION	
STEEL	66.0 SF	STEEL	41.0 SF
COMPOSITE DECKING	10.3 SF	COMPOSITE DECKING	13.2 SF
TOTAL	76.3 SF	TOTAL	54.2 SF

NOTE:

- ACCESSORY STRUCTURES (I.E. SWIM LADDERS, HANDRAILS, GUARDRAILS, BUMPERS, AND STEPS) NOT INCLUDED IN VISIBLE MASS CALCULATIONS PER TRPA CODE.
- AREA CALCULATIONS ARE BASED ON VISIBILITY OF PILING AT AN ASSUMED 6226.1' ELEVATION WATER LINE.

TOTAL AREAS COMBINED:	
A. STRUCTURAL ELEMENTS: STEEL PILING AND DECKING	130.5 SF
B. ACCESSORY ITEMS: HANDRAILS, GUARDRAILS, BUMPERS, STEPS, RAILINGS, ELECTRIC BOX, STORAGE, FLAG POLE	85.2 SF
C. BOAT LIFTS (1 @ 84 SF EACH)	168.0 SF
TOTAL	383.7 SF



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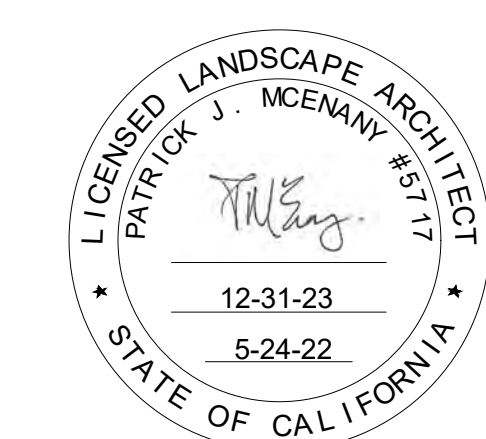
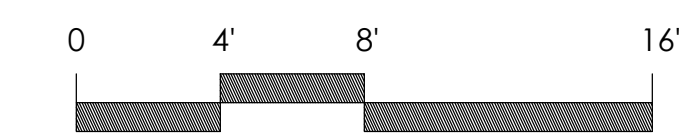
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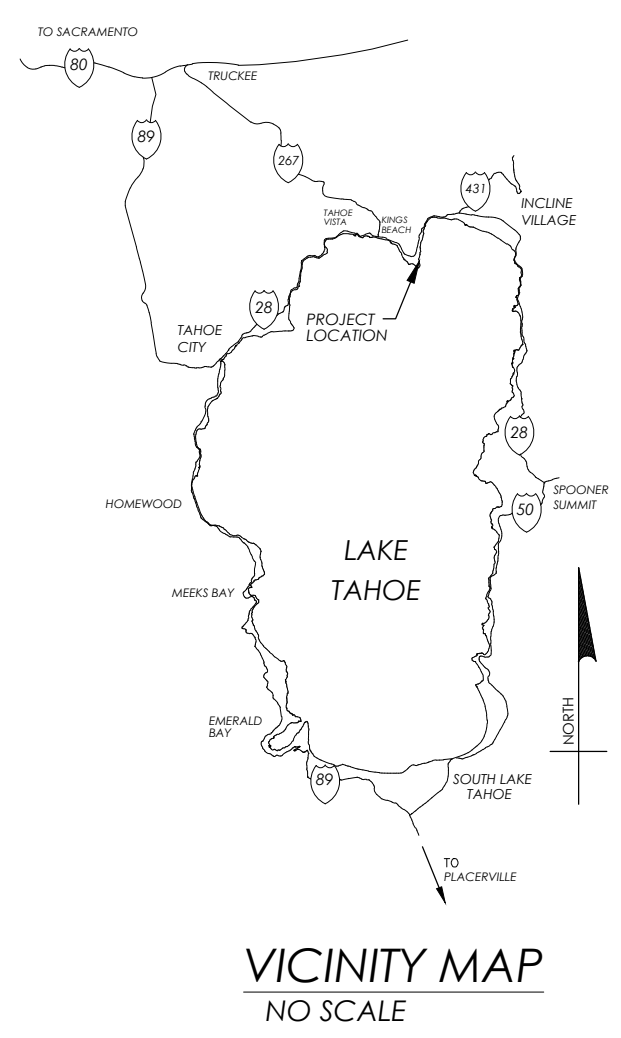
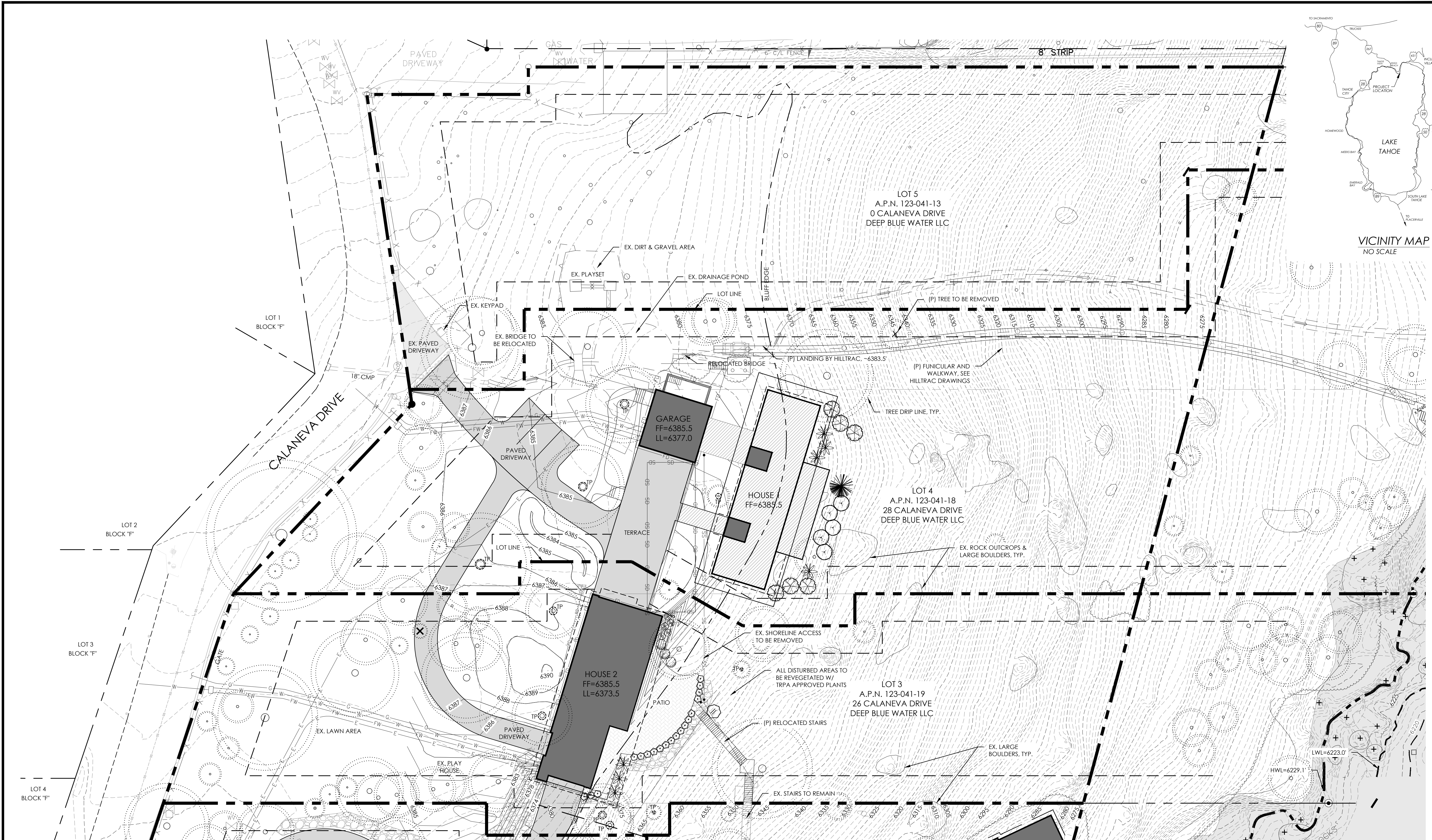
Date: 5-24-22
Revisions:

PROPOSED PIER ELEVATIONS

JOB:
DRAWN BY: SH
SCALE: AS NOTED

SHEET **P1.1**





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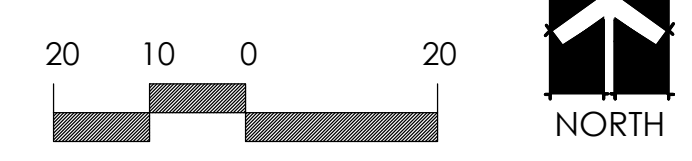
Deep Blue Water, LLC. Residence
 24, 26 & 28 Calaneva Dr
 Crystal Bay, NV 89402
 Washoe County

Date: 5-24-22
 Revisions:

PLANTING PLAN

JOB: _____
 DRAWN BY: SH
 SCALE: AS NOTED
 SHEET **L1.0**

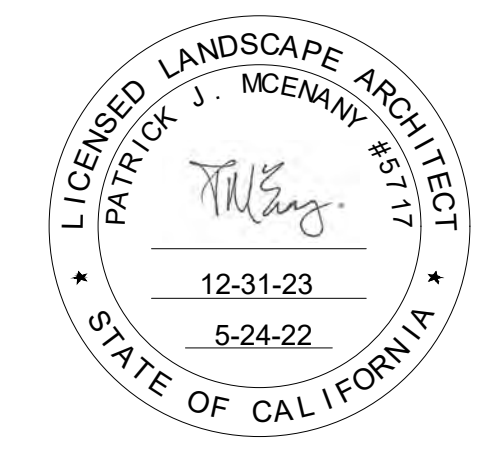
SITE PLAN
 SCALE: 1"=20'-0"



PRELIMINARY PLANTING LEGEND					
	SCIENTIFIC NAME	COMMON NAME	QTY.	PLANTED SIZE	5-YR.
TREES					
	PINUS JEFFREYI	JEFFREY PINE	1	8" B&B, 9" W X 20" T	12" W X 25" T
	POPULUS TREMULOIDES	QUAKING ASPEN	6	8" B&B, 8" W X 18" T	12" W X 25" T
	PRUNUS VIRGINIANA	WESTERN CHOKECHERRY	5	8" B&B, 3" W X 8" T	10" W X 15" T
SHRUBS					
	SPIRAEA DENSIFLORA	MOUNTAIN SPIRAEA	20	5-GAL, 2" W X 2" T	3" W X 3" T
	RIBES NEVADENSE	SIERRA CURRANT	3	5-GAL, 2" W X 2" T	4" W X 4" T
	POTENTILLA FRUTICOSA	SHRUBBY CINQUEFOIL	5	5-GAL, 2" W X 2" T	3" W X 3" T
	SALIX SCOULERIANA	SCOULER'S WILLOW	7	15-GAL, 2.5" W X 6" T	10" W X 12" T
	CORNUS SERICEA	RED TWIG DOGWOOD	1	5-GAL, 2" W X 3" T	4" W X 6" T

REVEGETATION NOTE
 ALL DISTURBED AREAS TO BE REVEGETATED W/ TRPA APPROVED PLANTS.

NOTE TO GENERAL CONTRACTOR
 PLANT SIZES ON THE LAKESIDE OF THIS PROJECT ARE DETERMINED AND APPROVED BY TRPA PER THE SCENIC REQUIREMENTS FOR THIS SPECIFIC PROJECT. PLANTS MUST BE PLANTED AT THE SIZE AND LOCATION INDICATED ON THE PLANS TO MEET THIS THRESHOLD AND TO MEET THE REQUIREMENTS SET BY TRPA. NO SUBSTITUTIONS FOR PLANT SIZES WILL BE ALLOWED WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT.



ALL DISTURBED AREAS WILL BE REVEGETATED WITH THE TRPA APPROVED SEED MIXTURE AND PLANTS. ALL AREAS OF EXPOSED SOIL WILL BE STABILIZED WITH PINE STRAW OR MULCH.

VISIBILITY - FUNICULAR

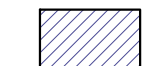


TOTAL AREA	921.0 SF
TOTAL VISIBLE AREA	806.5 SF
TOTAL ALLOWABLE VISIBLE AREA	
TOTAL PERIMETER - FUNICULAR	329'-6" LF
TOTAL VISIBLE PERIMETER - FUNICULAR	252'-1" LF
TOTAL PERCENTAGE VISIBLE PERIMETER	91.5 %

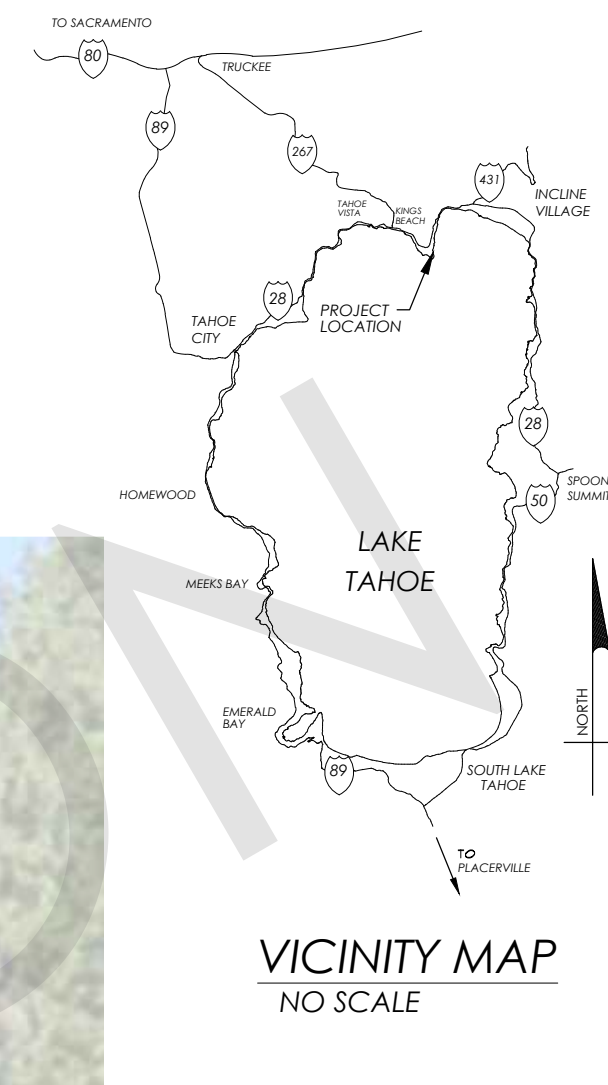
MATERIAL AREAS - FUNICULAR

STEEL	865 SF (93.9%)
CONCRETE	35 SF (3.8%)
COMPOSITE DECK	15 SF (1.6%)
THERMORY	6 SF (0.7%)
TOTAL	921 SF (100%)

VISIBILITY - HOUSE 1

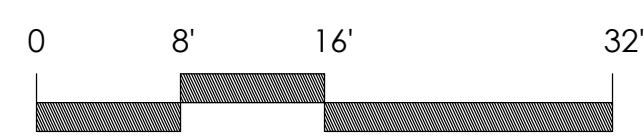
TOTAL AREA	1,762.0 SF
TOTAL VISIBLE AREA	1,025.3 SF
TOTAL ALLOWABLE VISIBLE AREA	
TOTAL PERIMETER - RESIDENCE	251'-11" LF
TOTAL VISIBLE PERIMETER - RESIDENCE	81'-6" LF
TOTAL PERCENTAGE VISIBLE PERIMETER	32.4 %

-  VISIBLE AREA- RESIDENCE
-  EXISTING VEGETATION
-  PROPOSED VEGETATION



VISIBILITY - FUNICULAR & HOUSE 1

EAST ELEVATION
SCALE: 3/32"=1'-0"



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Deep Blue Water, LLC. Residence
24, 26 & 28 Calaneva Dr
Crystal Bay, NV 89402
Washoe County

Date: 5-24-22
Revisions:

VISIBILITY

JOB: _____
DRAWN BY: SH
SCALE: AS NOTED

SHEET
L1.1