City of South Lake Tahoe
City Council and South Tahoe Joint Powers Parking Financing Authority
Meeting Agenda
Tuesday, November 01, 2022 at 9:00 AM
City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

City Council
Devin Middlebrook, Mayor
Cristi Creegan, Mayor Pro Tem
Cody Bass, Councilmember
John Friedrich, Councilmember
Tamara Wallace, Councilmember

Mission of the City Council
The City Council exists to represent the public interest, to oversee the City's operations and to plan for the City's future.

Public Participation
City Council meetings are held in person at the time and location listed on this agenda. Meetings are live-streamed on Channel 21, City website at www.cityofslt.us, and via ZOOM at this link https://us06web.zoom.us/j/89297007100

A public agenda packet is available for review at City Hall, 1901 Lisa Maloff Way, on the City's Website at www.cityofslt.us, or by contacting the City Clerk's Office, (530) 542-6005 or sblankenship@cityofslt.us

Providing Public Comment:
In Person: Every agenda for regular meetings provides an opportunity for members of the public to directly address the legislative body (City Council), on any item of public interest which is within the jurisdiction of the City Council during Public Communications. For items on the agenda or in connection with any item which the City Council will consider, the public is given the opportunity to comment before or during the City Council's consideration of the item [Government Code Section 54954.3(a)].

By Phone: If you are joining the meeting via ZOOM and would like to make a comment, press the "raise a hand" button. If you are joining the meeting via Channel 21 or live stream and would like to make a comment, please call (530) 542-6500. The meeting ID is ID: 892 9700 7100 press *9 to indicate a desire to make a comment. Press *6 to unmute your phone. The Clerk will call you by the last three digits of your phone number when it is your turn to speak.

In Writing: Written comments received by 3 p.m. the day before the meeting will be distributed to City Council prior to the meeting. Written public comment regarding any item on this agenda may be sent to PublicComment@cityofslt.us. When emailing comments, identify the agenda item number in the subject line to which your comments relate. Any such comment that is a public record and is emailed to PublicComment@cityofslt.us or otherwise provided to a majority of the City Council before the meeting will be made available for public inspection during normal business

hours at the City Clerk's Office located at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe [Government Code Section 54957.5(b)]. Written comments will not be read out loud during the meeting.

The City Council Chambers meeting facility is accessible to people with disabilities. Every reasonable effort will be made to accommodate any person needing special assistance to attend this meeting. Contact the City Clerk at (530) 542-6005 at least 48 hours in advance of the meeting for assistance [28 CFR 35.102.35.104 ADA Title II and Brown Act Government Code Sections 54953.2, 54954.1, 54954.2, and 54957.5].

Spanish Interpretations: The public may access Spanish interpretation using the ZOOM link listed on the front of the Agenda from an internet device (smartphone, laptop, tablet, home computer) with audio capabilities and selecting the Spanish language option. Persons without an internet device may attend the meeting in-person and a device will be provided while supplies last. Requests for interpreter services to offer public comment may be made by contacting the City Clerk.

Call to Order/Pledge of Allegiance

Roll Call

Closed Session Report

City Employee Recognition

1. City Employee Recognitions
Requested Action / Suggested Motions: One employee will be recognized for reaching 20 Years-Service, one for reaching 15 Years-Service and one for reaching 5 Years-Service.
Responsible Staff Member: Various
Item 1 - Executive Summary.pdf
01-Staff Report 11 01 2022.pdf

Public Communications

This is the public's opportunity to speak on any topic NOT LISTED on this agenda. Comments shall be limited to four (4) minutes. In accordance with the Brown Act, the City Council cannot deliberate or vote on any matter raised under public communications, but may briefly respond to statements made or questions posed. (Government Code Sections 54954.2)

City Commission and Student Advisory Reports

Consent Agenda

Public Comment - This is the public's opportunity to speak on any topic listed on the Consent Agenda. Comments shall be limited to three (3) minutes.

The consent agenda consists of items of a repeating or routine nature considered under a single action. Any Councilmember may have an item on the consent agenda removed and considered separately upon request.

Pass a Motion to adopt the Consent Agenda in one motion except as indicated at each item.

2. City Council Meeting Minutes
Requested Action / Suggested Motions: Pass a Motion approving the September 20, 2022 and the October 4, 2022 Regular City Council meeting minutes.

Responsible Staff Member: Susan Blankenship, City Clerk
Item 2 - Executive Summary.pdf
09 20 2022 Minutes.pdf
10 04 2022 Minutes.pdf

3. Adoption of Non-Discrimination Implementation Plan Under Title VI of the Civil Rights Act of 1964
Requested Action / Suggested Motions: Pass a Resolution adopting the Title VI Implementation Plan conditions for receipt of federal funds from the U.S. Department of Transportation and the Federal Aviation Administration.
Responsible Staff Members: Anush Nejad, Director of Public Works
Item 3 - Executive Summary.pdf
01 - Staff Report - Title VI Implementation Plan.docx
02 - Title VI Implementation Plan.docx
03 - Plan de Ejecucion del Titulo VI.docx
04 - Resolution for Title VI.docx

4. Resolution Ratifying Application for State and El Dorado County Funding for Police Boating Safety and Enforcement Program
Requested Action / Suggested Motions: Pass a Resolution ratifying the application for financial aid from the California State Boating and Enforcement Aid Program; authorizing the Mayor, or the Police Chief, to sign the application for financial aid, the program agreement, and each reimbursement claim; authorizing acceptance of financial aid award from the California State Boating and Enforcement Aid Program in amount up to $74,203.92 and acceptance of El Dorado County vessel property taxes in amount up to $75,110.00 for a total program amount up to $149,313.92; and authorizing budget of that amount into the current City's budget into account #237 02110 effective July 1, 2023.
Responsible Staff Member: David Stevenson, Chief of Police
Item 4 - Executive Summary.pdf
01-POLICE BOAT STAFF REPORT 2023 2024.docx
02-POLICE BOAT RESOLUTION 2023 2024.docx
03-POLICE BOAT APPLICATION 2023-2024.pdf

5. Appropriation of $150,000 of Airport Revenue for Airport Operations and Capital Improvement Project Transfer of $112,875 from Airport to General Fund
Requested Action / Suggested Motions: Pass a Resolution Authorizing Revenue and Expense Budget Amendments due to the Adoption of the New Airport User Rates and Charges.
Responsible Staff Member: John Dickinson, Airport Manager
Item 5 - Executive Summary.pdf
01-Staff Report - Airport Budget Adjustment.docx
02-Resolution.docx

6. Fiscal Year 2021-2022 Budgeted Funds Re-Appropriation
Requested Action / Suggested Motions: Pass a Motion to approve re-appropriation of Fiscal Year 2021-2022 budget for purchases and services with unfinished scope of work to Fiscal Year 2022-2023.
Responsible Staff Member: Olga Tikhomirova, Director of Finance
Item 6 - Executive Summary.pdf
01-Staff Report - Reappropriation of FY22 Budget to FY23.docx
02 - Carry Forward to FY22-23 Tables.pdf

7. Amendment to Agreement with Landing Locals to Extend Term of "Lease to Locals" Rental Incentive Grant Program Through January 15, 2024 and to Add $214,000 to the Program Budget
Requested Action / Suggested Motions: Pass a Motion authorizing and directing the Mayor to execute Amendment No. 1 to the Professional Services Agreement with Landing Locals to extend term of "Lease to Locals" Rental Incentive Grant Program through January 15, 2024, and to increase the not-to-exceed amount from $86,000 to $200,000 with a total program budget of $500,000.
Responsible Staff Member: Zach Thomas, Housing Manager
Item 7 - Executive Summary.pdf
01-Staff Report - Lease to Locals.docx
02-C-137-2021 Landing Locals Agreement
03-Amendment No. 1.docx

8. Ordinance Increasing City Council Compensation (Second Reading)
Requested Action / Suggested Motions: Pass an Ordinance Increasing the City Council Compensation to $1,264.86 per month, effective January 23, 2023.
Responsible Staff Member: Susan Blankenship, City Clerk
Item 8 - Executive Summary.pdf
01-Staff Report - City Council Compensation.docx
02-Ordinance-City Council Compensation.docx
03-Public Notice - City Council Compensation.pdf

9. Solicitation of Applications for Citizen Appointments to City Commissions, Boards, and City Council Representative Seats
Requested Action / Suggested Motions: Pass a Motion directing the City Clerk to solicit for applicants to Commissions, Boards, and City Council Representative seats.
Responsible Staff Member: Susan Blankenship, City Clerk
Item 9 - Executive Summary.pdf
01-Staff Report - Citizen Commissions and Boards.docx
02-Local Appointments List - Expiring Terms Highlighted.pdf
03-Notice of Solicitation Citizen Commissions and Boards.rtf
04-Notice of Solicitation City Representative.rtf
05-2022 Boards and Commissions Application_fillable.pdf
06-Res 2022-011 Commissions and Boards.pdf
07-Res 2018-111 - Independent Citizens' Oversight.pdf

Consent Agenda - South Tahoe Joint Powers Parking Financing Authority

Public Comment - This is the public's opportunity to speak on any topic listed on the Consent Agenda. Comments shall be limited to three (3) minutes.

The consent agenda consists of items of a repeating or routine nature considered under a single action. Any Councilmember may have an item on the consent agenda removed and considered separately upon request.

Pass a Motion to adopt the Consent Agenda in one motion except as indicated at each item.

10. Amendment to Agreement with Walker Consultants on Parking Garage Access and Revenue Control for Additional Services
Requested Action / Suggested Motions: Pass a Motion approving Amendment No. 1 to Professional Service Agreement with Walker Consultants for additional services related to City Parking Garage Access and Revenue Control System and Modification Project in an amount not to exceed $23,436.
Responsible Staff Member: Anush Nejad, Director of Public Works

Item 10 - Executive Summary.pdf
01-Staff Report Walker Amendment.docx
02-Amendment 1 to Walker Consultants Agreement.pdf
03-C-047-2022 Walker Consultants.pdf

Regular-Unfinished Business

11. Termination of Local Emergency Due to COVID-19
Requested Action / Suggested Motions: Pass a Resolution proclaiming the termination of the local emergency due to COVID-19.
Responsible Staff Member: Heather Stroud, City Attorney
Item 11 - Executive Summary.pdf
01-Staff Report Terminating Local Emergency.docx
02-Resolution Terminating Local Emergency.docx
03-Reso. No. 2020-026 Ratifying Proclamation of Local Emergency.pdf
04-Emergency Order No. 6 - Cannabis Curbside Pickup.pdf
05-Urgency Ord. No 2020-1144.pdf

Appeal Hearing

12. Appeal of Planning Commission Decision to Approve a Major Design Review, Special Use Permit, and Variance for The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Blvd., File # 20-114
Requested Action / Suggested Motions: Pass a Resolution denying the appeal and upholding the Planning Commission decision to approve a Major Design Review, Special Use Permit, and Variance for The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Blvd., File # 20-114
Responsible Staff Member: John Hitchcock, Planning Manager
Item 12 - Executive Summary.pdf
01-CCStaffReport.docx
02-Merrikh - Landing Resort 09 29 2022.pdf
03-Mailed Notices.pdf
04- PC Resolution 2022-014 Design Review 4104 Lakeshore Blvd.pdf
05-September 15 2022 Planning Commission Staff Report.pdf
06-ProofofMailing_20221014.pdf
07-TribunePublicNotice_20221014.pdf
08-Resolution Denying Appeal
09-KLT to City Council re The Landing Appeal.Final.pdf
10-Appeal Proceedures - The Landing.pdf
11-Merrikh letter to City Council with attachmt 10-26-22.pdf

Public Hearing

13. Formation of the Johnson Blvd Underground Utility District
Requested Action / Suggested Motions: Pass a Resolution approving the formation of the Johnson Blvd Underground Utility District.
Responsible Staff Members: Stan Hill, Engineering Manager/City Engineer and Anush Nejad, Director of Public Works
Item 13 - Executive Summary.pdf

01-Staff Report - Johnson Blvd Underground Utility District Formation.docx
02-UUD Boundary Map.pdf
03-Resolution - Formation of Johnson Blvd UUD.docx
04-Reso. No. 2022-116 Johnson Blvd. District Boundary.pdf
05-Presentation
06-Notice of Public Hearing - Underground Utility District.pdf
07-Proof of Mailing

14. Adoption of Local Hazard Mitigation Plan and Amendment to General Plan Health and Safety Element
Requested Action / Suggested Motions: Pass a Resolution adopting the 2022 Local Hazard Mitigation Plan (LHMP) update and amending the City of South Lake Tahoe General Plan Health and Safety Element Policy HS-1.9 to incorporate the LHMP by reference.
Responsible Staff Member: Jim Drennan, Fire Chief and Hilary Roverud, Director of Development Services
Item 14 - Executive Summary.pdf
01-Staff Report.docx
02-Local Hazard Mitigation Plan.pdf
03- PC Resolution 2022-018 LHPM.pdf
04-Council Resolution
05-Powerpoint Presentation.pdf
06-Public Hearing -Local Hazard Mitigation Plan.pdf

Regular-New Business

15. Presentation - Gun Laws and School Safety
Requested Action / Suggested Motions: Receive presentation on existing gun laws at the local, state, and federal level, and local school safety measures, and provide direction to staff.
Responsible Staff Member: Dan Bardzell, Assistant City Attorney and David Stevenson, Chief of Police

Item 15 - Executive Summary.pdf
01 - Staff Report - Gun Laws and School Safety.docx
02 - Cal. Dep't of Justice Firearm Prohibition Summary.pdf
03 - Presentation - School Active Shooter Response

16. Financial Policy - Granting Funds for Community Benefit and Enhancement Grant Program
Requested Action / Suggested Motions: Pass a Resolution adopting Financial Policy - Granting Funds for Community Benefit and Enhancement Grant Program.
Responsible Staff Member: Lori Marino, Principal Management Analyst
Item 16 - Executive Summary.pdf
01-Staff Report - New Financial Policy Granting Funds for Community Benefit and Enhancement.docx
02-Resolution - New Financial Policy Granting Funds for Community Benefit and Enhancement.docx
03-Financial Policies- Granting Funds for Community Benefit and Enhancement (Exhibit to Reso).pdf
04-Community Benefit and Enhancement Grant Program Application.pdf

17. City Clerk Compensation
Requested Action / Suggested Motions: Pass a Resolution establishing the City Clerk compensation at $9,156 monthly, effective back to the first full pay period after March 2, 2022.
Responsible Staff Member: Tom Stuart, Assistant to the City Manager II

Item 17 - Executive Summary.pdf
01-Staff Report - City Clerk Compensation.docx
02-Resolution - City Clerk Compensation.docx

Agenda Planning Calendar

18. Agenda Planning Calendar
Requested Action / Suggested Motions: A Councilmember may request that an item be placed on a future agenda. Upon the support of one (1) additional Council Member, direction shall be given to the City Manager to calendar the item for a convenient future agenda, but no sooner than the second meeting after the request was made, and/or modify the Agenda Planning Calendar as desired.
Responsible Staff Member: Joseph Irvin, City Manager
Item 18 - Executive Summary.pdf
APC - 10 19 2022.pdf

Updates and Announcements (City Attorney, City Clerk, City Manager)

Councilmember Reports and Comments - Assignments to Boards, Committees, and Commissions

Adjournment
I, Susan Blankenship, City Clerk for the City of South Lake Tahoe, declare that the foregoing agenda for the Tuesday November 1, 2022 meeting of the City of South Lake Tahoe City Council and South Tahoe Joint Powers Parking Financing Authority was posted and available for review on Thursday, October 27, 2022 at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150. The agenda was also available on the City website at https://www.cityofslt.us.

Signed October 27, 2022
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Susan Blankenship, Elected City Clerk

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 1

Agenda Item: City Employee Recognitions

Executive Summary: New City employees and long-serving City employees who reach the 5, 10, 15, 20, & 25 year service milestone will be recognized at each monthly meeting.

Requested Action / Suggested Motions: One employee will be recognized for reaching 20 Years-Service, one for reaching 15 Years-Service and one for reaching 5 Years-Service.
Responsible Staff Member: Various

Responsible Staff Member: Various Departments

Reviewed and Approved By:
Susan Blankenship, City Clerk

Attachments:

Item 1 - Executive Summary.pdf
01-Staff Report 11 01 2022.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: City Employee Recognition

Location: Citywide

Responsible Staff Member: Various Department Directors

Background: As part of the City's Employee Recognition Program, employees who have reached five, ten, fifteen, twenty and twenty-five years of service are recognized for their achievements and contributions to the City.

New Regular City Employees:

Police Department

Myriam Reyes-Cocoletz**i** – Administrative Assistant I

Service Awards:

Public Works

Roy Leufkens - 20 Years' Service

Garth Givens - 5 Years' Service

Police Department

Jake Herminghaus - 15 Years' Service

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 2

Agenda Item: City Council Meeting Minutes

Executive Summary: City Council is asked to formally approve the September 20, 2022 and the October 4, 2022 Regular City Council meeting minutes.

Requested Action / Suggested Motions: Pass a Motion approving the September 20, 2022 and the October 4, 2022 Regular City Council meeting minutes.
Responsible Staff Member: Susan Blankenship, City Clerk

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Reviewed and Approved By:

Attachments:

09 20 2022 Minutes.pdf
10 04 2022 Minutes.pdf

City of South Lake Tahoe
City Council
Meeting Minutes
Tuesday, September 20, 2022 at 5:30 PM
City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

City Council
Devin Middlebrook, Mayor
Cristi Creegan, Mayor Pro Tem
Cody Bass, Councilmember
John Friedrich, Councilmember
Tamara Wallace, Councilmember

Mission of the City Council
The City Council exists to represent the public interest, to oversee the City's operations and to plan for the City's future.

Call to Order/Pledge of Allegiance
At 5:30 p.m. Mayor Middlebrook called the meeting to order. Middlebrook then led the pledge of allegiance to the flag.

Roll Call
Present were Mayor Middlebrook, Councilmembers Bass, Creegan, Middlebrook and Wallace. Councilmember Friedrich participated via teleconference.

Also present were City Manager Irvin, City Attorney Stroud, and City Clerk Blankenship.

Public Communications
Public Comment was heard from the following people:
1. Sherry Eddy – Measure G, consulting costs
2. Ed Mosur – TRPA in person meetings, Councilmember travel near end of term
3. Paul Bunyard – bear break-ins

Written Comment was received from the following people:
4. Samerr Sallo – constitutional rights
5. CristiCreeganLives At – cell towers *4 comments received

City Commission Reports
None.

Consent Agenda
Note: Councilmembers Creegan and Friedrich recused themselves from Items 6 and 7 due to real property interest in the area.
Action: Moved/Seconded: Wallace/Bass
Yes: Bass, Creegan, Friedrich, Middlebrook and Wallace
Action: Passed Consent Agenda with noted exceptions.

1. **Agreement with Data Transfer Solutions, LLC to Update Pavement Management Plan**
   Action: Passed **Motion 2022-093** authorizing and directing the Mayor to execute a Professional Services Agreement **C-126-2022** with Data Transfer Solutions, LLC for an amount not to exceed $68,480 and a 9.5% contingency for an amount of $6,520 for updates to the City's pavement condition index (PCI) measurements and the City's paving and maintenance plan.
   Public Comment was heard by the following person:
   1. David Jinkens *written comment also received

2. **Professional Services Agreement with Bureau Veritas Technical Assessments, LLC for ADA Self-Evaluation and Transition Plan Update**
   Action: Passed **Motion 2022-094** to authorize and direct the Mayor to execute a Professional Services Agreement **C-134-2022** with Bureau Veritas Technical Assessments, LLC for a term of nine months in an amount not to exceed $189,526.00.

3. **Agreement with Interwest Consulting Group, Inc. for Right of Way Support Services on Pioneer Trail Pedestrian Improvement Project Phase II**
   Action: Passed **Motion 2022-095** authorizing and directing the Mayor to execute a Professional Services Agreement **C-135-2022** with Interwest Consulting Group, Inc. for an amount not to exceed $114,000 and 10% contingency for an amount of $11,000 for right of way support services on the Pioneer Trail Pedestrian Improvement Project Phase II.

4. **Agreement with Faithful + Gould for Facility Condition Assessment of City Facilities**
   Action: Passed **Motion 2022-096** authorizing and directing the Mayor to execute a Professional Services Agreement **C-171-2022** with Faithful + Gould in an amount not to exceed $129,210 for a facility condition assessment of the City's general operation facilities.

5. **Lake Tahoe Airport Pavement Maintenance Matching Grant Application to Caltrans**
   Action: Passed **Resolution 2022-119** authorizing the Airport Manager to apply for FY 2022 Caltrans AIP Matching Grant for Lake Tahoe Airport and appropriating $8,006 from General Fund Undesignated Excess Reserves for City grant match.

6. **Appropriation of $275,530 of Additional Project Construction Contingency Funds for the Recreation and Aquatics Center Project - Phase 1**
   Action: Passed **Resolution 2022-120** appropriating an additional 10% project construction contingency from Measure P Funds in the amount of $275,530 for additional work relating to utility infrastructure at the project site.

7. **Budget Transfer of $63,982.17 to Purchase Storage Pods for Parks and Recreation Department and For Other Miscellaneous Maintenance Needs**
   Action: Passed **Resolution 2022-121** authorizing the transfer of $63,982.17 from the CIP Account for Pioneer-Ski Run Cameras to Miscellaneous Maintenance CIP Account.

Regular-Unfinished Business

8. Ordinance Amending Chapter 4.175 (Polystyrene and Plastic Food Packaging Regulations) of the South Lake Tahoe City Code to Establish a Municipal Use and Commercial Ban on Single-Use Plastic Water Bottles (First Reading)

Action: Moved/Seconded: Friedrich/Bass

Yes: Bass**,** Creegan, Friedrich, Middlebrook and Wallace

Action: Passed **Motion 2022-097** to hold a first reading (by title only) of an Ordinance amending Chapter 4.175 (Polystyrene and Plastic Food Packaging Regulations) of the South Lake Tahoe City Code to establish a municipal use and commercial ban on single-use plastic water bottles, and refer second reading and adoption to the City Council meeting on October 4, 2022.

Public Comment was heard from the following people:

1. David Jinkens *written comment also received
2. Sherry Eddy
3. Scott Robbins
4. Marilee Movius, League to Save Lake Tahoe *written material distributed
5. JT Chevallier, Eco-Clean solutions *written comment also received
6. Ed Mosur
7. Brian Hernandez, American Beverage Association
8. Kelci Brown, League to Save Lake Tahoe
9. Duane Wallace, South Lake Tahoe Chamber of Commerce
10. Chad Haze
11. Jeff Tillman, South Tahoe Refuse
12. Doug Williams
13. Diana Rosenberg
14. Ryan Allain, California Retailers Association *written comment also received
15. Madonna Dunbar, Tahoe Water Suppliers Association
16. Tim James, California Grocers Association
17. Nick Speal
18. Craig Cadwallader, South Bay Surfrider
19. Molly Armanino, Tahoe Climate Action Network *written comment also received
20. Janine Rands

Written Comment received from the following people:

21. Rick Rivas, American Beverage Association
22. Timothy James, California Grocers Association
23. Cole Dickison
24. Monica Eisenstecken
25. Gavin Feiger, League to Save Lake Tahoe
26. Meryl Lowell
27. Chelsea Minor, Raleys
28. Amanda Adams, South Tahoe Chamber of Commerce

Regular-New Business

9. Ordinance Amending Section 3.50.140 (Security for Collection of Tax) and Section 3.50.260 (Register to be Kept Two Years) of the City Code Chapter 3.50 (Transient Lodging) to Clarify Language Regarding Security Instruments and Register Retention Period (First Reading)

Action: Moved/Seconded: Bass/Creegan

Yes: Bass**,** Creegan, Friedrich, Middlebrook and Wallace

Action: Passed **Motion 2022-097** to hold a first reading (by title only) of an Ordinance amending Section 3.50.140 (Security for collection of tax) and Section 3.50.260 (Register to be kept two years) of the City Code Chapter 3.50 (Transient Lodging) to clarify language regarding security instruments and register retention period, and refer to second reading for adoption on October 4, 2022.

Public Comment was heard from the following person:

1. Sherry Eddy

10. Community Services Officer Supervisor and Parking Ambassador Positions

Action: Moved/Seconded: Wallace/Bass

Yes: Bass**,** Creegan, Friedrich, Middlebrook and Wallace

Action: Passed **Resolution 2022-122** authorizing amendment to FY 2022-2023 List of Allocated Permanent Positions to remove Lead Community Service Officer (CSO) and one CSO position and add a CSO Supervisor and two Parking Ambassadors, and approving corresponding salary tables.

Public Comment was heard from the following people:

1. Ed Mosur
2. Nick Speal

Agenda Planning Calendar

11. Agenda Planning Calendar

City Manager provided updates to the Agenda Planning Calendar.

Action: Received.

Updates and Announcements (City Attorney, City Clerk, City Manager)

City Attorney:

1. Attended Annual League of California Cities, re-appointment to the Executive Legal Advocacy Committee

City Clerk:

1. Next meeting October 4, 2022, 9:00 a.m.
2. Upcoming City Boards and Commissions apppointments

City Manager:

1. Upcoming Senior Management Mental Health First Aid training
2. LED light project update

Councilmember Reports and Comments - Assignments to Boards, Committees, and Commissions

Councilmember Friedrich:

1. Appreciation for staff and public participation
2. Appreciation for Emily Abernathy's assistance with Multicultural Alliance
3. Attended Annual League of California Cities
4. Upcoming Climate Solution Summit

Councilmember Bass:

1. Upcoming Tahoe Transit Town Hall and LTVA workshop
2. Upcoming Candidate forum at Beach Retreat

Councilmember Creegan:

1. Attended Annual League of California Cities
2. Upcoming meetings with City Commissioners
3. Upcoming Solid Waste JPA meeting

Adjournment

At 8:05 p.m. Mayor Middlebrook adjourned the meeting.

_____ _____

Devin Middlebrook, Mayor Date

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe
City Council
Meeting Minutes
Tuesday, October 04, 2022 at 9:00 AM
City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

City Council
Devin Middlebrook, Mayor
Cristi Creegan, Mayor Pro Tem
Cody Bass, Councilmember
John Friedrich, Councilmember
Tamara Wallace, Councilmember

Mission of the City Council
The City Council exists to represent the public interest, to oversee the City's operations and to plan for the City's future.

Call to Order/Pledge of Allegiance
At 9:02 a.m. Mayor Middlebrook called the meeting to order. Middlebrook then led the pledge of allegiance to the flag.

Roll Call
Present were Mayor Middlebrook, Councilmembers Bass, Creegan, Friedrich and Wallace.

Also present were City Manager Irvin, City Attorney Stroud, and City Clerk Blankenship.

Closed Session Report, October 4, 2022

1. Public Employee Performance Evaluations – Government Code section 54957(b)(1)
Title: City Manager and City Attorney
Action: No reportable action.

City Employee Recognition

1. City Employee Recognitions
Action: Michael Mileski, Fire Department, was recognized for reaching 15 Years-Service.

Public Communications

Public Comment was heard from the following people:

1. Dan Browne – consultant fees, Veterans grant, Measure G
2. Sherry Eddy – consultant fees, Measure G
3. Rob Lynch, Al Tahoe Forest Homes Association– bear break-ins *written material distributed
4. Chuck Leonard – energy production
5. Clay Russell, Soil to Soul – Climate Action Plan

Written Comments were received from the following people:

6. Evan Bevan – City Clerk Blankenship
7. Ambrose Bierce – City corruption
8. Rob Bilott – Tahoe Prosperity Center, over tourism
9. Rachel Carson – scenic corridor
10. Oscar Cesare – City corruption
11. Julius Chamber – City corruption
12. Olivia Clemens – Mayor Middlebrook

13. Saundra Edwards – Councilmember Wallace
14. Robert La Follette – outside interest influence
15. Paul Geske – City Clerk Blankenship
16. Stella Gibbons – Steve Teshara
17. Collin Glass - City corruption
19. James Lowell – Councilmember Wallace
20. A.E.Neuman – satirical criticism
21. Walter Pinniped – Councilmember Wallace
22. Jacob Riis – City corruption, Tahoe Chamber
23. George Shaw – Lew Feldman
24. Richard Smothers – conflict of interest
25. Lincoln Steffens – City corruption
26. Mark Sullivan – recall
27. Jonathan Swift – Councilmember Creegan
28. John Turner – councilmember conflict of interest
29. Edgar Wayburn – Danielle Hughes
30. Paul Weitz – Councilmembers Creegan and Wallace, Jamie Orr *2 comments received
31. Brent Weisner – city corruption

City Commission and Student Advisory Reports

1. Milo King, South Tahoe High School Student Advisor – support for plastic bottle ban, the new Recreation Center and campus clean-up.

Consent Agenda

Note: Councilmember Wallace pulled Item 5 from the Consent Agenda
Action: Moved/Seconded: Bass/Creegan
Yes: Bass**,** Creegan, Friedrich, Middlebrook and Wallace
Action: Passed Consent Agenda with noted exceptions.

2. City Council Meeting Minutes
Action: Passed **Motion 2022-100** approving the August 23, 2022 City Council and South Tahoe Redevelopment Successor Agency meeting minutes and the September 6, 2022 Regular City Council meeting minutes.

3. Fiscal Year 2022-2023 Appropriation Limit
Action: Passed **Resolution 2022-123** establishing the Appropriation Limit for Fiscal Year 2022-2023 in compliance with Proposition 111 in the amount of $95,186,823.

4. City Conflict of Interest Code Update
Action: Passed **Resolution 2022-124** Updating the City Conflict of Interest Code.

5. Ordinance Amending Chapter 4.175 (Polystyrene and Plastic Food Packaging Regulations) of the South Lake Tahoe City Code to Establish a Municipal Use and Commercial Ban on Single-Use Plastic Water Bottles (Second Reading)
Action: Moved/Seconded: Bass/Friedrich
Yes: Bass**,** Creegan, Friedrich and Middlebrook
No: Wallace
Action: Passed **Ordinance 2022-1166** Amending 4.175 (Polystyrene and Plastic Food Packaging Regulations) of the South Lake Tahoe City Code to Establish a Municipal Use and Commercial Ban on Single-Use Plastic Water Bottles.

Public Comment was heard from the following people:

1. Ed Mosur
2. Chuck Leonard
3. Nick Speal
4. Molly Armanino
5. Scott Robbins
6. Sherry Eddy
7. Gavin Feiger, League to Save Lake Tahoe

Written Public Comment was received from following people:

8. Meredith Anderson
9. Angelique Carl
10. Charles Leonard
11. Anthony Matranga
12. Angela Roberts
13. Jeffrey Grell
14. Bobbi Hall
15. Jerry Rice
16. Alicia Halpern
17. Gavin Feiger, League to Save Lake Tahoe
18. Katherine Hangeland
19. Sherry Hao
20. International Bottled Water Association
21. Mt. Tallac High School Students *26 letters received

6. CalRecycle Beverage Container Recycling Grant Program Application

Action: Passed **Resolution 2022-125** authorizing submittal of a grant application to CalRecycle for up to $275,000 to purchase and install water bottle refilling stations.

Public Comment was heard from the following person:

1. Sherry Eddy

7. Acceptance of Tahoe Regional Planning Agency Mitigation Funding for the Tahoe Valley Stormwater and Greenbelt Improvement Project

Action: Passed **Resolution 2022-126** accepting and appropriating Tahoe Regional Planning Agency (TRPA) Water Quality Mitigation Funding ($540,152.48) and Air Quality Mitigation Funding ($200,000) and transferring $87,395.97 from the completed Upper Truckee River Restoration Project to the Tahoe Valley Stormwater and Greenbelt Improvement Project for construction.

8. Donation from the El Dorado Community Foundation designated to support the Park Ranger Program

Action: Passed **Resolution 2022-127** authorizing acceptance of a $20,000 cash donation from the El Dorado Community Foundation designated to support the Park Ranger Program.

9. Amendment No. 6 to Agreement with Cardno for Tahoe Valley Stormwater and Greenway Improvement Project

Action: Passed **Motion 2022-101** approving **C-173-2022** Amendment No. 6 to Professional Services Agreement with Cardno for engineering and design service on the Tahoe Valley Stormwater and Greenway Improvement Project to increase compensation by $21,770 to include the work necessary to add the Urgent Care parcel to the Tahoe Valley, Phase 2 bid documents.

10. Master Fee Schedule Amendment – General Plan, Community Plan, Area Plan, Plan Area Statement Amendments

Action: Passed **Resolution 2022-128** amending the Master Fee Schedule for General Plan, Community Plan, Area Plan, Plan Area Statement Amendments.

11. Reimbursable Agreement with the Federal Aviation Administration for Flight Inspection on Runway 18

Action: Passed **Resolution 2022-129** Ratifying Reimbursable Agreement with the Federal Aviation Administration (FAA) C-153-2022 and approving budget appropriation of $20,196.00 for Flight Inspection of the Precision Approach Path Indicators (PAPI) on Runway 18.

12. Infill Infrastructure Grant (IIG) Program Application Letter of Support for the Sugar Pine Village Affordable Housing Project

Action: Passed **Motion 2022-102** authorizing and directing the Mayor to sign a letter of support for Sugar Pine Village Phase 2A, Phase 1B, and Phase 2B with Related Companies of California LLC under the Super Notice of Funding Availability for the IIG Program for an award amount of $8,961,500.

Written Comment was received from the following person:

1. Sydney Griffin

13. Application to Caltrans for Sustainable Transportation Planning Grant of $450,000 for Stateline Area Complete Streets Project

Action: Passed **Resolution 2022-130** authorizing the Director of Public Works (or designee) to submit a grant application to the California Department of Transportation (Caltrans) for a planning grant in the amount of $450,000 for stakeholder outreach and planning for a complete streets project in the Stateline area.

Public Comment was heard from the following person:

1. Ed Mosur *written material distributed

14. Ordinance Amending Chapter 3.50 (Transient Lodging) of the South Lake Tahoe City Code Section 3.50.140 (Security for Collection of Tax) and Section 3.50.260 (Register to be Kept Two Years) to Clarify Language Regarding Security Instruments and Register Retention Period (Second Reading)

Action: Passed **Ordinance 2022-1167** amending Section 3.50.140 (Security for collection of tax) and Section 3.50.260 (Register to be kept two years) of the City Code Chapter 3.50 (Transient Lodging) to clarify language regarding security instruments and register retention period.

<u>Regular-Unfinished Business</u>

15. Tahoe Basin Transportation Action and Funding Plan Support

Action: Moved/Seconded: Bass/Friedrich

Yes: Bass**,** Creegan, Friedrich and Middlebrook

No: Wallace

Action: Passed **Resolution 2022-131** committing to a regional transportation funding partnership effort to jointly raise a minimum of $20 million per year for transportation and transit services in the Lake Tahoe region to support implementation of the Regional Transportation Plan.

The following person addressed City Council:

1. Nick Haven, Tahoe Regional Planning Agency

Public Comment was heard from the following people:

2. Ed Mosur
3. Kenny Curtzweiler
4. Nick Speal
5. David Gregorich

Written Comment was received from the following people:

6. David Jinkens
7. John Hester, Tahoe Regional Planning Agency
8. Amanda Adams, South Tahoe Chamber of Commerce
9. Gary Castell, Tran Sierra Investment Inc.

16. Broadband Feasibility Study Update and Financial Options

Action: City Council provided direction to the City Manager to pursue Publication Partnerships with Internet Service Provider network maintenance, with an emphasis on connecting Government and stakeholder locations.

The following person addressed City Council:

1. Diane Kruse, NEO Connect

Public Comment was heard from the following people:

2. Nick Speal
3. Chuck Leonard
4. Scott Robbins
5. Sherry Eddy

Written Comment was received from the following people:

6. Ralph Abernathy
7. Annie Alowa
8. Gerald Barney
9. Mabel Bell
10. Jim Bohlen
11. Edwin Bustillos
12. Margaret Byers
13. John Carlos
14. Theo Colborn
15. Danny Elfman
16. Granville Fortescue *2 comment received
17. Warren Harding
18. Steven Hart
19. Patrick Henry
20. Polly Higgins
21. Mike Judge, Tahoe Residents for Actual Prosperity
22. Thomas Lawrence
23. Peter Lesgaft
24. Philip McGraw
25. Peter Norman
26. David Sive
27. Dennis Weaver
28. Brent Wisner

17. Final Report on the Comprehensive Transit Analysis of Current Mobility Services in the South Shore by Via Mobility, LLC

Note: Staff provided a PowerPoint Presentation

Action: Received Final Report and provided direction to obtain firm data from South Shore Transportation Management Association, pursue local funding partners, and schedule a joint City Council and Tahoe Transportation District meeting.

The following people addressed City Council:

1. David Perlmutter and Miki Takeshita, VIA Mobility *provided a PowerPoint Presentation.
2. Carl Hasty and George Fink, Tahoe Transportation District

Public Comment was heard from the following people:

3. Ed Mosur
4. Gavin Feiger, League to Save Lake Tahoe
5. Raymond Suarez, Lake Link
6. Amelia Richmond

Regular-New Business

18. Revised Airport Rates and Charges

Note: Staff distributed written material.
Action: Moved/Seconded: Friedrich/Bass
Yes: Bass**,** Creegan and Friedrich
No: Middlebrook and Wallace
Action: Passed **Resolution 2022-132** approving a one-year plan for Airport fees beginning January 1, 2023 and bring back in December for a discussion of landing fees.
The following person addressed City Council:

1. Hilary Fletcher, Jviation Inc.

Public Comment was heard from the following people:

2. Ed Mosur
3. Scott Robbins
4. Nick Speal
5. Amelia Richmond

19. Ordinance Adopting 2022 California Building Standards Code (First Reading)

Note: Staff introduced Ron Beehler, Interim Building Official
Action: Moved/Seconded: Wallace/Bass
Yes: Bass**,** Creegan, Friedrich, Middlebrook and Wallace
Action: Passed **Motion 2022-103** to hold first reading (by title only) of an Ordinance amending South Lake Tahoe City Code, Title 6, Chapter 6.15 Building Regulations, Articles I-IV, by adopting the 2022 California Building Standards Code (California Code of Regulations Title 24), including California Green Building Code, Building Code, Fire Code, and related Construction Codes, and refer second reading and adoption to the November 15, 2022 meeting.

20. Ordinance Increasing City Council Compensation (First Reading)

Action: Moved/Seconded: Bass/Friedrich
Yes: Bass**,** Friedrich and Middlebrook
No: Creegan and Wallace
Action: Passed **Motion 2022-104** to Hold a first reading (by title only) of an Ordinance Increasing the City Council Compensation to $1,264.86 per month, effective January 23, 2023, and refer second reading and adoption to the November 1, 2022 meeting.
Public Comment was heard from the following person:

1. Ed Mosur

21. Resolution Increasing City Treasurer Compensation

Action: Moved/Seconded: Bass/Friedrich
Yes: Bass**,** Creegan, Friedrich and Middlebrook
No: Wallace
Action: Passed **Resolution 2022-133** increasing City Treasurer compensation to $1,264.86 per month, effective January 23, 2023.

Agenda Planning Calendar

22. Agenda Planning Calendar

Action: Received

Updates and Announcements (City Attorney, City Clerk, City Manager)

None.

Councilmember Reports and Comments –Assignments to Boards, Committees, and Commissions

Councilmember Friedrich

1. Bear break-ins
2. Thank you to Multicultural Festival Committee and Emily Abernathy

Councilmember Wallace:

1. Attended Firefest and Multicultural Festival
2. Upcoming Council Candidate Forum at Lake Tahoe Community College

Councilmember Creegan

1.Thank you to participating consultants

Adjournment

At 4:37 p.m. Mayor Middlebrook adjourned the meeting.

_____ _____

Devin Middlebrook, Mayor Date

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 3

Agenda Item: Adoption of Non-Discrimination Implementation Plan Under Title VI of the Civil Rights Act of 1964

Executive Summary: Title VI compliance is a condition of receipt of federal funds from the U.S. Department of Transportation ("USDOT") and the Federal Aviation Administration ("FAA"). In addition, the City is required to comply with specific assurances in connection with grants issued by the FAA under the Airport Improvement Program, known as the "AIP Grant Assurances", which include further non-discrimination obligations. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 U.S.C § 2000d and related statutes, and the requirements of 23 Code of Federal Regulation (CFR) Part 200 and 49 CFR Part 21.

The City of South Lake Tahoe is committed to ensuring compliance with Title VI of the Civil Rights Act of 1964 the Airport and Airway Improvement Act of 1982, Section 520; the Rehabilitation Act of 1973, Section 504, Title II of the Americans with Disabilities ("ADA") Act of 1990, Title 49 of the Code of Federal Regulations ("C.F.R."), Part 21, and other non-discriminatory authorities, such that no person shall be excluded from participation in or be denied the benefits of any program or activity conducted by the City of South Lake on the grounds of race, color, national origin, sex, age, disability, religion, sexual orientation, gender identity, or any other category protected by State or Federal law.

Requested Action / Suggested Motions: Pass a Resolution adopting the Title VI Implementation Plan conditions for receipt of federal funds from the U.S. Department of Transportation and the Federal Aviation Administration.
Responsible Staff Members: Anush Nejad, Director of Public Works

Responsible Staff Member: Anush Nejad, Director of Public Works (530) 542-6031

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01 - Staff Report - Title VI Implementation Plan.docx
02 - Title VI Implementation Plan.docx
03 - Plan de Ejecucion del Titulo VI.docx
04 - Resolution for Title VI.docx

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Adoption of Non-Discrimination Implementation Plan Under Title VI of the Civil Rights Act of 1964

Location: Citywide

Responsible Staff Member: Anush Nejad, Director of Public Works – (530) 542-6031

Background: Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving Federal financial assistance (as implemented through 23 CFR 200.9 and 49 CFR 21).

Title VI compliance is a condition of receipt of federal funds from the U.S. Department of Transportation ("USDOT") and the Federal Aviation Administration ("FAA"). The City also is required to comply with specific assurances in connection with grants issued by the FAA under the Airport Improvement Program, known as the "AIP Grant Assurances," which include further non-discrimination obligations.

The City of South Lake Tahoe is committed to ensuring compliance with Title VI of the Civil Rights Act of 1964, the Airport and Airway Improvement Act of 1982 - Section 520, the Rehabilitation Act of 1973 - Section 504, Title II of the Americans with Disabilities ("ADA") Act of 1990, Title 49 of the Code of Federal Regulations ("C.F.R.") - Part 21, and other non-discriminatory authorities, such that no person shall be excluded from participation in or be denied the benefits of any program or activity conducted by the City of South Lake Tahoe for federally funded projects on the grounds of race, color, national origin, sex, age, disability, religion, sexual orientation, gender identity, or any other category protected by State or Federal law.

Issue and Discussion: As a recipient of federal funds, U.S. DOT and Federal Aviation Administration require adopting a Title VI Implementation Plan. The Implementation Plan guides recipients of federal funds to take appropriate steps to ensure the implementation of Title VI requirements. Some of the major requirements are outlined below:

1. A Senior Executive Manager shall commit to implementing the Title IV Plan. The City Manager is designated as the senior manager responsible for implementing the Plan.
2. A Title VI Coordinator shall be assigned to ensure that all requirements are up to date, attend training, provide in-house training, and manage the complaints received per program direction. The Director of Public Works is assigned as the Title VI Coordinator.
3. Log all complaints and forward the complaints to either the California Department of Transportation or the Federal Aviation Administration for review and action. The City Clerk and the Director of Public Works will manage the receipt and transmission of the complaints to the appropriate agency.

4. The City must conduct a Four-Factor Analysis to address language barriers in federally-funded programs and activities and ensure that all stakeholders have adequate opportunity to provide input. Based on this and an analysis of Limited English Proficiency (LEP) requirements, South Lake Tahoe must offer translation services for Spanish Speaking residents, which comprise 8.9% of the population, for projects and activities related to federally funded projects. These requirements may change due to changes in demographics.
5. The City of South Lake Tahoe must use the appropriate non-discrimination and Title VI clauses in federally funded contracts, leases, and concessionaire agreements.
6. The City must train staff responsible for managing federally funded contracts.

Financial Implications: Currently, City complies with Title VI and non-discrimination requirements. With the implementation of the Title VI Plan, there will be staff time in meeting the obligations of the Plan but would be absorbed with the current staffing level.

Environmental Considerations: Adoption of Title VI Plan is not a project subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(5) because it is an organizational or administrative activity that will not result in direct or indirect physical changes to the environment.

Policy Implications: Adopting the Funding Plan resolution complies with Federal Non-Discrimination requirements.

CITY OF SOUTH LAKE TAHOE

CITY OF SOUTH LAKE TAHOE
TITLE VI IMPLEMENTATION PLAN

Adopted November 1, 2022

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Non-Discrimination Policy Statement

The City of South Lake Tahoe is committed to ensuring compliance with Title VI of the Civil Rights Act of 1964, the Airport and Airway Improvement Act of 1982 - Section 520, the Rehabilitation Act of 1973 - Section 504; Title II of the Americans with Disabilities ("ADA") Act of 1990, and Title 49 of the Code of Federal Regulations ("C.F.R."), Part 21, and other non-discriminatory authorities, such that no person shall be excluded from participation in or be denied the benefits of any program or activity conducted by the City of South Lake Tahoe on the grounds of race, color, national origin, sex, age, disability, religion, sexual orientation, gender identity, or any other category protected by State or Federal law.

Further, no person shall be subjected to discrimination under any program or activity conducted by the City of South Lake Tahoe, on the grounds of race, color, national origin, sex, age, disability, religion, sexual orientation, gender identity, or any other category protected by State or Federal law.

Title VI compliance is a condition of receipt of federal funds, from the U.S. Department of Transportation ("USDOT"), through the Federal Aviation Administration ("FAA"). The City also is required to comply with specific assurances in connection with grants issued by the FAA under the Airport Improvement Program, known as the "AIP Grant Assurances", which include further non-discrimination obligations. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 U.S.C § 2000d and related statutes, and the requirements of 23 Code of Federal Regulation (CFR) pt. 200 and 49 CFR pt. 21.

Joseph Irvin City Manager City of South Lake Tahoe	Date

Non-Discriminatory Legislation

Title VI of the Civil Rights Act of 1964 – Provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving Federal financial assistance (as implemented through 23 CFR 200.9 and 49 CFR 21).

Section 162(a) of the Federal-Aid Highway Act of 1973 (Section 324, Title 23 U.S.C.) – Prohibits discrimination on the basis of sex by recipients and sub-recipients of Federal financial assistance.

Section 504 of the Rehabilitation Act of 1973 – Prohibits discrimination on the basis of disability by recipients and sub-recipients of Federal financial assistance.

The Age Discrimination Act of 1975 (Section 6101-6107, Title 42 U.S.C.) – Prohibits discrimination on the basis of age by recipients and sub-recipients or Federal financial assistance.

The Civil Rights Restoration Act of 1987 (Public Law 200-209) – Clarifies that the original intent of Congress in Title VI of the Civil Rights Act of 1964, Title IX of the Educational Amendments of 1972, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973 was to apply the non-discrimination statutes to all programs and activities of Federal- aid recipients, sub-recipients, contractors and vendors, whether all such programs are federally assisted or not.

Executive Order 12898 (issued February 11, 1994) – Addresses Environmental Justice regarding minority and low-income populations and requires agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations; promotes nondiscrimination in federal programs substantially affecting human health and the environment, and provide minority and low-income communities access to public information and an opportunity for public participation in matters relating to human health or the environment.

Executive Order 13166 (issued August 16, 2000) – Addresses improved access to services for persons with limited English proficiency. Agencies are directed to evaluate services provided and implement a system that ensures that Limited English Proficiency (LEP) persons are able to meaningfully access the services provided consistent with, and without unduly burdening, the fundamental mission of the local agency. Agencies are directed to ensure that recipients of federal financial assistance provide meaningful access to programs, services and information to their LEP applicants and beneficiaries free of charge.

Organization Structure

The City of South Lake Tahoe's Title VI program is a multi-tiered program in which multiple roles work toward the ultimate goal of assuring full compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related statutes. The City has assigned the roles of Title VI Coordinator, and Assistant Title VI Coordinators, and Title VI Liaisons to Public Works staff. The roles and responsibilities are as follows:

Title VI Coordinator

- Ensures that City's Title VI program is up to date with all requirements set forth by the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), Federal Aviation Administration (FAA), and any other applicable jurisdictions.

- Maintains an open line of communication with the City Manager, City Council, and other City leadership positions as necessary to facilitate the Title VI Program requirements in a timely manner.

- Directs staff to coordinate and attend training, prepare required reports, create and distribute Title VI information for the public, and manage complaints per the Program's direction.

- Attends training to maintain knowledge of current Title VI requirements.

Assistant Title VI Coordinator

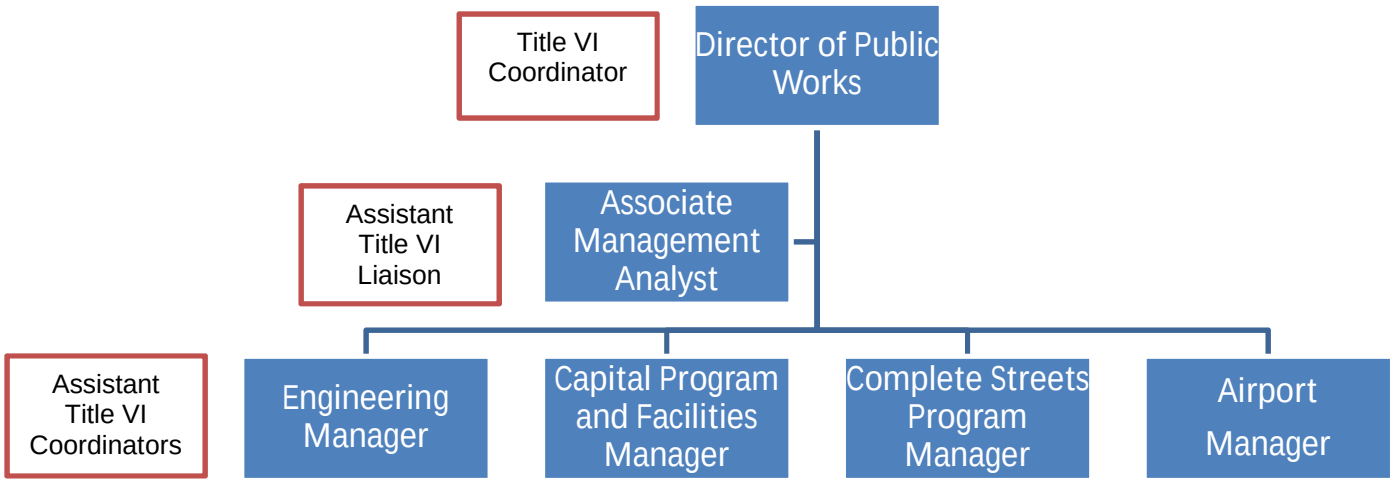
- Assumes role and duties of Title VI Coordinator when the Coordinator is unavailable.
- Works directly with staff to ensure program compliance is met.
- Ensures that all applicable staff are present for Title VI training and are following Title VI procedures through work with the public, contractors, and consultants.
- Ensures that Title VI Assurances have been incorporated into all Federal-aid Contracts and Agreements.
- Incorporates required Title VI language into Federal-aid contracts and agreements
- Develops and coordinates Title VI training for managers, supervisors and staff with frequent public contract, on a two-year minimum basis.
- Develops procedures for collection and analysis of statistical data of participants in, and beneficiaries of federally funded projects.
- Analyzes data collected to determine effectiveness of outreach methods to avoid group exclusion and encourage group participation.

- Develops complaint procedures, complaint log, and ensures that all applicable staff are properly trained in the complaint reporting procedures.
- Works directly with contractors, public stakeholders and other relevant parties to ensure that Title VI protections are maintained.

Title VI Liaison

- Prepares and coordinates Title VI Plan and Annual Report submission.
- Develops Title VI information for dissemination to public.
- Reports complaints through complaint procedure listed as part of City's Title VI Implementation Plan.

Title VI Organization Chart



Third Party Agreements and Contracts

The City does not discriminate against individuals within prescribed classes. The City further is required to pass on this obligation to tenants, contractors and many other entities doing business with the City in connection with the Airport.

The obligation to pass on non-discrimination requirements arises from multiple sources, perhaps the most direct of which is the AIP Grant Assurances. Assurance 31(e) provides as follows:

1. [The airport sponsor] will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses prohibition discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

   a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

   b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

AIP Grant Assurance 31 does not further specify which agreements must include these non-discrimination provisions and what specific language must be included. USDOT and FAA have issued relevant guidance in (i) USDOT Order 1050.2A, DOT Standard Title VI Assurances and Non-discrimination Provisions and (ii) FAA Order 1400.11, Nondiscrimination in Federally-Assisted Programs at the Federal Aviation Administration (FAA) (2013). Further, the FAA publishes and updates Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects, which explains which agreements must include non-discrimination provisions and prescribes specific language for inclusion.

The USDOT and FAA guidance make clear that these non-discrimination provisions must be included in many types of agreements at the Airport and that very specific language must be used. As part of its compliance reviews, FAA routinely audits airport agreements for consistency with these requirements.

Complaint Procedure

The City of South Lake Tahoe is committed to ensuring compliance with Title VI of the Civil Rights Act of 1964 and other non-discriminatory authorities, such that no person shall be excluded from participation in or be denied the benefits of any program or activity conducted by the City of South Lake Tahoe on the grounds of race, color, national origin, sex, age, disability, religion, sexual orientation, gender identity, or any other category protected by State or Federal law.

Any person that believes they have been discriminated against on the grounds of race, color, national origin, sex, age, disability, religion, sexual orientation, gender identity, or any other category protected by State or Federal law by the South Lake Tahoe, its contractors, consultants, airport operators and their lessees, tenants, concessionaires or contractors, or any other party that acts on behalf of the City may file a Title VI complaint by completing and submitting the City's Title VI Complaint Form (Appendix C), which can be found displayed in the City Hall lobby, and online at www.cityofslt.us/TitleVI or visit the City of South Lake Tahoe administrative office at 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150, City Clerk's Office.

The City's Clerk will immediately provide a copy of the complaint to the City Attorney and the Public Works Director regarding the City of South Lake Tahoe program, activity, or service that is identified as being out of compliance. The Title VI Liaison will only process complaints that are complete, which include at a minimum, the following:

- Complainant's contact information
- Date of the alleged act of discrimination
- Details of the alleged discrimination
- The complainant's signature

Once the Title VI complaint is received, the Title VI Liaison will forward the complaint to Caltrans, to be submitted to the FHWA Division Office, or to FAA. The Title VI Liaison will also begin processing the complaint by entering said complaint into the City's Title VI Discrimination Complaint Log.

Complaints Processed Under the Federal Highway Administration

Title VI complaints filed with Caltrans in which Caltrans is named as the Respondent will be forwarded to the FHWA Division Office. The Complainant will receive an acknowledgement letter informing them that the complaint has been received and forwarded to the FHWA.

Per the FHWA Guidance Memorandum, Processing of Title VI Complaints, dated June 13, 2018, all Title VI complaints received by a sub-recipient (City of South Lake Tahoe) are to be forwarded to Caltrans to be submitted to FHWA Division Office. Complaints should be sent within one business day of receipt via email to Title.VI@dot.ca.gov. If Headquarters Office of Civil Rights (HCR) determines a Title VI complaint against a sub-recipient can be investigated by Caltrans, HCR may delegate the task of investigating the complaint to Caltrans for FHWA related complaints.

Caltrans OCR Investigation Process

If OCR is delegated the responsibility of performing an investigation, OCR has 90 days to investigate the complaint. If additional time is needed, OCR will call the Complainant and inform them.

If more information is needed to resolve the case, the OCR investigator may contact the Complainant. The Complainant has ten business days from the date of the letter to send the requested information to the investigator assigned to the case. If the investigator is not contacted by the Complainant or does not receive the additional information within ten business days, OCR can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

OCR with consult with HCR regarding the disposition of the complaint. Disposition of Title VI complaint will be undertaken by HCR, through either (1) informal resolution or (2) issuance of a Letter of Finding of compliance or noncompliance with Title VI. A copy of the Letter of Finding will be sent to all parties via the Division Office.

A person may also file a complaint directly with the FHWA and/or Caltrans by the following contact information:

Federal Highway Administration
U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
8th Floor E81-104
Washington, DC 20590

California Department of Transportation
Office of Civil Rights
Attention: Title VI Program Branch
1823 14th Street, MS 79
Sacramento, CA 95811
Title.VI@dot.ca.gov

Complaints Processed Under the Federal Aviation Administration

The Title VI Coordinator will forward all complaints to the FAA within 15 days of receipt. Allegations of discrimination may also be filed directly with the FAA at:

Federal Aviation Administration
Office of Civil Rights
800 Independence Avenue, S.W.
Washington, D.C. 20591

Allegations of discrimination based on disability may also be filed directly with the U.S. Department of Justice at:

U.S. Department of Justice
950 Pennsylvania Avenue, N.W. Civil Rights Division,
Disability Rights Section
Washington, DC 20530

All complaints must be filed no later than 180 dates after the date of the alleged discriminatory act or, if the discrimination is ongoing, the date the conduct was disclosed.

Should a complaint be filed with the City and a federal or state agency simultaneously, the federal/state complaint will supersede the City's complaint and the City's complaint procedures will be suspended pending the federal/state agency's findings.

Title VI Outreach and Resources

Table 1: Languages Spoken by Greater South Lake Tahoe Residents
(Area Code 96150)

Language Spoken	Group Population	Group's Percentage of Population	Portion of Group that Speaks English Very Well	Portion of Group That Does Not Speak English Very Well
English Only	22,253	76.7%	22,253 (84.2%)	0 (0%)
Spanish	4,995	17.2%	3,095 (11.7%)	1,900 (73.3%)
Other Indo-European Languages	574	2.0%	417 (1.6%)	157 (6.1%)
Asian and Pacific Island Languages	1,138	3.9%	603 (2.3%)	535 (20.6%)
Other Languages	47	0.2%	47 (0.2%)	0 (0%)
Total Population Above 5 Years	**29,007**	**100%**	**26,415**	**2,592**

Source: US Census: American Community Survey 2010-2020 5-Year Estimate
C16001: LANGUAGE SPOKEN AT HOME FOR... - Census Bureau Table

Limited English Proficiency

A Limited English Proficiency (LEP) person is a person that does not speak English as a primary language and has a limited ability to read, write, or comprehend English. Per Executive Order 13166, agencies which receive Federal funding must examine their Federally-funded services and develop and implement processes that will allow LEP persons to meaningfully access said services. Executive Order 13166 also requires that agencies receiving Federal funding must establish guidance for providing meaningful access to LEPs, prepare a plan to overcome language barriers in Federally-funded programs and activities, and ensure that stakeholders have adequate opportunity to provide input.

As shown in Table 1 above, 8.9% of residents in South Lake Tahoe are considered LEP persons, with the majority of those LEP persons primarily speaking Spanish (73.3% of the LEP community), and Asian and Pacific Island Languages (20.6%) and Other Indo-European Languages (6.1% of the LEP community). As outlined in the City's LEP Plan (Appendix A), the City has conducted an LEP Needs Assessment, using a Four Factor Analysis to identify the need and provide access to the LEP community in compliance with Executive Order 13166.

Title VI Information Dissemination

In order to ensure that Title VI and related Civil Rights information is readily available to the public, the City will develop public notices consisting of posters, flyers, complaint forms and "I Speak" cards that are available in English and Spanish. The languages selected for the informational materials were based upon language data provided from

the US Census; see Table 1 above. Said flyers and posters will be placed in the City Hall lobby, in a highly visible and accessible location. The public notices will also be available for viewing on the City's website, at www.cityofslt.us/TitleVI.

Environmental Justice

In accordance with Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), City Staff will identify and address the environmental effects of programs, policies, and activities on minority and low-income populations for Federally funded projects. Staff will consider demographic data during project design and involve the public in the planning and development process to assess the environmental impacts of projects on the community. The public's input and demographic data analysis will enable staff to develop measures to mitigate any potential adverse effects on minority and low-income populations.

Data Collection and Analysis

Demographic and related data collected and used by City staff comes from governmental sources responsible for collecting and vetting the information for consistency and accuracy. These sources include, but are not limited to, the U.S. Bureau of Labor Statics, U.S. Census Bureau, U.S. Bureau of Economic Analysis, California Department of Finance, California Department of Labor, and the California Employment Development Department.

Additionally, staff may also collect project-specific demographic data utilizing data collection as appropriate through the public outreach process on Federally funded projects. Such outreach that may give Staff the opportunity to collect demographic data may include door hangers, posters, emails, social media releases, press releases to local newspaper, public meetings, virtual meetings, and public comment through websites generated for projects.

Contract Documents and Agreements

The City's Title VI Coordinator will ensure that any Federally funded project documents contain the necessary Title VI Assurances and other languages. Such assurances include, but may not be limited to:

- FHWA Form 1273 (Title VI and other non-discriminatory requirements)
    - Required on all FHWA contracts and subcontracts valued greater than $10,000
- Title VI Assurances Appendix A-E
    - Appendix A-E to be attached to Federal-Aid contracts

Additionally, City staff will include the provisions indicated in the "Administering Agency-State Agreement for Federal-Aid Projects Master Agreement" in the Local Assistance Program Manual (LAPM) in contracts and agreements, where applicable, between the City and contractors.

The City will continue to utilize the "Local Agency Construction Contract Administration Checklist" (Exhibit 15-A of the LAPM), which confirms that DBE and labor/Equal Employment Opportunity (EEO) compliance requirements are performed and documented in the project files. Exhibit 15-A of the LAPM documents that the local agency will meet all the requirements prior to the award of a construction contract.

Lastly, the City will continue to utilize the "Resident Engineer's Construction Contract Administration Checklist" (Exhibit 15-B of the LAPM) on federal-aid projects. The checklist assists in administering federal-aid highway construction projects and provides a record that the EEO/Wage Rate/False Statements posters are being posted at specific locations that employee interviews will be conducted in accordance with the Labor Compliance/EEO interview form, and that DBE requirements are met. City staff will continue to submit Exhibit 15-B, along with the Award Package shortly after award of the construction contract.

Training

The City of South Lake Tahoe Public Works Department will provide Title VI and related statute training to Public Works managers, supervisors, and staff with frequent public contact in the administration of federal-aid programs. These trainings will occur at minimum every two years, and within six months of hiring a new employee. The trainings will be conducted by the Title VI Coordinator , online through presentations, or through trainings hosted by Caltrans. Additionally, links to Caltrans, FHWA, and other applicable agency resources for Title VI and related statutes will be posted on the City's website at www.cityofslt.us/TitleVI.

In particular, the following items will be covered in trainings:

- Review of South Lake Tahoe's Title VI Implementation Plan and other relevant documents
- Language assistance services and "I Speak Cards" offered for public use
- How to handle potential complaints
- Where to seek assistance for Title VI questions and concerns

Annual Work Plan

The City of South Lake Tahoe Public Works Department will annually establish and monitor program goals and accomplishments. The Title VI Coordinator will ensure that employee training is conducted, language translation services continue to be available, public participation is optimal, and appropriate Title VI signage is posted. This also includes updating community statistics and corresponding with state and federal agencies as necessary.

Appendix A - Limited Proficiency Plan

Background

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" requires that Federal agencies work to ensure that the recipients of Federal financial assistance provide meaningful access to their Limited English Proficiency (LEP) applicants and beneficiaries.

As such, local agencies are required to ensure that Federally-funded programs and activities normally provided in English are accessible to LEP Persons. Each local agency shall perform an annual assessment to determine if modifications are needed to their programs and activities to ensure meaningful access by LEP persons. The assessment which is referred to as a "Four- Factor" analysis is based on the following factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered.
2. The frequency of LEP contacts.
3. The nature and importance of the programs, services, or activities provided by the City of South Lake Tahoe.
4. The resources available for LEP persons

The City of South Lake Tahoe is approximately 100 miles east of Sacramento. The population of greater South Lake Tahoe (within 96150 area code) is approximately 26,415) (US Census: 2020 Census). Of the 26,415 residents, approximately 17.2% of the residents are Spanish speaking, and 8.5% of the residents are other Indo-European Language speaking, and 2.0% are Asian and Pacific Island language speakers. From Spanish Language group, 38% of the Spanish-speaking population do not speak English very well.

Four-Factor Analysis

1. **The number or proportion of LEP persons eligible to be served or likely to be encountered.**

As shown in Table 1 above, 8.98% of residents in South Lake Tahoe are considered LEP persons, with the majority of those LEP persons primarily speaking Spanish (73.3% of the community), and Asian and Pacific Island Languages (20.6%) and Other Indo-European Languages (6.1% of the community).

2. **The frequency of LEP contacts.**

No data has been collected regarding frequency of contact with LEP persons at the City. Most interactions with LEP persons occur at front-counter staff. Currently the City's Human Resources Department retains a list which lists all City staff which are certified translators for Spanish Speaking individuals. If front counter staff that speak either Spanish are not available, City staff will reach out to a certified translator from the list.

Public Works staff does not regularly receive requests for translation through Federally funded programs/projects, though the outreach components of said programs/projects do typically have multi-lingual resources. Further, if translation services are needed, staff will provide said translation in a timely manner.

3. **The nature and importance of programs, services, or activities provided by the City of South Lake Tahoe.**

From observation provided by Public Works staff, it is rare that translation services are requested for programs, services, or activities which are Federally-funded. However, staff is keenly aware that about 10% of the population are LEPs and therefore it is highly likely that LEPs will be stakeholder in some projects, programs and services. As such, when Staff has encountered the need for translation services, staff can provide the services readily.

4. **The Resources Available for LEP persons.**

After a review of the City's currently available resources for LEP persons, the City has determined that the current available resources are lacking and inconsistent. The City will remedy the lack of resources, through the action plan listed in the next section.

Action Plan

In order to ensure compliance with Title VI, and Executive Order 13166 the following publications and services will be made available for LEP person use:

a. Non-Discrimination Policy Statement
   i. Statement shall be printed in English and Spanish. Said statement will be posted in the City Hall lobby in a highly visible location.

b. Title VI Rights Poster
   i. Posters shall be printed in English and Spanish. Said posters will be posted in the City Hall lobby in a highly visible location, and additional copies will be available for the public to review and take.

c. Title VI Complaint Form
   i. Complaint forms shall be printed in English and Spanish. Said forms will be in the City Hall lobby in a highly visible location.

d. I Speak Cards
   i. I Speak Cards will be produced to easily identify translation services needed for English and Spanish. Said cards will be placed at all public counters and with the other Title VI information.

e. Title VI Webpage on City's Website
   All of the City's Title VI resources will be posted on the City's website at the following link: www.cityofslt.us/TitleVI.

f. Future Planning and Projects
   i. Public Works will ensure that all future projects and planning documents that are federally funded utilize outreach methods that are compliant with Title VI and other related non-discriminatory assurances.
   ii. Additionally, the City will ensure that outreach materials are available in English, and Spanish and that translators are readily available as necessary for any LEP Persons that would like to contribute or participate.

Lastly, the Title VI Coordinator will request an updated list of certified translators from the Human Resources Department every six months and distribute said list to those who are likely to encounter LEP persons, such that a translator can be contacted the moment one

is needed. To ensure continuous compliance, the City will review the Title VI Implementation Plan and Limited English Proficiency Plan regularly, but at a minimum, as new data from the US Census becomes available. As new regulations are created, the City will act promptly to update the existing plans and relevant resources.

Appendix B – Your Rights Against Discrimination Under Title VI of the Civil Rights Act of 1964 and Related Non-Discrimination Under Title VI of the Civil Rights Act of 1964 and Related Non-Discriminatory Authorities

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

The following additional authorities provide protection against discrimination on the basis of sex, age, disability, religion, sexual orientation, gender identity, or any other category protected by State or Federal law:

Section 162(a) of the Federal-Aid Highway Act of 1973 (Section 324, Title 23

U.S.C.) Section 504 of the Rehabilitation Act of 1973

The Age Discrimination Act of 1975 (Section 6101-6107, Title 42

U.S.C.) The Civil Rights Restoration Act of 1987 (Public Law 200-

209) Executive Order 12898 (issued February 11, 1994)

Executive Order 13166 (issued August 16, 2000)

Any person who believes that they have been discriminated against may file a written complaint with the City Clerk, within 180 days of the alleged discrimination. Additional information and Title VI Complaint Forms can be obtained on the City of South Lake Tahoe's website, at the following location: www.cityofslt.us/TitleVI. Title VI Complaint Forms can also be obtained from the City Clerk's Office at City Hall.

To file a Title VI discrimination complaint, please use the following contact information:

City Clerk
City of South Lake Tahoe
Administrative Office
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
(530) 542-6005
Spanish Speaking: (530) 542-7417

Appendix C Title VI Complaint Form

Title VI of the 1964 Civil Rights Act requires that "No person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." If you wish to submit a Title VI complaint to the City of South Lake Tahoe, please complete the below information and submit this form to:

City Clerk
City of South Lake Tahoe Administrative Offices
1901 Lisa Maloff Way,
South Lake Tahoe, CA 96150
(530) 542-6005
Spanish Speaking: (530) 542-7417

Name:

Address:

City: State: Zip Code:

Cell: Home:

Name, title, and description of person(s) who allegedly discriminated against you:

Check the box(es) for the type(s) of discrimination that was experienced:

	Race		Sex		Religion
	Color		Age		Sexual Orientation
	National Origin		Disability		Gender Identity
	Other (Please Describe):				

Date(s) that alleged event(s) took place:

Location(s) where the alleged event(s) took place:

Is the alleged discrimination still ongoing?

In your own words, please describe the alleged discrimination, explain what happened, and who you believe is responsible:

Please list any person(s) we may contact for additional information to provide further information for your complaint:

Have you filed this complaint with any other federal agency, state agency, federal court, or state court?

If yes, please check all that apply:

- ☐ Federal Agency
- ☐ State Agency
- ☐ Federal Court
- ☐ State Court

Please provide the name, phone number, and email of the contact persons at the agency/court where the complaint was filed, below:

Please sign and date this form on the lines provided below. If any additional space is needed to provide information about this complaint, please attach the additional information to this form.

Signature: Date:

Appendix D – US DOT Title VI Assurances

ATTACHMENT A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, age, sex, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. Solicitation for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, age, sex, or disability.

4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

1. withholding payments to the contractor under the contract until the contractor complies; and/or
2. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one

through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

ATTACHMENT B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the California Department of Transportation will accept title to the lands and maintain the project constructed thereon in accordance with Title 23 U.S.C., the regulations for the administration of the preceding statute, and the policies and procedures prescribed by the FHWA of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non- discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the California Department of Transportation all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the California Department of Transportation and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the California Department of Transportation, its successors and assigns.

The California Department of Transportation, in consideration of the conveyance of said lands and interest in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the California Department of Transportation will use the lands and interests in lands and interest in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non- discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said lands, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

ATTACHMENT C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the California Department of Transportation pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, the California Department of Transportation will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the California Department of Transportation will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the California Department of Transportation and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

ATTACHMENT D

CLAUSES FOR CONSTRUCTION/USE.ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the California Department of Transportation pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest ,and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishings of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits or, or otherwise be subjected to discrimination,
(3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.) in the event of breach of any of the above of the above Non-discrimination covenants, the California Department of Transportation will have the right to terminate the (license, permits, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the California Department of Transportation will there upon revert to and vest in and become the absolute property of the California Department of Transportation and its assigns.

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

ATTACHMENT E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities, including, but not limited to: Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C.
  § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), prohibits discrimination on the basis of sex;

- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CR Part 27;

- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), prohibits discrimination on the basis of age);

- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);

- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination of the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations 49 C.F.R. parts 37 and 38;

- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high

and adverse human health or environmental effects on minority and low-income populations;

- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Appendix E – FAA Non-Discrimination Notice

Unlawful Discrimination

It is unlawful for airport operators and their lessees, tenants, concessionaires, and contractors to discriminate again any person because of race, color, national origin, sex, creed, or disability in public services and employment opportunities, Allegations of discrimination should be promptly reported to the Airport Manager or:

Federal Aviation Administration
Office of Civil Rights, ACR-1
800 Independence Avenue, S.W.
Washington, D.C. 20591

Federal regulation on unlawful discrimination are available fore review in the Airport Manager's Office.

Assistant Title VI Coordinator/Airport Manager
John Dickinson
Phone: 530-542-6182

Appendix F – Airport Public Notice

Unlawful Discrimination

49 CFR Part 21, App. C, § (b)(2)(ii) requires that the Airport "conspicuously display a sign, or signs, furnished by the FAA, in the main public area or areas of the airport, stating that discrimination based on race, color, or national origin is prohibited on the airport."

The same provision of Part 21 also requires the Airport to "[m]ake a copy of [Part 21] available at his office for inspection during normal working hours by any person asking for it." The Airport can satisfy this requirement by printing a copy of Part 21 and making it available in the Airport Administration office and/or providing a link to Part 21 on the Airport website.

In addition, the Airport should post a notice on the Airport website containing the City's non-discrimination policy and information regarding the process for filing a complaint. This notice should be a direct link from the Airport homepage and, if not, available through another page that can be accessed from the Airport homepage.

The following sample language will be used for the Airport website:

All entities that receive federal financial assistance from the U.S. Department of Transportation must comply with Title VI of the Civil Rights Act of 1964; the Airport and Airway Improvement Act of 1982, Section 520; the Rehabilitation Act of 1973, Section 504; and Title II of the Americans with Disabilities (ADA) Act of 1990.

Appendix G – City Employment Practices

The City does not discriminate in its employment practices on the basis of race, creed, color, national origin or sex. This prohibition arises from multiple sources, including Title VI, 49 U.S.C. § 47123, 49 C.F.R. Part 21, and AIP Grant Assurance 30. Section 21.5(c) specifically addresses discriminatory employment practices, and Part 21, App. C, Section (a)(1)(ix) states, “Employment at obligated airports, including employment by tenants and concessionaires shall be available to all regardless of race, creed, color, sex, or national origin.

Appendix H – City Training

Training is essential for successful compliance. Understanding the nature of Title VI and the steps that employees, tenants and others must take should provide a basis of knowledge when interacting with members of the public or those who wish to provide services at the City or Airport. The value of such training is to raise the awareness level about Title VI and its obligations, as well as to ensure appropriate compliance. The City and Airport conducts routine training as part of its FHWA and FAA compliance requirements, and a module for the Title VI program.

Employees, tenants and other appropriate individuals should receive Title VI training on an annual basis. A Title VI training course should include the following training elements:

- Title VI and its key elements
- Airport obligation and compliance measures
- Complaint procedures

CIUDAD DE SOUTH LAKE TAHOE

PLAN DE EJECUCIÓN DEL TÍTULO VI

Adoptado 1 de noviembre del 2022

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Declaración de política de no discriminación

La Ciudad de South Lake Tahoe se compromete a garantizar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964 de Ley de Mejora de Aeropuertos y Vías Aéreas de 1982 - Sección 520, la Ley de Rehabilitación de 1973 - Sección 504, el Título II de la Ley de Americanos con Discapacidades ("ADA") de 1990, y el Título 49 del Código de Reglamentos Federales ("C.F.R.") - Parte 21, y otras autoridades no discriminatorias, de tal manera que ninguna persona será excluida de la participación ni se le negarán los beneficios de ningún programa o actividad llevada a cabo por la Ciudad de South Lake Tahoe por motivos de raza, color, origen nacional, sexo, edad, discapacidad, religión, orientación sexual, identidad de género o cualquier otra categoría protegida por la legislación estatal o federal.

Además, ninguna persona será discriminada bajo ningún programa o actividad llevada a cabo por la Ciudad de South Lake Tahoe, por motivos de raza, color, origen nacional, sexo, edad, discapacidad, religión, orientación sexual, identidad de género, o cualquier otra categoría protegida por la ley estatal o federal.

El cumplimiento del Título VI es una condición para recibir fondos federales, del Departamento de Transporte de Estados Unidos ("USDOT"), a través de la Administración Federal de Aviación ("FAA"). El Ayuntamiento también está obligado a cumplir con garantías específicas en relación con las subvenciones concedidas por la FAA en el marco del Programa de Mejora Aeroportuaria, conocidas como "Garantías de Subvención AIP", que incluyen otras obligaciones de no discriminación. El Coordinador del Título VI está autorizado a garantizar el cumplimiento de dicha póliza, el Título VI de la Ley de Derechos Civiles de 1964, 42 U.S.C § 2000d y los estatutos relacionados, y los requisitos del 23 Código del Reglamento Federal (CFR) pt. 200 y 49 CFR pt. 21

Joseph Irvin Administrador de la ciudad Ciudad de South Lake Tahoe	Fecha

Legislación de no discriminación

VI de la Ley de Derechos Civiles de 1964 - Establece que ninguna persona en los Estados Unidos será excluida de la participación, ni se le negará los beneficios, ni será objeto de discriminación, por motivos de raza, color u origen nacional, en ningún programa o actividad que reciba ayuda federal (según se aplica a través de 23 CFR 200.9 y 49 CFR 21).

Sección 162(a) de la Ley Federal de Carreteras de 1973 (Sección 324, Título 23 U.S.C.) - Prohíbe la discriminación por razón de sexo por parte de los receptores y sub-receptores de asistencia financieras federales.

Sección 504 de la Ley de Rehabilitación de 1973 - Prohíbe la discriminación por motivos de discapacidad por parte de los receptores y sub-receptores de ayuda financiera federal.

La Ley de Discriminación por Razón de Edad de 1975 (Sección 6101-6107, Título 42 U.S.C.)- Prohíbe la discriminación por razón de edad por parte de los receptores y sub-receptores de ayudas financieras federales.

La Ley de Restauración de los Derechos Civiles de 1987 (Ley Pública 200-209) - Aclara que la intención original del Congreso en el Título VI de la Ley de Derechos Civiles de 1964, el Título IX de las Enmiendas Educativas de 1972, la Ley de Discriminación por Edad de 1975 y la Sección 504 de la Ley de Rehabilitación de 1973 era aplicar los estatutos de no discriminación a todos los programas y actividades de los receptores que reciben ayuda federal, los sub-receptores, los contratistas y los vendedores, tanto si todos esos programas reciben asistencia federal o no.

Orden Ejecutiva 12898 (emitida el 11 de febrero de 1994) - Aborda la justicia ambiental en relación con las poblaciones minoritarias y de bajos ingresos y exige a las agencias que desarrollen estrategias para solucionar los efectos negativos y desproporcionadamente altos de sus programas sobre la salud o el medio ambiente en las poblaciones minoritarias y de bajos ingresos; promueve la no discriminación en los programas federales que afectan sustancialmente a la salud y el medio ambiente, y proporciona a las comunidades minoritarias y de bajos ingresos acceso a la información y una oportunidad para la participación del público en asuntos relacionados con la salud humana o el medio ambiente.

Orden Ejecutiva 13166 (publicada el 16 de agosto de 2000) - Aborda el acceso a servicios para personas con conocimientos limitados de inglés. Se ordena a las agencias que evalúen los servicios prestados y apliquen un sistema que garantice que las personas con conocimientos limitados de inglés (LEP) puedan acceder de forma significativa a los servicios prestados de forma consistente con la misión fundamental de la agencia local y sin sobrecargarla. Las agencias deben garantizar que los beneficiarios de la asistencia federal proporcionen, de forma gratuita, un acceso apropiado a los programas, servicios e información a sus solicitantes y beneficiarios con capacidad limitada de inglés.

Estructura de la organización

El programa del Título VI de la Ciudad de South Lake Tahoe es un programa de varios niveles en el que varios papeles trabajan hacia la meta final de asegurar el pleno cumplimiento de las disposiciones del Título VI de la Ley de Derechos Civiles de 1964 y los estatutos relacionados. La ciudad ha asignado al personal de Obras Públicas las funciones de Coordinador del Título VI, de Coordinadores Asistentes del Título VI y de Enlaces del Título VI. Las funciones y responsabilidades son las siguientes:

Coordinador del Título VI

- Garantiza que el programa del Título VI de la ciudad está actualizado con todos los requisitos establecidos por la Administración Federal de Carreteras (FHWA), el Departamento de Transporte de California (Caltrans), la Administración Federal de Aviación (FAA) y cualquier otra jurisdicción aplicable

- Mantiene una línea de comunicación abierta con el Administrador de la Ciudad, el Cuerpo de Concejales y otros cargos de liderazgo de la Ciudad, según sea necesario, para facilitar los requisitos del Programa del Título VI de manera oportuna.

- Dirige al personal para que coordine y asista a la enseñanza, prepare los informes requeridos, prepare y distribuya información sobre el Título VI para el público y gestione las quejas según la dirección del Programa.

- Asiste a la enseñanza para mantener el conocimiento de los requisitos actuales del Título VI.

Asistente del Coordinador del Título VI

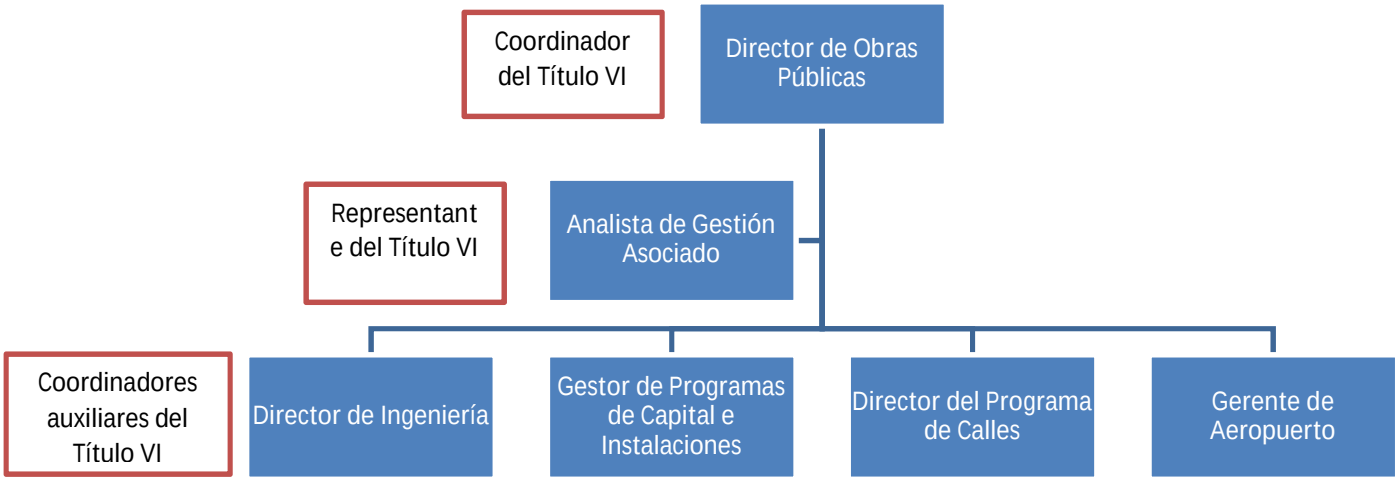
- Asume el papel y las funciones del Coordinador del Título VI cuando el Coordinador no está disponible.
- Trabaja directamente con el personal para garantizar el cumplimiento del programa.
- Garantiza que todo el personal está presente en la formación sobre el Título VI y sigue los procedimientos del Título VI a través del trabajo con el público, los contratistas y los consultores
- Garantiza que las cláusulas del Título VI se han incorporado a todos los contratos y acuerdos de asistencia federal.
- Incorpora el lenguaje requerido por el Título VI en los contratos y acuerdos de asistencia federal
- Desarrolla y coordina la enseñanza del Título VI para directivos, supervisores y personal con frecuentes contratos públicos, con una periodicidad mínima de dos años.

- Desarrolla métodos de recogida y análisis de datos estadísticos de los participantes y beneficiarios de los proyectos con fondos federales.
- Analiza los datos recogidos para determinar la eficacia de los métodos de difusión para evitar la exclusión del grupo y motivar su participación.
- Desarrolla los métodos de reclamación y el registro de reclamaciones, y se asegura de que todo el personal pertinente reciba la formación adecuada sobre los procedimientos de notificación de reclamaciones.
- Trabaja directamente con los contratistas, las empresas públicas y otras instituciones relevantes para asegurar que las protecciones del Título VI se mantengan.

Representante del Título VI

- Prepara y coordina las presentaciones del Programa del Título VI y del Reporte Anual.
- Desarrolla la información del Título VI para su difusión al público.
- Informar de las quejas a través del procedimiento de reclamación que forma parte del Plan de Aplicación del Título VI de la ciudad.

Mapa de la estructura del Título VI



Acuerdos y contratos

La Ciudad no discrimina a las personas dentro de las clases prescritas. Además, la ciudad está obligada a transmitir esta obligación a los inquilinos, contratistas y muchas otras entidades que hacen negocios con la ciudad en relación con el aeropuerto.

La obligación de transmitir los requisitos de no discriminación se deriva de múltiples fuentes, siendo quizás la más directa las garantías de subvención del AIP. La garantía 31(e) establece lo siguiente

1. [El patrocinador] insertará las cláusulas contractuales de no discriminación que exigen el cumplimiento de las leyes y reglamentos relativos a la no discriminación en los programas con ayuda federal del DOT, e incorporará las leyes y reglamentos a los contratos por referencia en cada contrato o acuerdo sujeto a las leyes y reglamentos de no discriminación en los programas con ayuda federal del DOT.

2. Incluirá una lista de las autoridades pertinentes en materia de no discriminación en cada contrato sujeto a las leyes y reglamentos de no discriminación.

3. Incluirá cláusulas contractuales antidiscriminatorias que prohíban la discriminación por motivos de raza, color, origen nacional, credo, sexo, edad o discapacidad, como un pacto que se aplica a todas las escrituras, arrendamientos, licencias, permisos o instrumentos similares que celebre el promotor con otras partes:

a. Para la posterior transferencia de bienes inmuebles adquiridos o mejorados en el marco de la actividad, proyecto o programa aplicable; y

b. Para la construcción o el uso de un espacio, o el acceso al mismo, sobre o debajo de una propiedad inmobiliaria adquirida o mejorada en el marco de la actividad, proyecto o programa aplicable.

La garantía de subvención 31 del AIP no especifica qué acuerdos deben incluir estas disposiciones de no discriminación ni qué lenguaje específico debe incluirse. El USDOT y la FAA han publicado orientaciones pertinentes en (i) la Orden 1050.2A del USDOT, DOT Standard Title VI Assurances and Non-discrimination Provisions y (ii) la Orden 1400.11 de la FAA, Nondiscrimination in Federally-Assisted Programs at the Federal Aviation Administration (FAA) (2013). Además, la FAA publica y actualiza las Directrices sobre Disposiciones Contractuales para Patrocinadores Obligados y Proyectos de Programas de Mejora de Aeropuertos, que explican qué acuerdos deben incluir disposiciones de no discriminación y prescriben un lenguaje específico para su inclusión.

Las directrices del USDOT y de la FAA dejan claro que estas disposiciones de no discriminación deben incluirse en muchos tipos de acuerdos en el aeropuerto y que debe utilizarse un lenguaje muy específico. Como parte de sus revisiones de cumplimiento, la FAA audita rutinariamente los acuerdos de los aeropuertos para comprobar su coherencia con estos requisitos

Procedimiento de reclamación

La ciudad de South Lake Tahoe se ha comprometido a garantizar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964 y otras autoridades no discriminatorias, de tal modo que ninguna persona será excluida de la participación o se le negarán los beneficios de cualquier programa o actividad llevada a cabo por la ciudad de South Lake Tahoe por motivos de raza, color, origen nacional, sexo, edad, discapacidad, religión, orientación sexual, identidad de género, o cualquier otra categoría protegida por la ley estatal o federal.

Cualquier persona que sospeche que ha sido discriminada por motivos de raza, color, origen nacional, sexo, edad, discapacidad, religión, orientación sexual, identidad de género o cualquier otra categoría protegida por la ley estatal o federal por parte de la Ciudad de South Lake Tahoe, sus contratistas, consultores los operadores aeroportuarios y sus arrendatarios, inquilinos, concesionarios o contratistas, o cualquier otra parte que actúe en nombre de la Ciudad puede presentar una queja del Título VI completando y presentando el Formulario de Quejas del Título VI de la Ciudad (Apéndice C), el cual se puede encontrar expuesto en el vestíbulo del Ayuntamiento, y en línea en www. cityofslt.us/TitleVI o visitar la oficina administrativa de la Ciudad de South Lake Tahoe en 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150, Oficina de la Secretaría Municipal.

El secretario de la Ciudad proporcionará inmediatamente una copia de la queja al Fiscal de la Ciudad y al Director de Obras Públicas en relación con el programa, la actividad o el servicio de la Ciudad de South Lake Tahoe que se identifica que está fuera de cumplimiento. El enlace del Título VI sólo procesará las quejas que estén completas, que incluyan como mínimo lo siguiente:

- - Información de contacto del denunciante
- - Fecha del presunto acto de discriminación
- - Detalles de la presunta discriminación
- - Firma del denunciante

Tras la recepción de la queja del Título VI, el Enlace del Título VI remitirá la queja a Caltrans, para que la presente a la Oficina de la División de la FHWA o a la FAA. El Enlace del Título VI también comenzará a procesar la queja ingresando dicha queja en el Registro de Quejas de Discriminación del Título VI de la Ciudad.

Reclamaciones tramitadas por la Administración Federal de Carreteras

Las reclamaciones del Título VI presentadas ante Caltrans en las que se nombre a Caltrans como demandado se remitirán a la Oficina de la División de la FHWA. El denunciante recibirá una carta de confirmación en la que se le informará de que la denuncia ha sido recibida y remitida a la FHWA.

Según el Memorando de Orientación de la FHWA, procesamiento de quejas del Título VI, fechado el 13 de junio de 2018, las quejas del Título VI recibidas por un subreceptor (la ciudad de South Lake Tahoe) deben enviarse a Caltrans para que las presente a la Oficina de la División de la FHWA. Las quejas deben ser enviadas dentro de un día hábil de la recepción por correo electrónico a Title.VI@dot.ca.gov. Si la Oficina Central de Derechos Civiles (HCR) determina que una queja del Título VI contra un subreceptor puede ser investigada por Caltrans, la HCR puede delegar la investigación de la queja a Caltrans para quejas relacionadas con la FHWA.

Proceso de investigación de Caltrans OCR

Si se delega la responsabilidad de realizar una investigación la OCR, dicha organización tiene 90 días para investigar la queja. Si se necesita más tiempo, la OCR llamará al denunciante y le informará.

Si se necesita más información para resolver el caso, el investigador de la OCR puede ponerse en contacto con el denunciante. El denunciante tiene diez días hábiles a partir de la fecha de la carta para enviar la información requerida al investigador asignado al caso. Si el investigador no se pone en contacto con el denunciante o si no recibe la información adicional en el plazo de diez días hábiles, la OCR puede cerrar administrativamente el caso. Un caso puede cerrarse administrativamente también si el denunciante ya no desea continuar con su caso.

La OCR consultará con el HCR sobre la disposición de la queja. La disposición de la queja del Título VI será llevada a cabo por HCR, a través de (1) la resolución informal o (2) la emisión de una carta de conclusión de cumplimiento o incumplimiento del Título VI. Se enviará una copia de la carta de constatación a todas las partes a través de la oficina de la división.

Cualquier persona también puede presentar una queja directamente a la FHWA y/o a Caltrans a través de la siguiente información de contacto:

Federal Highway Administration
U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
8th Floor E81-104
Washington, DC 20590

California Department of Transportation
Office of Civil Rights
Attention: Title VI Program Branch
1823 14th Street, MS 79
Sacramento, CA 95811
Title.VI@dot.ca.gov

Quejas tramitadas por la Administración Federal de Aviación

El Coordinador del Título VI remitirá todas las quejas a la FAA en un plazo de 15 días desde su recepción. Las denuncias de discriminación también pueden presentarse directamente a la FAA:

Federal Aviation Administration
Office of Civil Rights
800 Independence Avenue, S.W.
Washington, D.C. 20591

Las denuncias de discriminación por discapacidad también pueden presentarse directamente ante el Departamento de Justicia de los Estados Unidos en:

U.S. Department of Justice
950 Pennsylvania Avenue, N.W. Civil Rights Division,
Disability Rights Section
Washington, DC 20530

En caso de que se presente una queja ante al ciudad de South Lake Tahoe y otra ante una agencia federal o estatal simultáneamente, la queja federal/estatal sustituirá a la queja de la Ciudad y los procedimientos de queja de la Ciudad se suspenderán en espera de las conclusiones de la agencia federal/estatal

Título VI - Divulgación y recursos

Tabla 1: Idiomas hablados por los residentes de South Lake Tahoe.
(Código de área 96150)

Idioma que se habla	Poblacion del grupo	Porcentaje de población del grupo	Porción del grupo que habla inglés muy bien	Porción del grupo que no habla muy bien el inglés
Sólo en inglés	22,253	76.7%	22,253 (84.2%)	0 (0%)
Español	4,995	17.2%	3,095 (11.7%)	1,900 (73.3%)
Otras lenguas indoeuropeas Lenguas	574	2.0%	417 (1.6%)	157 (6.1%)
Lenguas asiáticas y de las islas del Pacífico	1,138	3.9%	603 (2.3%)	535 (20.6%)
Otras lenguas	47	0.2%	47 (0.2%)	0 (0%)
Población total mayor de 5 años	**29,007**	**100%**	**26,415**	**2,592**

Fuente: Censo de Estados Unidos: Estudio de la comunidad americana 2010-2020 estimación de 5 años

C16001: LANGUAGE SPOKEN AT HOME FOR... - Census Bureau Table

Conocimiento limitado del inglés

Una persona con conocimientos limitados de inglés (LEP) es una persona que no habla inglés como lengua principal y tiene una capacidad limitada para leer, escribir o comprender el inglés. Según la Orden Ejecutiva 13166, las agencias que reciben fondos federales tienen que examinar sus servicios financiados por el gobierno federal y desarrollar e implementar procesos que permitan a las personas con LEP acceder de manera significativa a dichos servicios. La Orden Ejecutiva 13166 también exige que las agencias que reciben financiación federal establezcan orientaciones para proporcionar un acceso significativo a las personas con capacidad limitada de inglés, preparen un plan para superar las barreras lingüísticas en los programas y actividades financiados por el gobierno federal, y se aseguren de que las partes interesadas tengan la oportunidad adecuada de hacer sus aportaciones.

Como se muestra en la Tabla 1, el 8,9% de los residentes de South Lake Tahoe se consideran personas LEP, con la mayoría de dichas personas LEP hablando principalmente español (73,3% de la comunidad), y lenguas asiáticas y de las islas del Pacífico (20,6%) y otras lenguas indoeuropeas (6,1% de la comunidad). Como se indica en el Plan de LEP de la ciudad (Apéndice A), la ciudad ha realizado una evaluación de las necesidades de LEP, utilizando un análisis de cuatro factores para identificar la necesidad y proporcionar acceso a la comunidad LEP en cumplimiento de la Orden Ejecutiva 13166.

Difusión de información sobre el Título VI

Para asegurarse de que la información sobre el Título VI y los derechos civiles relacionados esté fácilmente disponible para el público, la ciudad desarrollará avisos públicos que consisten en carteles, folletos, formularios de quejas y tarjetas "I Speak" que están disponibles en inglés y español. Los idiomas seleccionados para los materiales informativos se basaron sobre los datos lingüísticos proporcionados por el Censo de los Estados Unidos; véase la Tabla 1 anterior. Dichos folletos y carteles se colocarán en el vestíbulo del Ayuntamiento, en un lugar muy visible y accesible. Los avisos públicos también estarán disponibles en el sitio web de la ciudad, en www.cityofslt.us/TitleVI.

.

Justicia ambiental

De acuerdo con la Orden Ejecutiva 12898 (Acciones Federales para Abordar la Justicia Ambiental en las Poblaciones Minoritarias y de Bajos Ingresos), el personal de la ciudad identificará y abordará los efectos ambientales de los programas, políticas y actividades en las poblaciones minoritarias y de bajos ingresos para los proyectos financiados por el gobierno federal. El personal tendrá en cuenta los datos demográficos durante el diseño de los proyectos e incorporará al público en el proceso de planificación y desarrollo para evaluar los impactos ambientales de los proyectos en la comunidad. Las aportaciones del público y el análisis de los datos demográficos permitirán al personal desarrollar medidas para mitigar cualquier posible efecto adverso sobre las poblaciones minoritarias y de bajos ingresos.

Recopilación y análisis de datos

Los datos demográficos y afines recogidos y utilizados por el personal de la ciudad proceden de fuentes gubernamentales responsables de recoger y examinar la información para comprobar su coherencia y exactitud. Estas fuentes incluyen, entre otras, la Oficina de Estadísticas Laborales de los Estados Unidos,

la Oficina del Censo de EE.UU., la Oficina de Análisis Económico de EE.UU., el Departamento de Finanzas de California, el Departamento de Trabajo de California y el Departamento de Desarrollo del Empleo de California.

Además, el personal también puede recopilar datos demográficos específicos del proyecto utilizando la recopilación de datos, según el caso, a través del proceso de divulgación pública de los proyectos financiados con fondos federales. Dicha divulgación, que puede dar al personal la oportunidad de recopilar datos demográficos, puede incluir colgantes en las puertas, carteles, correos electrónicos, comunicados en las redes sociales, comunicados de prensa en los periódicos locales, reuniones públicas, reuniones virtuales y comentarios del público a través de los sitios web generados para los proyectos.

Documentos y acuerdos contractuales

El coordinador del Título VI de la Ciudad se asegurará de que todos los documentos de los proyectos financiados con fondos federales contengan las garantías necesarias del Título VI y otros idiomas. Tales garantías incluyen, pero no se limitan a:

- Formulario 1273 de la FHWA (Título VI y otros requisitos de no discriminación)
    - Se requiere en todos los contratos y subcontratos de la FHWA que tengan un valor que exceda de $10,000
- Garantías del Título VI Apéndice A-E
    - El apéndice A-E se adjuntará a los contratos de ayuda federal

Además, el personal de la ciudad incluirá las disposiciones indicadas en el apartado " Agencia administradora- Acuerdo estatal para Proyectos del Maestro de Ayuda Federal

Acuerdo" en el Manual del Programa de Asistencia Local (LAPM) en los contratos y acuerdos, cuando sea aplicable, entre la Ciudad y los contratistas.

La ciudad continuará utilizando la "Lista de comprobación de la administración de contratos de construcción de la agencia local" (Anexo 15-A del LAPM), que confirma que los requisitos de cumplimiento de las DBE y de la mano de obra/igualdad de oportunidades de empleo (EEO) se llevan a cabo y se documentan en los ficheros del proyecto. El Anexo 15-A del LAPM documenta que la agencia local cumplirá con todos los requisitos antes de la adjudicación de un contrato de construcción.

Finalmente, la ciudad continuará utilizando la "Lista de comprobación de la administración del contrato de construcción del ingeniero residente" (Anexo 15-B del LAPM) en los proyectos asistidos por el gobierno federal. La lista de comprobación asiste en la administración de proyectos de construcción de carreteras bajo fondos federales y proporciona un registro de que los carteles de EEO/tasa salarial/declaraciones falsas se están colocando en lugares específicos, que las entrevistas a los empleados se llevarán a cabo de acuerdo con el formulario de entrevista de Cumplimiento Laboral/EEO, y que se cumplen los requisitos DBE. El personal de la ciudad seguirá presentando el Anexo 15-B, junto con el Paquete de Adjudicación, poco después de la adjudicación del contrato de construcción

Formación

El Departamento de Obras Públicas de la Ciudad de South Lake Tahoe proporcionará capacitación sobre el Título VI y el estatuto relacionado a los gerentes de Obras Públicas, supervisores y personal que tenga contacto frecuente con el público en la administración de programas de asistencia federal. Estos entrenamientos ocurrirán por lo menos cada dos años, y dentro de seis meses de contratar a un nuevo empleado. Las formaciones serán dirigidas por el coordinador del Título VI, en línea a través de presentaciones, o a través de cursos organizados por Caltrans. Además, los enlaces a Caltrans, FHWA, y otros recursos de la agencia aplicable para el Título VI y los estatutos relacionados se publicarán en el sitio web de la Ciudad en www.cityofslt.us/TitleVI.

En particular, se tratarán los siguientes puntos en las formaciones:

- Revisión del Plan de Aplicación del Título VI de South Lake Tahoe y otros documentos pertinentes
- Servicios de asistencia lingüística y "I Speak Cards" ofrecidas al público
- Cómo gestionar las posibles reclamaciones
- Dónde buscar ayuda para las preguntas e inquietudes relacionadas con el Título VI

Planificación anual

El Departamento de Obras Públicas de la Ciudad de South Lake Tahoe establecerá y supervisará anualmente los objetivos y resultados del programa. El coordinador del Título VI se asegurará de que la formación de los empleados se lleva a cabo, los servicios de

traducción de idiomas siguen estando disponibles, la participación del público es óptima, y la señalización adecuada del Título VI se publica. Esto también incluye la actualización de las estadísticas de la comunidad y la correspondencia con las agencias estatales y federales si es necesario.

Apéndice A
Plan de conocimiento limitado

Información:

La Orden Ejecutiva 13166, "Mejora del acceso a los servicios para las personas con un conocimiento limitado del inglés", exige que las agencias federales trabajen para garantizar que los receptores de la ayuda financiera federal proporcionen un acceso significativo a sus solicitantes y beneficiarios con un conocimiento limitado del inglés (LEP).

Como tal, las agencias locales están obligadas a garantizar que los programas y actividades financiados por el gobierno federal normalmente proporcionados en inglés sean accesibles a las personas con LEP. Cada agencia local deberá realizar una evaluación anual para determinar si se necesitan modificaciones en sus programas y actividades para garantizar un acceso significativo a las personas con capacidad limitada de inglés. La evaluación, que se conoce como un análisis de "cuatro factores", se basa los siguientes factores:

1. El número o la proporción de personas con capacidad limitada de inglés que pueden ser atendidas o que pueden ser afectadas.
2. La frecuencia de los contactos con el LEP.
3. La importancia y calidad de los programas, servicios o actividades que ofrece la ciudad de South Lake Tahoe.
4. Los recursos disponibles para las personas LEP

La Ciudad de South Lake Tahoe se encuentra aproximadamente a 100 millas al este de Sacramento. La población de South Lake Tahoe (dentro del código de área 96150) es de aproximadamente 26415 habitantes (Censo de los Estados Unidos: Censo 2020). De los 26415 residentes, aproximadamente el 17,2% de los residentes son hispanohablantes, y el 8,5% de los residentes son hablantes de otras lenguas indoeuropeas, y el 2,0% son hablantes de lenguas asiáticas y de las islas del Pacífico. Del grupo de lengua española, el 38% de la población hispanohablante no tiene un buen conocimiento del inglés.

Análisis de cuatro factores

1. **El número o la proporción de personas con capacidad limitada de inglés que pueden ser atendidas o que pueden ser afectadas.**

Como se muestra en la Tabla 1, el 8,98% de los residentes de South Lake Tahoe se consideran personas LEP, y la mayoría de esas personas LEP hablan principalmente español (73,3% de la comunidad), y lenguas asiáticas y de las islas del Pacífico (20,6%) y otras lenguas indoeuropeas (6,1% de la comunidad).

2. **La frecuencia de los contactos con el LEP.**

Los datos sobre la frecuencia de los contactos con las personas con capacidad limitada de inglés en la ciudad no se han recogido. La mayoría de las interacciones con personas LEP se producen con el personal de la oficina. Actualmente, el Departamento de Recursos Humanos de la Ciudad mantiene una lista que enumera a todo el personal de la Ciudad que son traductores certificados para las personas de habla español. Si el personal no habla español, la ciudad se pondrá en contacto con un traductor certificado de la lista.

El personal de Obras Públicas no recibe regularmente solicitudes de traducción a través de programas/proyectos financiados por el gobierno federal, aunque los componentes de divulgación de dichos programas/proyectos suelen tener recursos multilingües. Además, si se necesitan servicios de traducción, el personal proporcionará dicha traducción de manera puntual.

3. **La importancia y calidad de los programas, servicios o actividades que ofrece la ciudad de South Lake Tahoe.**

De acuerdo con lo observado por el personal de Obras Públicas, es raro que se soliciten servicios de traducción para programas, servicios o actividades financiados con fondos federales. Sin embargo, el personal es muy consciente de que alrededor del 10% de la población es LEP y, por lo tanto, es muy probable que los LEP sean parte interesada en algunos proyectos, programas y servicios. Por lo tanto, cuando el personal se ha encontrado con la necesidad de servicios de traducción, el personal puede proporcionar los servicios fácilmente

Recursos disponibles para las personas LEP

Tras una revisión de los recursos actualmente disponibles en la ciudad para las personas con capacidad limitada de inglés, la ciudad ha determinado que los recursos actuales disponibles son escasos e inconsistentes. La ciudad pondrá remedio a la falta de recursos, a través del plan de acción enumerado en la siguiente sección.

Plan de acción

Para garantizar el cumplimiento del Título VI, y la Orden Ejecutiva 13166 las siguientes publicaciones y servicios estarán disponibles para el uso de las personas LEP:

a. Declaración de política de no discriminación

i. La declaración se imprimirá en inglés y en español. Dicha declaración se colocará en el vestíbulo del Ayuntamiento en un lugar bien visible.

b. Cartel de derechos del Título VI

i. Los carteles se imprimirán en inglés y español. Dichos carteles se colocarán en el vestíbulo del Ayuntamiento en un lugar bien visible, y habrá copias adicionales disponibles para que el público las revise y las tome.

c. Formulario de quejas del Título VI

i. Los formularios de quejas se imprimirán en inglés y español. Dichos formularios estarán en el vestíbulo del Ayuntamiento en un lugar bien visible.

d. Tarjetas I Speak

i. Se producirán tarjetas I Speak para identificar fácilmente los servicios de traducción necesarios para el inglés y el español. Dichas tarjetas se colocarán en todos los mostradores públicos y con el resto de la información del Título VI.

e. Página web del Título VI en el sitio web de la ciudad

Todos los recursos del Título VI de la ciudad se publicarán en el sitio web de la ciudad en el siguiente enlace: www.cityofslt.us/TitleVI.

f. Planificación y proyectos futuros

i. Obras Públicas se asegurará de que todos los futuros proyectos y documentos de planificación que sean financiados por el gobierno federal utilicen métodos de alcance que cumplan con el Título VI y otras garantías no discriminatorias relacionadas.

ii. Además, la ciudad se asegurará de que los materiales de divulgación estén disponibles en inglés y en español y de que haya traductores disponibles según sea necesario para cualquier persona con conocimientos limitados de inglés que desee contribuir o participar.

Por último, el coordinador del Título VI solicitará al Departamento de Recursos Humanos una lista actualizada de traductores certificados cada seis meses y distribuirá dicha lista a aquellos que podrían encontrarse con personas con conocimientos limitados de inglés, de forma que se pueda contactar con un traductor en el momento en que se necesite. Para asegurar el cumplimiento continuo, la Ciudad revisará el Plan de Implementación del Título VI y el Plan de Conocimiento Limitado del inglés regularmente, pero al menos, cuando los nuevos datos del Censo de los Estados Unidos estén disponibles. A medida que se creen nuevas normativas, la Ciudad actuará con prontitud para actualizar los planes existentes y los recursos pertinentes.

Apéndice B

Sus derechos contra la discriminación establecidos por el titulo VI de la ley de derechos civiles de 1964 y sus reglamentos de no discriminación

El Título VI de la Ley de Derechos Civiles de 1964 establece que ninguna persona en los Estados Unidos podrá ser excluida de la participación en ningún programa o actividad que reciba asistencia federal, ni se le podrán negar los beneficios de la misma, ni será objeto de discriminación, por motivos de raza, color u origen nacional.

Las siguientes autoridades ofrecen protección contra la discriminación por razón de sexo, edad, discapacidad, religión, orientación sexual, identidad de género o cualquier otra categoría protegida por la legislación estatal o federal:

Sección 162(a) de la Ley de Carreteras de Ayuda Federal de 1973 (Sección 324, Título 23 U.S.C.) Sección 504 de la Ley de Rehabilitación de 1973

La Ley de Discriminación por Edad de 1975 (Sección 6101-6107, Título 42 U.S.C.)

La Ley de Restauración de los Derechos Civiles de 1987 (Ley Pública 200-209)

Orden Ejecutiva 12898 (emitida el 11 de febrero de 1994)

Orden Ejecutiva 13166 (emitida el 16 de agosto de 2000)

Cualquier persona que crea que ha sido discriminada puede presentar una queja por escrito ante el secretario de la Ciudad, dentro de los 180 días de la supuesta discriminación. Se puede obtener información adicional y formularios de queja del Título VI en el sitio web de la ciudad de South Lake Tahoe, en la siguiente dirección: www.cityofslt.us/TitleVI. Los Formularios de Queja del Título VI también pueden obtenerse en la Oficina del secretario de la Ciudad en el Municipio.

Para poner una denuncia de discriminación en virtud del Título VI, utilice la siguiente información de contacto:

City Clerk
City of South Lake Tahoe
Administrative Office

1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
(530) 542-6005
Habla español: (530) 542-7417

Apéndice C

Formulario de reclamación del título

El Título VI de la Ley de Derechos Civiles de 1964 requiere que "Ninguna persona en los Estados Unidos, por motivos de raza, color u origen nacional, sea excluida de participar en, ni se le nieguen los beneficios de, ni sea sometida a discriminación bajo ningún programa o actividad que reciba asistencia financiera federal." Si desea presentar una queja del Título VI a la Ciudad de South Lake Tahoe, por favor complete la siguiente información y envíe este formulario a:

City Clerk
City of South Lake Tahoe Administrative Offices
1901 Lisa Maloff Way,
South Lake Tahoe, CA 96150
(530) 542-6005
Habla español: (530) 542-7417

Nombre: _____

Dirección: _____

Ciudad: _____ Estado: _____ Código postal: _____

Cell: _____ Teléfono fijo: _____

Nombre, cargo y descripción de la(s) persona(s) que supuestamente le ha(n) discriminado:

_____

_____

_____

Marque la(s) casilla(s) correspondiente(s) al tipo de discriminación sufrida:

☐	Raza	☐	Sex	☐	Religión
☐	Color	☐	Age	☐	Orientación sexual
☐	Nacionalidad	☐	Disability	☐	Identidad de género
☐	Otros (por favor, descríbalos):				

Fecha(s) en que se produjeron los supuestos hechos: _____

Lugar(es) donde se produjeron los supuestos hechos: _____

_____

¿Sigue la supuesta discriminación? _____

En sus propias palabras, describa la supuesta discriminación, explique lo sucedido y quién cree que es el responsable:

_____

_____

_____

_____

Por favor, indique cualquier persona con la que podamos ponernos en contacto para obtener información adicional para su reclamación:

_____

_____

_____

¿Ha presentado esta queja ante alguna otra agencia federal, agencia estatal, tribunal federal o tribunal estatal?

_____

En caso afirmativo, marque todo lo que corresponda:

- ☐ Agencia federal
- ☐ Agencia estatal
- ☐ Tribunal federal
- ☐ Tribunal estatal

Indique a continuación el nombre, el número de teléfono y el correo electrónico de las personas de contacto en el organismo/tribunal donde se presentó la denuncia:

_____

_____

_____

Por favor, firme y feche este formulario en las líneas indicadas a continuación. Si necesita espacio adicional para proporcionar información sobre esta queja, adjunte la información adicional a este formulario.

Firma: _____ Fecha: _____

Apéndice D
Garantías del Título VI del departamento de transporte de EE.UU. A-E

ANEXO A

Durante la ejecución de este contrato, el contratista, en su nombre, en el de sus cesionarios y en el de sus sucesores (en lo sucesivo, el "contratista"), se compromete a lo siguiente:

1. **Cumplimiento de la legislación:** El contratista (en lo que sigue incluye a los consultores) respetará las leyes y los reglamentos relativos a la no discriminación en los programas asistidos por el gobierno federal del Departamento de Transporte de los Estados Unidos, la Administración Federal de Carreteras, tal y como pueden ser modificados de vez en cuando, que se incorporan por medio de referencias y forman parte de este contrato.

2. **No discriminación:** El contratista, con respecto al trabajo que realice durante el contrato, no discriminará por motivos de raza, color, origen nacional, edad, sexo o discapacidad en la selección y retención de subcontratistas, incluyendo la adquisición de materiales y el alquiler de equipos. El contratista no participará directa o indirectamente en la discriminación definida por las Leyes y los reglamentos, incluyendo las prácticas de empleo cuando el contrato incluya cualquier actividad, proyecto o programa establecido en el Apéndice B del 49 CFR Parte 21.

3. **Solicitud de subcontratos, incluyendo la adquisición de materiales y equipos:** En todas las solicitudes, por licitación o por negociación, hechas por el contratista para el trabajo a ser realizado en virtud de un subcontrato, incluyendo la adquisición de materiales o el alquiler de equipos, cada subcontratista o proveedor potencial será notificado por el contratista de las obligaciones del contratista en virtud de este contrato y de las leyes y reglamentos relativos a la no discriminación por motivos de raza, color, origen nacional, edad, sexo o discapacidad..

4. **Información e informes:** El contratista proporcionará toda la información y los informes exigidos por las leyes, los reglamentos y las directivas emitidas en virtud de los mismos, y permitirá el acceso a sus libros, registros, cuentas, otras fuentes de información y sus instalaciones que el receptor o la FHWA determinen como pertinentes para asegurar el cumplimiento de dichas leyes, reglamentos e instrucciones. Cuando la información requerida a un contratista esté en posesión exclusiva de otra persona que no la proporcione o se niegue a hacerlo, el contratista lo certificará al receptor o a la FHWA, tal como corresponda, y expondrá los esfuerzos que ha realizado para obtener la información.

5. **Sanciones por incumplimiento:** En caso de que un contratista no cumpla los requisitos de no discriminación de dicho contrato, el receptor impondrá las sanciones contractuales que él mismo o la FHWA determinen como apropiadas, incluyendo, entre otras, lo siguiente:

    1. retención de los pagos al contratista en virtud del contrato hasta que el contratista cumpla los requisitos; y/o
    2. la cancelación, terminación o suspensión de los contratos, en su totalidad o en parte.

6. **Incorporación de disposiciones:** El contratista incluirá las disposiciones de los artículos uno a seis en todos los subcontratos, incluidas las adquisiciones de materiales y los arrendamientos de equipos, a menos que estén exentos por las Leyes, los Reglamentos y las directivas emitidas en virtud de los mismos. El contratista tomará medidas con respecto a cualquier subcontrato o adquisición que el Destinatario o la FHWA le indiquen como medio para hacer cumplir dichas disposiciones, incluidas las sanciones por incumplimiento. Siempre que el contratista se vea involucrado o amenazado con un litigio por parte de un subcontratista o proveedor a causa de dichas instrucciones, el contratista podrá solicitar al Receptor que inicie cualquier litigio para proteger los intereses del Receptor. Además, el contratista podrá solicitar a los Estados Unidos que entre en el litigio para proteger los intereses de los Estados Unidos.

ANEXO B

CLÁUSULAS PARA LAS ESCRITURAS DE TRANSFERENCIA DE PROPIEDADES DE LOS ESTADOS UNIDOS

Las siguientes cláusulas se incluirán dentro de las escrituras que efectúen o registren la transferencia de bienes inmuebles, estructuras o mejoras en los mismos, o que cedan intereses de los Estados Unidos en virtud de las disposiciones de la Garantía 4:

POR LO TANTO, el Departamento de Transporte de los Estados Unidos, como lo autoriza la ley y con la condición de que el Departamento de Transporte de California acepte el título de las tierras y mantenga el proyecto construido en ellas de acuerdo con el Título 23 del Código de los Estados Unidos, los reglamentos para la administración de la ley anterior, y las políticas y procedimientos prescritos por la FHWA del Departamento de Transporte de los EE.UU. de acuerdo y en cumplimiento de todos los requisitos impuestos por el Título 49, Código de Reglamentos Federales, Departamento de Transporte de los EE.UU., Subtítulo A, Oficina del Secretario, Parte 21, No discriminación en los programas asistidos por el Gobierno Federal del Departamento de Transporte de los EE.UU., relativos a y efectivos. El Departamento de Transporte de los Estados Unidos, en relación con las disposiciones del Título VI de la Ley de Derechos Civiles de 1964 (78 Stat. 252; 42 U.S.C. § 2000d a 2000d-4), por la presente cede, libera, renuncia y transmite al Departamento de Transporte de California todos los derechos, títulos e intereses del Departamento de Transporte de los Estados Unidos sobre los terrenos descritos en el Anexo A adjunto y que forma parte de este documento.

(CLÁUSULA HABENDUM)

TENER Y MANTENER dichos terrenos e intereses en los mismos para el Departamento de Transporte de California y sus sucesores para siempre, sujeto, sin embargo, a los convenios, condiciones, restricciones y reservas aquí contenidas como se indica a continuación, que permanecerán en efecto durante el período en que los bienes inmuebles o las estructuras se utilicen para un propósito para el cual se extienda la asistencia financiera federal o para otro propósito que implique la provisión de servicios o beneficios similares y serán vinculantes para el Departamento de Transporte de California, sus sucesores y cesionarios.

El Departamento de Transporte de California, en consideración al traspaso de dichas tierras e intereses en las mismas, por el presente convenio y acuerda como un convenio que corre con la tierra para sí mismo, sus sucesores y cesionarios, que (1) ninguna persona, por motivos de raza, color u origen nacional, será excluida de la participación en, se le negarán los beneficios de, (2) que el Departamento de Transporte de California utilizará las tierras y los intereses en las tierras y los intereses en las tierras así cedidas, en cumplimiento de todos los requisitos impuestos por el Título 49, Código de Reglamentos Federales, Departamento de Transporte de los EE.UU., Subtitulo 1. Departamento de Transporte de los Estados Unidos, Subtítulo A, Oficina del secretario, Parte 21, No discriminación en los programas asistidos por el gobierno federal de los Estados Unidos. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, y según dichas regulaciones y leyes puedan ser modificadas[, y (3) que en caso de incumplimiento de cualquiera de las condiciones de no discriminación mencionadas anteriormente, el Departamento tendrá derecho a entrar o volver a entrar en dichos terrenos e

instalaciones en dichos terrenos, y que los terrenos e instalaciones descritos anteriormente revertirán y se convertirán en propiedad absoluta del U.S. Department of Transportation y sus cesionarios tal y como existía dicho interés antes de esta instrucción].*

(*La cláusula de reversión y el lenguaje correspondiente sólo se utilizarán cuando se determine que dicha cláusula es necesaria para dejar claro el propósito del Título VI).

ANEXO C

LA CLÁUSULAS PARA LA TRANSFERENCIA DE PROPIEDADES INMOBILIARIAS ADQUIRIDAS O MEJORADAS EN EL MARCO DE LA ACTIVIDAD, INSTALACIÓN O EL PROGRAMA

Las siguientes cláusulas se incluirán en las escrituras, licencias, arrendamientos, permisos o instrumentos similares celebrados por el Departamento de Transporte de California de conformidad con las disposiciones de la Garantía 7(a):

A. El (concesionario, arrendatario, permisionario, etc., según corresponda), en su nombre, en el de sus herederos, representantes personales, sucesores en interés y cesionarios, como parte de la contraprestación del presente documento, se compromete y acuerda [en el caso de las escrituras y los arrendamientos, añádase "como un pacto que corre con el terreno"] a que:

    1. En el caso de que se construyan, mantengan u operen de otro modo instalaciones en la propiedad descrita en esta (escritura, licencia, arrendamiento, permiso, etc.) con un propósito para el cual se extienda una actividad, instalación o programa del Departamento de Transporte de los Estados Unidos o para otro propósito que implique la prestación de servicios o beneficios similares, el (concesionario, licenciatario, arrendatario, permisionario, etc.) mantendrá y gestionará dichas instalaciones y servicios en cumplimiento de todos los requisitos impuestos por las Leyes y Reglamentos (según puedan ser modificados) de forma que ninguna persona, por motivos de raza, color u origen nacional, sea excluida de la participación en dichas instalaciones, se le nieguen los beneficios de las mismas o sea sometida a cualquier otro tipo de discriminación en su uso.

B. Con respecto a las licencias, arrendamientos, permisos, etc., en caso de incumplimiento de cualquiera de los pactos no discriminatorios mencionados anteriormente, el Departamento de Transporte de California tendrá derecho a rescindir el (arrendamiento, licencia, permiso, etc.) y a entrar, volver a entrar y recuperar dichos terrenos e instalaciones en ellos, y mantenerlos como si el (arrendamiento, licencia, permiso, etc.) nunca se hubiera hecho o emitido.*

C. Con respecto a una transferencia, en caso de incumplimiento de cualquiera de los pactos de no discriminación anteriores, el Departamento de Transporte de California tendrá derecho a entrar o volver a entrar en los terrenos e instalaciones de los mismos, y los terrenos e instalaciones descritos anteriormente pasarán a ser propiedad absoluta del Departamento de Transporte de California y sus cesionarios.*

(*La cláusula de reversión y el lenguaje correspondiente sólo se utilizarán cuando se determine que dicha cláusula es necesaria para dejar claro el propósito del Título VI.)

ANEXO D

CLÁUSULAS DE CONSTRUCCIÓN/USO.ACCESO A LOS BIENES INMUEBLES ADQUIRIDOS EN EL MARCO DE LA ACTIVIDAD, INSTALACIÓN O PROGRAMA

Las siguientes cláusulas se incluirán en las escrituras, licencias, permisos o instrumentos/acuerdos similares celebrados por el Departamento de Transporte de California de conformidad con las disposiciones de la Garantía 7(b):

A. El (concesionario, licenciatario, permisionario, etc., según proceda), en su nombre, en el de sus herederos, representantes personales, sucesores en interés y cesionarios, como parte de la consideración del presente documento, se compromete y acepta (en el caso de las escrituras y los arrendamientos, añádase "como un pacto que corre con la tierra") que (1) ninguna persona por motivos de raza, color u origen nacional, será excluida de la participación en, (2) que en la construcción de cualquier mejora en, sobre o bajo dicho terreno, y en el suministro de servicios en el mismo, ninguna persona por motivos de raza, color u origen nacional, será excluida de la participación, se le negarán los beneficios o será sometida a discriminación, (3) que el (concesionario, licenciatario, arrendatario, permisionario, etc.) utilizará los locales en cumplimiento de todos los demás requisitos impuestos por las Leyes y Reglamentos, con sus modificaciones, establecidos en esta garantía.

B. Con respecto a (licencias, arrendamientos, permisos, etc.), en caso de incumplimiento de cualquiera de los pactos de no discriminación mencionados anteriormente, el Departamento de Transporte de California tendrá derecho a rescindir la (licencia, permisos, etc., según corresponda) y a entrar o volver a entrar y recuperar dichos terrenos y las instalaciones que se encuentran en ellos, y mantenerlos como si dicha (licencia, permiso, etc., según corresponda) nunca se hubiera hecho o emitido. *

C. Con respecto a las escrituras, en caso de incumplimiento de cualquiera de los pactos de no discriminación anteriores, el Departamento de Transporte de California revertirá y pasará a ser propiedad absoluta del Departamento de Transporte de California y sus cesionarios.

(*La cláusula de reversión y el lenguaje relacionado sólo se utilizarán cuando se determine que dicha cláusula es necesaria para dejar claro el propósito del Título VI)

ANEXO E

Durante la ejecución de este contrato, el contratista, en su nombre, en el de sus cesionarios y en el de sus sucesores (en adelante, el "contratista"), se compromete a cumplir las siguientes leyes y autoridades en materia de no discriminación, entre las que se incluyen las siguientes Autoridades pertinentes en materia de no discriminación:

- El Título VI de la Ley de Derechos Civiles de 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), prohíbe la discriminación por motivos de raza, color, origen nacional); y el 49 CFR Parte 21.

- La Ley de Políticas Uniformes de Asistencia a la Reubicación y Adquisición de Bienes Inmuebles de 1970, (42 U.S.C.§ 4601), (prohíbe el trato injusto de las personas desplazadas o cuya propiedad ha sido adquirida a causa de programas y proyectos federales o de ayuda federal);

- Federal-Aid Highway Act de 1973, (23 U.S.C. § 324 y siguientes), prohíbe la discriminación por razón de sexo;

- El artículo 504 de la Ley de Rehabilitación de 1973, (29 U.S.C. § 794 y siguientes), en su versión modificada, (prohíbe la discriminación por motivos de discapacidad); y 49 CR Part 27;

- La Ley de Discriminación por Edad de 1975, en su versión modificada, (42 U.S.C. § 6101 et seq.), prohíbe la discriminación por razón de edad);

- La Ley de Mejora de Aeropuertos y Vías Aéreas de 1982, (49 U.S.C. § 471, Sección 47123), en su versión modificada, (prohíbe la discriminación por motivos de raza, credo, color, origen nacional o sexo);
- La Ley de Restauración de los Derechos Civiles de 1987, (PL 100-209), (amplió el alcance, la cobertura y la aplicabilidad del Título VI de la Ley de Derechos Civiles de 1964, la Ley de Discriminación por Razón de Edad de 1975 y la Sección 504 de la Ley de Rehabilitación de 1973, ampliando la definición de los términos "programas o actividades" para incluir todos los programas o actividades de los receptores de ayudas federales, los subreceptores y los contratistas, independientemente de que dichos programas o actividades estén financiados con fondos federales o no);

- Los Títulos II y III de la Ley de Estadounidenses con Discapacidades, que prohíben la discriminación por motivos de discapacidad en el funcionamiento de entidades públicas, sistemas de transporte público y privado, lugares de alojamiento público y determinadas entidades de pruebas (42 U.S.C. §§ 12131 - 12189), tal como se aplica en la normativa del Departamento de Transporte 49 C.F.R. partes 37 y 38;

- El estatuto de no discriminación de la Administración Federal de Aviación (49 U.S.C. § 47123) (prohíbe la discriminación por motivos de raza, color, origen nacional y sexo);

- Orden Ejecutiva 12898, Acciones Federales para Abordar la Justicia Ambiental en las Poblaciones Minoritarias y de Bajos Ingresos, que asegura la discriminación de las poblaciones minoritarias al desalentar programas, políticas y actividades con efectos desproporcionadamente altos y adversos para la salud humana o el medio ambiente en las poblaciones minoritarias y de bajos ingresos;

- Orden Ejecutiva 13166, Mejora del acceso a los servicios para las personas con conocimientos limitados de inglés, y las orientaciones resultantes de la agencia, la discriminación por origen nacional incluye la discriminación por conocimientos limitados de inglés (LEP). Para garantizar el cumplimiento del Título VI, debe tomar medidas razonables para asegurar que las personas con conocimientos limitados de inglés tengan un acceso significativo a sus programas (70 Fed. Reg. en 74087 a 74100);

- El Título IX de las Enmiendas Educativas de 1972, en su versión modificada, que le prohíbe discriminar por razón de sexo en los programas o actividades educativas (20 U.S.C. 1681 et seq).

Apéndice E
Aviso de no discriminación de la FAA

Discriminación ilegal

Es ilegal que los operadores de aeropuertos y sus arrendatarios, inquilinos, concesionarios y contratistas discriminen a cualquier persona por motivos de raza, color, nacionalidad, sexo, credo o discapacidad en los servicios públicos y oportunidades de empleo:

Federal Aviation Administration
Office of Civil Rights, ACR-1
800 Independence Avenue, S.W.
Washington, D.C. 20591

La normativa federal sobre discriminación ilegal está disponible para su revisión en la Oficina del Gestor del Aeropuerto.

Coordinador Adjunto del Título VI/Gerente del Aeropuerto
John Dickinson
Teléfono 530-542-6182

Apéndice F
Aviso público del aeropuerto

Discriminación ilegal

49 CFR Parte 21, Apéndice. C, § (b)(2)(ii) exige que el aeropuerto "exhiba de forma visible un cartel o carteles, facilitados por la FAA, en la zona o zonas públicas principales del aeropuerto, en los que se indique que la discriminación por motivos de raza, color u origen nacional está prohibida en el aeropuerto".

La misma disposición de la Parte 21 también exige que el aeropuerto "ponga una copia de la [Parte 21] a disposición de cualquier persona que la solicite en su oficina para su inspección durante el horario laboral normal". El Aeropuerto puede cumplir este requisito imprimiendo una copia de la Parte 21 y poniéndola a disposición en la oficina de la Administración del Aeropuerto y/o proporcionando un enlace a la Parte 21 en el sitio web del Aeropuerto.

Además, el Aeropuerto debería publicar un aviso en el sitio web del Aeropuerto que contenga la política de no discriminación de la ciudad e información sobre el proceso para presentar una queja. Este aviso debe ser un enlace directo desde la página principal del Aeropuerto y, si no, debe estar disponible a través de otra página a la que se pueda acceder desde la página principal del Aeropuerto.

Se utilizará el siguiente ejemplo de lenguaje para el sitio web del Aeropuerto:

Todas las entidades que reciben ayuda financiera federal del Departamento de Transporte de los Estados Unidos deben cumplir con el Título VI de la Ley de Derechos Civiles de 1964; la Ley de Mejora de Aeropuertos y Vías Aéreas de 1982, Sección 520; la Ley de Rehabilitación de 1973, Sección 504; y el Título II de la Ley de Estadounidenses con Discapacidades (ADA) de 1990.

Apéndice G
Prácticas de empleo de la ciudad

La Ciudad no discrimina en sus prácticas de empleo por motivos de raza, credo, color, origen nacional o sexo. Esta prohibición se deriva de múltiples fuentes, entre ellas el Título VI, 49 U.S.C. § 47123, 49 C.F.R. Parte 21 y AIP Grant Assurance 30. La sección 21.5(c) aborda específicamente las prácticas de empleo discriminatorias, y la Parte 21, Ap. C, sección (a)(1)(ix) establece que "el empleo en los aeropuertos obligados, incluido el empleo por parte de los arrendatarios y concesionarios, estará disponible para todos, independientemente de su raza, credo, color, sexo u origen nacional".

Apéndice H
Formación de la ciudad

La formación es esencial para el éxito del cumplimiento. La comprensión de la naturaleza del Título VI y de los pasos que deben seguir los empleados, los arrendatarios y otras personas debe proporcionar una base de conocimiento cuando se interactúa con miembros del público o con quienes desean prestar servicios en la Ciudad o el Aeropuerto. El valor de dicha formación es elevar el nivel de concienciación sobre el Título VI y sus obligaciones, así como garantizar un cumplimiento adecuado. La Ciudad y el Aeropuerto llevan a cabo una formación rutinaria como parte de sus requisitos de cumplimiento de la FHWA y la FAA, y un módulo para el programa del Título VI.

Los empleados, inquilinos y otras personas apropiadas deben recibir formación sobre el Título VI con carácter anual. Un curso de formación sobre el Título VI debe incluir los siguientes elementos de formación:

- El Título VI y sus elementos clave
- Obligaciones del aeropuerto y medidas de cumplimiento
- Procedimientos de reclamación

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe City Council

November 1, 2022

Adopting the Title VI Implementation Plan

BACKGROUND

A. Title VI of the Civil Rights Act of 1964 – Provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving Federal financial assistance (as implemented through 23 CFR 200.9 and 49 CFR 21).

B. Title VI compliance is a condition of receipt of federal funds, from the U.S. Department of Transportation ("USDOT"), and the Federal Aviation Administration ("FAA").

C. The City of South Lake Tahoe is required to comply with specific assurances in connection with grants issued by the FAA under the Airport Improvement Program, known as the "AIP Grant Assurances", which include further non-discrimination obligations.

D. As a recipient of federal funding, the City is required to have a Title VI Implementation Plan and a Title VI Coordinator.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Adopts the Title VI Implementation Plan and directs the City Manager to implement the Plan.

2. Designates the Director of Public Works as the Title VI Coordinator.

Adopted by the City of South Lake Tahoe City Council on November 1, 2022 by the following vote:
Yes:
No:
Absent:
Abstain:

_____ Date:_____

Devin Middlebrook, Mayor

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 4

Agenda Item: Resolution Ratifying Application for State and El Dorado County Funding for Police Boating Safety and Enforcement Program

Executive Summary: City Council is asked to ratify the application for, and if awarded, acceptance of State and County funding for the Police Department's boating safety and enforcement efforts in the waters of Lake Tahoe in the City limits. Similar boating safety and enforcement efforts are conducted by other agencies around the lake. The Police Department typically provides these services from mid-May through mid-September, and relies on seasonal reserve police officers for these services.

Requested Action / Suggested Motions: Pass a Resolution ratifying the application for financial aid from the California State Boating and Enforcement Aid Program; authorizing the Mayor, or the Police Chief, to sign the application for financial aid, the program agreement, and each reimbursement claim; authorizing acceptance of financial aid award from the California State Boating and Enforcement Aid Program in amount up to $74,203.92 and acceptance of El Dorado County vessel property taxes in amount up to $75,110.00 for a total program amount up to $149,313.92; and authorizing budget of that amount into the current City's budget into account #237 02110 effective July 1, 2023.
Responsible Staff Member: David Stevenson, Chief of Police

Responsible Staff Member: David Stevenson, Chief of Police (530) 542-6120

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01-POLICE BOAT STAFF REPORT 2023 2024.docx
02-POLICE BOAT RESOLUTION 2023 2024.docx
03-POLICE BOAT APPLICATION 2023-2024.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Police Boat Safety and Enforcement Program Funding 2023/24

Location: Police Department

Responsible Staff Member: Chief David Stevenson, (530) 545-2765

Background: The City provides a Police Boating Safety and Enforcement Program each year for residents and visitors of our community. This program begins approximately two weeks prior to Memorial Day weekend and ends approximately two weeks after Labor Day weekend. The program is funded every year by a state boating safety grant combined with El Dorado County vessel property taxes. The program provides the city with funding to staff the Police Department patrol boat on the waters of Lake Tahoe during this time.

Issue and Discussion: The Police Boating Safety Program is funded by two revenue sources. The first source is financial aid from California State Parks, Division of Boating and Waterways. The South Lake Tahoe Police Department applies for this aid annually. The financial aid period is from July 1, 2023 through June 30, 2024 and will be submitted to request a program cost reimbursement of $74,203.92 in financial aid from California State Parks, Division of Boating and Waterways.

The second revenue source is from El Dorado County vessel property taxes. The amount of vessel property taxes allocated for the City's Police Boating Safety and Enforcement Program for the 2023/2024 fiscal year is $75,110.00. Provided the financial aid application is approved by California State Parks, Division of Boating and Waterways, these two funding sources combined, will fund the city's Police Boating Safety and Enforcement Program for a total program budget up to $149,313.92

To receive this funding, California State Parks requires the City Council authorize the Mayor, or their designee, to sign the application for financial aid and the financial aid program agreement. They also require authorization for the Mayor, or their designee, to sign each reimbursement claim on behalf of the city per the agreement.

Financial Implications: There will be no additional impact to the general fund. The program will be funded as described above in the amount up to $149,313.92. Expenditures for the program will be reimbursed quarterly. Effective July 1, 2023; budget in account # 237 02110 should be amended as follows:

Revenue:	#33211	$74,203.92
	#31120	$75,110.00

Expenditures:	#41020 (Personnel)	$104,188.92
	#43025 (R & M)	$10,000.00
	#46120 (Tools/Parts)	$35,125.00

Environmental Considerations: The proposed action is not a "project" subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(4) (creation of government funding mechanisms or government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment).

Policy Implications: The police boating safety program supports the City of South Lake Tahoe's Strategic Plan "5.1 – Public Safety".

Resolution 2022- XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

Ratifying the application for financial aid from the California State Boating and Enforcement Aid Program; authorizing the Mayor, or the Police Chief, to sign the application for financial aid, the program agreement, and each reimbursement claim; authorizing acceptance of financial aid award from the California State Boating and Enforcement Aid Program in amount up to $74,203.92 and acceptance of El Dorado County vessel property taxes in amount up to $75,110.00 for a total program amount up to $149,313.92; and authorizing budget of that amount into the current City's budget into account #237 02110 effective July 1, 2023.

BACKGROUND

A. The City of South Lake Tahoe Police Department operates a Police Boating Safety and Enforcement Program.

B. The City of South Lake Tahoe Police Department has applied for financial assistance from the State Boating and Enforcement Aid Program for up to $74,203.92 which shall be used solely for the Boating Safety and Enforcement Program.

C. The City of South Lake Tahoe has been allocated 2023/24 El Dorado County Vessel Taxes in the amount up to $75,110.00 and will expend 100 percent of these funds on a Boating Safety program.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Ratifies the California State Parks, Division of Boating and Waterways application for financial aid.
2. Authorizes the acceptance of financial aid from the California State Boating and Enforcement Aid Program for an amount up to $74,203.92 and of El Dorado County vessel taxes in amount up to $75,110.00 for a total program budget of $149,313.92.
3. Authorizes the Mayor, or the Chief of Police, to sign the Financial Aid Program Application, Program Agreement, and each reimbursement claim filed pursuant to the financial aid agreement.
4. Authorizes up to the total program budget be added to the 2022/2023 budget and allocated into account #237 02110 effective July 1, 2023 as follows:

Revenue:	#33211	$74,203.92
	#31120	$75,110.00

Expenditures:	#41020 (Personnel)	$104,188.92
	#43025 (R & M)	$10,000.00
	#46120 (Tools/Parts)	$35,125.00

Adopted by the City of South Lake Tahoe City Council on November 1, 2022 by the following vote:
Yes:
No:
Absent:

Abstain:

Date: _____

_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

Application for Financial Aid -- 801
Fiscal Year 2023-2024

Agency S. Lake Tahoe Police Department **County** El Dorado

Address 1352 Johnson Blvd., S. Lake Tahoe, CA

General Description of Boating Safety and Enforcement Programs:

(Give a copmrehensive description of all programs in the County. If more space is needed, please attach a separate sheet).

Refer Attached Addendum

Waterways to be Patrolled					Estimated Density by Quarter[a/]			
Lakes, Open Ocean	Area in Square Miles	Primary Usage[b/]	Type(s) of Patrols[c/]	FT or PT[d/]	1st	2nd	3rd	4th
1. Lake Tahoe	8.66	b	c	PT	660	215	40	535
2.								
3.								
4.								
5.								
6.								
7.								
8.								
9.								
10.								
11.								
12.								
13.								
14.								
Rivers	Length in Miles	Primary Usage[b/]	Type(s) of Patrols[c/]	FT or PT[d/]	1st	2nd	3rd	4th
1.								
2.								
3.								
4.								
5.								
6.								
7.								
8.								

a/ Enter the highest number of boats on the waterway at any one time on any one day in each quarter, excluding holidays and holiday weekends.

b/ A = Fishing; B = Combined recreational boating activities (fishing, water skiing, pleasure boating, etc.)

c/ On-water, foot, truck/vehicle, and/or air

d/ FT = Full-time; PT = Part-time. If less than full-time, specify patrol schedule on a separate sheet.

Boating Safety and Enforcement Aid Program
Proposed Program Costs -- 801.1
Fiscal Year 2023-2024

Agency S. Lake Tahoe Police Department

Address 1352 Johnson Blvd., S. Lake Tahoe, CA **County** El Dorado

Proposed Program Costs

1. Personnel (Form 801.2)	$104,188.92
2. Operations, Maintenance and Equipment (Form 801.3)[a/]	$45,125.00
3. Total direct BS&E proposed program cost (2+3)	$149,313.92
4. Administrative costs[b/]	
5. Total BS&E proposed program costs (3+4)	$149,313.92
6. Less: Boat Taxes (Form 801.4)	$75,110.00
7. Total Net Proposed Program Cost (5-6)	$74,203.92

a/ New applicant agencies should use 30% of personnel costs to estimate operations, maintenance and equipment costs in lieu of form 801.3.
b/ Administrative costs cannot exceed five percent of direct BS&E proposed program cost (line 3).

County Authorized Representative:

SIGNATURE DATE

David Stevenson, Chief of Police 530-542-6100
TYPED NAME TELEPHONE

Revised 12/11

Boating Safety and Enforcement Aid Program
Proposed Personnel Costs -- 801.2
Fiscal Year 2023-2024

Agency S. Lake Tahoe Police Department **County** El Dorado

Proposed Personnel Costs

Employee Compensation

	Title	Grade	No. Hours or Months	Pay per Hour or Month	Total Compensation
1.	Boating Safety Officer		840.00	$46.43	$39,001.20
2.	Boating Safety Officer		600.00	$46.43	$27,858.00
3.	Boating Safety Officer		600.00	$46.43	$27,858.00
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					
16.					
17.					
18.					
19.					
20.					
21.	Total		2,040.00		$94,717.20

22. Average Customary Fringe Benefit Percent (Overtime only-No Benefit package) 10.00%

23. Total Proposed Personnel Costs $104,188.92

Revised 12/11

Boating Safety and Enforcement Aid Program
Proposed Operations, Maintenance and Equipment Costs -- 801.3
Fiscal Year 2023-2024

Agency S. Lake Tahoe PD **County** El Dorado

Patrol Vessels: Fuel $12,000.00 + Repair $15,000.00 + Storage $5,000.00 = $ 32,000

Vehicles: Miles 5,000 Mileage Allowance 0.63 = 3,125.00

LIST OTHER O&M AND EQUIPMENT

1. Detail patrol boat 5763	$	2,000.00
2. Repair upholstery	$	2,500.00
3. Repair props	$	2,500.00
4. Repair deck material	$	3,000.00
5.	$	
6.	$	
7.	$	
8.	$	
9.	$	
10.	$	
11.	$	
12.	$	
13.	$	
14.	$	
15.	$	
16.	$	
17.	$	
18.	$	
19.	$	
20.	$	
21.	$	
22.	$	
23.	$	
24.	$	
25.	$	
Total	$	45,125.00

Revised 12/11

Documentation of Estimated Boat Tax Revenues -- 801.4
Fiscal Year FY 2023/24

Agency City of South Lake Tahoe
County El Dorado County

Total estimated costs are offset by the estimated prior year vessel taxes received by the county to determine the maximum amount of financial aid you are eligible for. Vessel taxes received by the county represent 100% of the amount received by the county from the share of personal property taxes on vessels allocated to the County General Fund for boating safety and enforcement activities. Report on line 1 the estimated amount of prior year vessel taxes you anticipate you will receive.

1. Estimated boat tax revenues from prior fiscal year **$ 75,110.00**

Certification

I attest that I am a duly authorized representative of the auditor's office of El Dorado County county/city; and that this calculation results in the best estimate of boat tax revenues for the fiscal year noted.

Bob Toscano
SIGNATURE

10/4/22
DATE

Bob Toscano, Assistant Auditor-Controller
TYPED NAME AND TITLE

(530) 621-5458
TELEPHONE

The South Lake Tahoe Police Department operates a full time Boating Safety Program during the summer months from May 15th through the Labor Day weekend. At present two full time officers and one part time officer patrol the city's incorporated waters of Lake Tahoe, however, because of the interstate compact with Nevada and mutual aid, the patrol boat responds into neighboring jurisdictional waters on a daily basis to handle calls for service. Boating safety and enforcement along with search and rescue and boater education are the primary missions of the department's boating safety program.

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 5

Agenda Item: Appropriation of $150,000 of Airport Revenue for Airport Operations and Capital Improvement Project Transfer of $112,875 from Airport to General Fund

Executive Summary: With the anticipated additional fees from Airport Users, the Airport would like to appropriate $150,000 from its updated revenues to help with the operational needs that have been deferred. With the new fee structure, the revenues and expenses will increase, but general fund subsidies will decrease. This will allow the Airport to help the users without requesting additional General Fund. Also, with the cost savings from the General Aviation Ramp Reconstruction project, the Airport will be able to transfer $112,875 back to the General Fund, which will help eliminate General Fund subsidies to the Airport.

Requested Action / Suggested Motions: Pass a Resolution Authorizing Revenue and Expense Budget Amendments due to the Adoption of the New Airport User Rates and Charges.
Responsible Staff Member: John Dickinson, Airport Manager

Responsible Staff Member: John Dickinson, Airport Manager (530) 542-6182

Reviewed and Approved By:
Anush Nejad, Director of Public Works
Susan Blankenship, City Clerk
Olga Tikhomirova, Finance Director
Heather Stroud, City Attorney

Attachments:

01-Staff Report - Airport Budget Adjustment.docx
02-Resolution.docx

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Appropriation of Funds for the Airport and Capital Improvement Program Transfer

Application Location: City Airport

Responsible Staff Member: John Dickinson, Airport Manager (530) 542-6182

Background: The City Council approved the new Airport Rate Study at the October 4, 2022, meeting. With the anticipated additional fees collected from Airport Users, the Airport would like to appropriate $150,000.00 from its updated revenues to help with the operational needs that can be used for deferred maintenance, equipment, and overtime. The approved new fee structure will increase revenues and expenses but reduce the need for General Funds. This will allow Airport to support its users without requesting additional funds from the General Fund Reserves. In addition, the Airport will be receiving additional funding due to the sale of land coverage of approximately $254,000.00, which has been invoiced. Finally, with the cost savings of the Airport's General Aviation Ramp Reconstruction project budgeted in account 50180047, the Airport will be transferring approximately $112,000.00 back to the General Fund to help offset the subsidy of the Airport.

Issue and Discussion: With the approved new rates, the Airport will receive additional revenues, which will allow for more projects to be completed and helps address the operational needs. Below are the rates that are adjusted and proposed to be adjusted along with the additional revenue they are estimated to generate:

Additional for Hangars 2022-2023	Approximately $220,000.00	Adopted
Fuel Flowage 2022-2023	Approximately $20,000.00	Adopted
Rent for City 2022-2023	Approximately $11,000.00	Adopted
Landing fee 2022-2023	Approximately $50,000.00	To be considered

If the City adopts the new landing fees, the Airport will have approximately $300,000.00 in additional revenue based on the new rates that would go into effect on January 1st, 2023. The revisions to landing fees will be presented to City Council on November 15th, 2022. If Council decides not to adopt the increase in Landing fees, it is expected that the Airport will have approximately $250,000.00 in additional revenue for FY 2022-2023. It is estimated that with the sale of the land coverage for Sugar Pine, the Airport should be able to break even by the end of the FY.

With the cost savings from the General Aviation Ramp Reconstruction project, a total of $112,000.00 can be returned to the General Fund to help offset any Airport subsidies.

Financial Implications:

Staff is requesting additional revenue and expense appropriations, as well as budget amendments to reduce General Fund subsidy in FY 2022-2023 and to transfer the airport capital project balance back to the General Fund, as detailed below:

Fund/Account	Description	REVENUE (Increase)/Decrease	EXPENSE Increase/(Decrease)
501-05120-35323	City rent revenue	(11,000)	
501-05130-35327	Hangars rent revenue	(220,000)	
501-05130-35333	Fuel flowage revenue	(20,000)	
501-05120-41040	Airport Terminal Building Overtime		10,000
501-05130-41040	Airfield Area Overtime		10,000
501-05130-43025	Airport Airfield Area Repair and Maitenance		70,000
501-05130-46110	Machinery and Equipment		60,000
501-80047-50001	Transfer out to General Fund		112,875
100-01956-36316	Transfer in from Airport	(112,875)	
501-05110-36300	Reduce General Fund Transfer-in to Airport	100,000	
100-01956-50002	Reduce General Fund Transfer-out to Airport		(100,000)

The total change in the General Fund budget subsidy resulting from the airport net revenue increase is a reduction of $100,000. Additional reduction will be evaluated and requested at mid-year based on the upcoming proposed landing fees increase and the status of the airport land coverage sale.

Environmental Considerations: The proposed action is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(4) (creation of government funding mechanisms or government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment).

Policy Implications: The appropriation of funds will help with the operations of the Airport, and the transfer of cost savings back from the Grant will help offset the subsidy from the General Fund.

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

Authorizing Airport Revenue and Expense Budget Amendments due to the Adoption of the New Airport User Rates and Charges

BACKGROUND

A. On October 4th, 2022 the City Council approved new rates for certain fees to help eliminate subsidies from the General Fund. This has allowed the airport to decrease the subsidy and increase revenues. This will also allow the airport to complete projects and deferred maintenance.

B. The City Council previously allocated $131,125.00 for AIP-43 GA Ramp Reconstruction project. The Airport was able to complete the work, utilizing only $18,250.00 from the General Fund match leaving a remaining balance of $112,875.00, which will be transferred back to the General Fund.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Does hereby authorizes the Airport revenues and expenses budget amendments as follow:

Fund/Account	Description	REVENUE (Increase)/Decrease	EXPENSE Increase/(Decrease)
501-05120-35323	City rent revenue	(11,000)	
501-05130-35327	Hangars rent revenue	(220,000)	
501-05130-35333	Fuel flowage revenue	(20,000)	
501-05120-41040	Airport Terminal Building Overtime		10,000
501-05130-41040	Airfield Area Overtime		10,000
501-05130-43025	Airport Airfield Area Repair and Maitenance		70,000
501-05130-46110	Machinery and Equipment		60,000
501-80047-50001	Transfer out to General Fund		112,875
100-01956-36316	Transfer in from Airport	(112,875)	
501-05110-36300	Reduce General Fund Transfer-in to Airport	100,000	
100-01956-50002	Reduce General Fund Transfer-out to Airport		(100,000)

Adopted by the City of South Lake Tahoe City Council on November 1, 2022, by the following vote:
Yes:
No:
Absent:
Abstain:

_____ Date:_____

Devin Middlebrook, Mayor

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 6

Agenda Item: Fiscal Year 2021-2022 Budgeted Funds Re-Appropriation

Executive Summary: The City of South Lake Tahoe Budget Policy provides for the carryover of operating program appropriations if funds are unspent and purchases are not fully received, or services could not be fully completed during the fiscal year. The annual practice of bringing forward this re-appropriation request is intended to keep the City Council and general public fully informed.

Requested Action / Suggested Motions: Pass a Motion to approve re-appropriation of Fiscal Year 2021-2022 budget for purchases and services with unfinished scope of work to Fiscal Year 2022-2023. Responsible Staff Member: Olga Tikhomirova, Director of Finance

Responsible Staff Member: Olga Tikhomirova, Director of Finance (530) 542-7431

Reviewed and Approved By:
Susan Blankenship, City Clerk
Heather Stroud, City Attorney

Attachments:

01-Staff Report - Reappropriation of FY22 Budget to FY23.docx
02 - Carry Forward to FY22-23 Tables.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: **Fiscal Year 2021-2022 Budgeted Funds Re-Appropriation**

Location: Citywide

Responsible Staff Members: Olga Tikhomirova, Director of Finance (530)542-7431

Background: The City of South Lake Tahoe budget policy provides for the carryover of operating program appropriations if funds are unspent and purchases are not fully received, or services could not be fully completed during the fiscal year.

Issue and Discussion: This staff report is to advise City Council of funds that need to be re-appropriated. The listed re-appropriated purchases were either not fully received, or services could not be completed by September 30, 2022, and are still needed in the new fiscal year. The annual practice of brining forward this re-appropriation request is intended to keep the City Council and the general public fully informed. It is consistent with the City Council's adopted budget policies.

Financial Implications: The City of South Lake Tahoe Budget Preparation Policy, adopted by the City Council, provides for the carryover of operating program appropriations:

> *C. Operating Carryover - Operating program appropriations not spent during the fiscal year will not automatically carry-over into the next fiscal year, and shall lapse at year-end. These un-spent appropriations shall be subject to re-appropriation into the subsequent fiscal year, except for long-term projects in progress that are carried forward to the following year and reserved for encumbrances*.

The current fiscal year budget for 2022-2023 will be amended by a total amount of **$15,085,941**. This amount is to pay for obligations, including approved grants and loans, that were budgeted and not fully received or could not be completed in the 2021-2022 fiscal year. Since the obligations were not complete, they have not been invoiced and paid.

$	111,009	-	General Fund revenue
$	2,325,936	-	General Fund expenses
$	5,194,481	-	Other Funds revenues
$	7,454,515	-	Other Funds expenses
$	15,085,941	-	Total Re-appropriation

Environmental Considerations: The proposed action is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(4) (creation of government funding mechanisms or government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment).

Policy Implications: Consistent with the City’s Financial Policy - Budget Preparation.

General Fund Re-Appropriation

Vendor Name	Account Number	Carryforward Amount	Explanation	PO or Contract
Revenues:				
Hazard Mitigation Grant	100-02210-33209	$ 52,928	Hazard Mitigation Plan Grant Revenue	
LTCC Grant	100-04170-33320	58,081	Grant reimbursement pending	
		$ 111,009		
Expenses:				
Employee Reimbursement	100-01330-41118	$ 1,054	Tuition reimbursement for FY21/22 course	
Ralph Andersen	100-01320-42020	80,100	Classification and Compensaton Study	
Regulatory Intelligence, LLC	100-01310-42020	6,655	Solar PPA enocomic analysis	C-146-2022
Via Mobilitty	100-01951-44032	17,700	Transit Study	C-030-2022
SSTMA	100-01951-44032	112,500	SSTMA pilot program	
David Taussig and Associates, Inc	100-01951-42020	35,000	Annexation Study	C-172-2022
Cal Recycle grant expenses	100-01967-44039	6,700	Sustainability expenses	
Cal Recycle grant expenses	100-01967-50001	27,305	Staff time reimbursement	
Precision Cleaning System	100-03410-46120	8,519	Hotsy Pressure washer	PO 12571
ACCO Engineered Services	100-03310-42030	4,092	Repair duct work at PD for multi-zone unit.	C-168-2022
ACCO Engineered Services	100-03310-42030	3,768	HVAC retrofit controls at PD for multi-zone unit.	C-169-2022
Turfstar	100-04110-46110	21,045	Toro Propass 200	PO 12481
Jay Kniep	100-03110-42025	27,688	Planning dept contract services	C-133-2021
BPR (Building Official)	100-03110-42025	44,360	Planning dept contract services	C-141-2022
Interwest	100-03110-42025	31,962	Planning dept contract services	C-133-2021
BPR(Plan review)	100-03110-42025	12,748	Planning dept contract services	C-131-2021
Integrated Design 360, LLC	100-03110-42025	32,530	Planning dept REACH code development (ARPA)	C-043-2022
Gunnerson	100-03710-42020	15,000	Building dept contract services	C-130-2022
Related CA	100-01951-47060	1,250,000	GF Loan - issuance pending	
Wood Environ. & Infrastr. Solutions(I	100-02210-42025	40,022	Hazard Mitigation Plan Grant Expenses	C-166-2020
Enlighten Sauna USA	100-02220 44201	10,786	Sauna for Station 3 / Health and Wellness Initiative	
Air Exchange, Inc	100-02220 43025	10,800	Repair Plymovent for engine exhaust at station 1	PO 12599
Golden State Fire Apparatus	100-02220 43025	193,148	Repair Plymovent for engine exhaust at station 1	PO 12550
Pending	100-02230 44210	500	Replace decals on boat – M-17	
Pending	100-02230 44208	1,200	Caldor fire map framing project	
PSP Tuition	100-02110 44060	1,212	Training (from overall budget)	
CAHN	100-02110 44060	1,823	Training (from overall budget)	
Adamson Polic Products	100-02120 46110	8,982	Swat vests	PO 12573
Sun Ridge Systems	100-02160 46122	317,738	Computer Aided Dispatch (CAD)	C-109-2021
Defensive Tactics	100-02110-44060	999	Training (from overall budget)	
		$ 2,325,936		

Other Funds Re-Appropriation

Vendor Name	Account Number	Carryforward Amount	Explanation	PO or Contract
Revenues:				
PLHA competitive (Related)	250-06024-33244	$ 5,000,000	Reimbursement Grant Revenue	
PLHA formula	253-06010 33244	$ -	Reimbursement Grant Revenue, included in adopted budget	
CDBG CV-1	256-06021-33247	$ -	Reimbursement Grant Revenue, included in adopted budget	
CDBG CV 2/3 (TCH Subrecipient)	256-06021-33248	$ -	Reimbursement Grant Revenue, included in adopted budget	
LEAP (Placeworks)	270-03710-33244	$ -	Reimbursement Grant Revenue, included in adopted budget	
Opioid Abatement Settlement	290-02110-36294	$ 44,481	Revenue pending	
TRPA Air Quality Mitigation grant	210-03010-33311	$ 75,000	Revenue pending	
TRPA Water Quality Mitigation gra	210-03010-33312	$ 75,000	Revenue pending	
		$ 5,194,481		
Expenses:				
TBD	217-04504-44095	$ 20,000	Project selection is in progress.	
Various	223-02120-44032	$ 158,125	Cannabis Grant awards - remainder (subject to true-up)	
The Lew Edwards Group	223-02120-42020	$ 15,000	Cannabis Tax Ballot Measure Consultant	C-141-2021
TBD	290-02110-42025	$ 44,481	Project expense from pending opioid settlement revenue	
Blue Sky Electrical Solutions	201-03510-45010	$ 8,422	Electrical panel replacementat 1160 Rufus Allen Blvd.	C-170-2022
Kodiak America	207-03610-43025	$ 103,308	Kodiak gear box repair	PO 12574
Holt of California	208-03610-46110	$ 96,500	Grader cut off gates	PO 12579
Pape Group	208-03610-46110	$ 357,795	John Deere Loader 744L	PO 12580
Pape Group	210-03010-46130	$ 9,896	John Deere coupler blanks	PO 12587
PB loader Corp	210-03010-46130	$ 265,373	Patch truck	PO 12509
Champion Chevy	210-03010-46130	$ 51,018	Chevy truck	PO 12582
Garton tractor	210-03010-46130	$ 32,349	Jacobsen cart	PO 12452
National Auto Fleet Group	211-02110-46130	$ 100,945	Chevy Tahoe PPV	PO 12537
National Auto Fleet Group	211-02110-46130	$ 6,934	Ballistic panels	PO 12586
Wattco	211-02110-46130	$ 31,648	Upfit Chevy Tahoe PPV	PO 12538
Sierra BMW	211-02110-46130	$ 32,284	BMW R1250 Motorcycle	PO 12511
ACCO Engineered Services	221-04260-43025	$ 59,958	Water heater replacement at the Ice Arena.	C-167-2022
Deere & Company	236-02262-46110	$ 37,920	John Deere Gator	PO 12577
CCC- California Conservation Corps	245-03215-42030	$ 65,000	Ditches and drainage system clean up work	C-101-2022
SRM-Kodiak	501-05110-44060	$ 6,352	Kodiak snowblower training	Quote #112
Alpine Smith	501-05130-46130	$ 214,195	Multihog MX130 tractor	PO 12554
Turfstar	501-05130-46130	$ 11,480	Toro Pro force blower	PO 12557
American River Construction	501-05130-43025	$ 31,000	Airfield safety project (FAA regulatory requirement)	C-050-2022, PO 12591
TBD, Formerly Ron Fuller Construct	501-05130-43025	$ 12,420	Terminal building sidewalk repair	PO 12590
Haen Constructors	501-05130-43025	$ 4,900	Stair repair (2nd set)	PO 12588
PLHA competitive (Related) Loan	250-06024-47060	$ 4,750,000	Related Loan Agreement	
PLHA competitive (Related)	250-06024-50011	$ 250,000	Staff time - transfer out	
REAP grant (BAE)	250-06024-42020	$ -	Agreement C-060-2022, included in adopted budget	C-060-2022
REAP (BAE)	250-06024-50011	$ -	Staff time - transfer out, included in adopted budget	
Related CA Predevelopment Loan	251-06015-47060	$ 311	Remaining loan balance	C-120-2021
PLHA formula	253-06010-42010	$ -	Reimbursement Grant, included in adopted budget ($157,418)	
PLHA formula	253-06010-50011	$ -	Staff time - transfer out, included in adopted budget	
Catalyst	256-06021-42020	$ -	Reimbursement Grant, included in adopted budget	C-101-2021
Tahoe Coalition for Homeless	256-06021-42025	$ -	Reimbursement Grant, included in adopted budget	C-004-2022
LEAP (Placeworks)	270-03710-42020	$ 3,196	Agreement C-008-2021	C-008-2021
LEAP (Placeworks)	270-03710-50011	$ 7,500	Staff time - transfer out	
Landing Locals	320-30003-xxxxx	$ -	Included in adopted budget, not included here	C-137-2021
CentralSquare	271-03110-42035	$ 10,000	Cognos Upgrade, included in adopted budget	
CentralSquare	271-03110-42035	$ 10,000	Com+ Forms upgrade, included in adopted budget	
National Auto Fleet Group	211-02110-46130	$ 164,039	2 Chevy Tahoes with equipment build out (delivery date unk)	PO 12537, PO 12538
Sierra BMW Motorcycle	211-02110-46130	$ 32,284	1 BMW motorcycle with equipment build out (delivery date unk)	PO 12511
National Auto Fleet Group	211-02110-46130	$ 6,934	Ballistic panels for Tahoes above	PO 12586
Parkeon	510-05440-46110	$ 43,410	4 parking meters to be delivered Oct 14	PO 12503
TBD	310-70000-42020	$ 200,000	Building assessment contract	
Misc Maintenance Contracts	301-70020-43025	$ 81,885	Amended budget request not included in adopted	
Walker Consultant	520-05320-42030	$ 117,652	Parking Garage Condition Assessment	C-047-2022
		$ 7,454,515		

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 7

Agenda Item: Amendment to Agreement with Landing Locals to Extend Term of "Lease to Locals" Rental Incentive Grant Program Through January 15, 2024 and to Add $214,000 to the Program Budget

Executive Summary: At its August 9, 2022 meeting, the City Council directed staff to bring an amended Professional Service Agreement (PSA) for continued administration of the "Lease to Locals" program by Landing Locals back to Council for approval. The City Council also authorized modifying the program guidelines consistent with key findings and data collected during operation of the program. Program guidelines have been modified as directed by the City Council.

Requested Action / Suggested Motions: Pass a Motion authorizing and directing the Mayor to execute Amendment No. 1 to the Professional Services Agreement with Landing Locals to extend term of "Lease to Locals" Rental Incentive Grant Program through January 15, 2024, and to increase the not-to-exceed amount from $86,000 to $200,000 with a total program budget of $500,000.
Responsible Staff Member: Zach Thomas, Housing Manager

Responsible Staff Member: Zach Thomas, Housing Manager (530) 542-7400

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01-Staff Report - Lease to Locals.docx
02-C-137-2021 Landing Locals Agreement
03-Amendment No. 1.docx

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Amendment to Professional Services Agreement (PSA) with Landing Locals for continued administration of the "Lease to Locals" Rental Incentive Grant Program

Location: Citywide

Responsible Staff Member: Zach Thomas, Housing Manager (530) 542-7400

Background: At its August 3, 2021 meeting, the City Council was presented potential strategies to incentivize the use of existing vacant housing stock to convert to long-term rental housing. After the staff presentation and discussion by the City Council, direction was given to staff to finalize a scope of work with Landing Locals to administer a pilot rental incentive grant program.

At its October 19, 2021 meeting, the City Council adopted a resolution appropriating $500,000 in American Rescue Plan Act (ARPA) funds to initiate the long-term rental incentive grant pilot program and authorized the City Manager to enter into a Professional Services Agreement (PSA) with Landing Locals to administer the program. The resolution allocated $86,000 for program administration and marketing costs as well as $200,000 for incentive grants to property owners. Staff was also directed to initiate a Request for Proposals (RFP) to use $214,000 for a property management incentive program.

Upon entering into the PSA, City staff and Landing Locals finalized the program guidelines consistent with the parameters approved by the City Council and launched the program in December under the name "Lease to Locals".

At its August 9, 2022 meeting, the City Council was provided an update as to the success of the program as well as a recommendation to reallocate the $214,000 for continued operation of the existing program without a property management incentive. After a staff presentation and discussion by the City Council, the Council reallocated the remaining $214,000 for continued operation the program through the end of 2023 and directed staff to bring an amended PSA for continued administration of the program by Landing Locals back to Council for approval. The City Council also authorized modifying the program guidelines consistent with key findings and data collected during operation of the program. Program guideline have been modified as directed by the City Council.

Issue and Discussion: At approximately three-quarters through its first year, the Lease to Locals program has built significant "brand recognition" which has proven valuable in the spring and summer months to increase interest in what are typically busy times for the real estate and rental markets. As of the date of this report the program has housed 41 residents with another 13 residents in the process of completing applications, leases and income

verification. This will bring the total to 54 people housed which is more than half of the original 100 residents ($200,000) budgeted for.

Staff recommends that the City Council approve the amended PSA and scope of work provided by Landing Locals and authorize the Mayor to enter into the attached Amendment No. 1 for continued administration of the “Lease to Locals” Rental Incentive Grant Program until January 15, 2024 to coincide with the administrative billing cycle. The PSA is for a term of 14 months and ensures that the program will continue to operate under the modified guidelines. The monthly administrative fee charged by Landing Locals has increased from $6,000 to $7,500 per month as a result of increased business costs associated with both direct personnel costs and the increased workload of administering and processing a greater number of applications and grants.

Financial Implications: In October of 2021, Council appropriated $500,000 of ARPA funds for the operation of the program into the Long-Term Rental Incentive Pilot Program account 320-30003 allocated between Professional Services ($86,000), Grant Program ($200,000), and Property Maintenance Incentive Program ($214,000). The budget from the Incentive Program will be reallocated based on the amended PSA to include an additional $100,000 for grants, $105,000 for program administration fees and $9,000 for marketing. With this expansion the program is anticipated to house 150 individuals.

Environmental Considerations: The recommendation in this report is not a project under CEQA, because it does not involve any commitment to a specific project which may result in a potentially significant physical impact on the environment, as contemplated by Title 14, California Code of Regulations, Section 15378(b)(2) and 15378(b)(4) and is, therefore, not subject to CEQA pursuant to CEQA Guidelines Section 15060(c)(3).

Policy Implications: The effort to increase the use of existing housing stock for long-term rental is identified as the first housing action item in the City’s 2021-2026 Strategic Plan.

The Lease to Locals program is also consistent with the following adopted General Plan Housing Element policies and programs:

Policy 1-1 The City shall adopt programs, ordinances, incentives, land use plans and other regulatory mechanisms that provide opportunities for the private sector to address the housing needs of citizens of all economic levels.

Policy 2-3 The City shall encourage a range of housing options so that people who work in South Lake Tahoe can choose to live in the City.

Policy 2-5 The City shall recognize that it will become difficult to attract employees if they cannot afford to purchase or rent housing in South Lake Tahoe. The City shall encourage and support programs and activities that create a robust local economy that provides residents with good paying employment and the means to purchase and/or rent housing in the City.

Program 3-9 Landlord/Tenant Matching Program

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CITY OF SOUTH LAKE TAHOE

PROFESSIONAL SERVICES AGREEMENT

This Agreement is made and entered into as of the 1st day of December, 2021 by and between the City of South Lake Tahoe, a municipal corporation ("City") and Landing Locals ("Consultant").

RECITALS

A. Consultant is specially trained, experienced and competent to perform the special services which will be required by this Agreement.

B. Consultant possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein.

C. City desires to retain Consultant to render professional services as set forth in this Agreement.

AGREEMENT

1. Scope of Services. Consultant shall perform the services set forth in this agreement and shall provide said services at the time, place, and in the manner specified in this agreement. Consultant shall have no power or authority by this Agreement to bind City in any respect.

   The Consultant agrees that it has satisfied itself by its own investigation and research regarding the conditions affecting the work to be done and labor and materials needed, and that its decision to execute this Contract is based on such independent investigation and research.

   All services provided by Consultant pursuant to this Agreement will be provided in accordance with the terms set forth in the **Exhibit A, "Scope of Services,"** attached hereto and incorporated herein by reference. **Exhibit B, "Compensation Schedule,"** attached hereto and incorporated herein by reference, outlines the fees and compensation which shall be paid pursuant to this Agreement.

2. Term/Time of Performance. The services by Consultant are to commence upon the execution of the Agreement and continue for one year.

3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule set forth in **Exhibit B** which is attached hereto and incorporated herein by reference. In no event shall Consultant's compensation, including travel and out-of-pocket expenses, exceed $86,000 without additional written authorization from City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to City at the time of payment. Payment is contingent upon compliance with all terms and conditions of this Agreement, as set forth herein. Consultant shall obtain prior written authorization from the City Project Manager for any costs in excess of budgeted amounts for each line item, task, or obligation under the Scope of Services.

4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's bills shall include a brief description of the services performed, the date the services were performed, the number of hours spent and by whom, the applicable hourly rate, and a description of any reimbursable expenditures. City shall pay Consultant no later than 30 days after approval of the monthly invoice by City staff.

5. Extra Work. At any time during the term of this Agreement, City may request that Consultant perform extra work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, extra work without prior written authorization from City.

6. Termination. This Agreement may be terminated by City or Consultant immediately for cause or without cause upon thirty days (30) days written notice of termination. Upon termination, Consultant shall be entitled to compensation for services performed up to the effective date of termination, and City shall be entitled to all work performed to that date.

   Termination, revocation, or expiration of this Agreement shall not release either party from liability resulting from an event which occurred prior to such termination, revocation or expiration.

7. Ownership of Documents.
   All plans, studies, documents and other writings, including working notes and internal documents, prepared by and for Consultant, its officers, employees

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and agents and subcontractors in the course of implementing this Agreement, shall become the property of City upon payment to Consultant for such work, and City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon written request. All documents prepared by Consultant are confidential and shall be maintained to preserve their confidential nature. Release of any such documents to third parties shall only be made upon written consent of City.

8. Consultant's Books and Records.

a. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant for services provided pursuant to this Agreement.

b. Consultant shall maintain all documents and records which demonstrate performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from records shall be available at Consultant's address indicated for the date of termination or completion of this Agreement.

c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City Manager, City Attorney, City Auditor or a designated representative of these officers. Copies of such documents shall be provided to City for inspection at City offices when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the receipt of notices in this Agreement.

d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request by any of the above-named officers, require that custody of the records be given to City and that the records and documents be

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maintained at City offices. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

9. Independent Contractor. It is understood that Consultant, in the performance of the work and services agreed to be performed, shall act as and be an independent contractor and shall not act as an agent or employee of City. Consultant shall obtain no rights to retirement benefits or other benefits which accrue to City's employees, and Consultant hereby expressly waives any claim it may have to any such rights. All employees, agents, contractors or subcontractors hired or retained by Consultant are employees, agents, contractors or subcontractors of Consultant and not of the City.

City is not required to make any deductions or withholdings form the compensation payable to Consultant under the provisions of this Contract, and is not required to issue W-2 Forms for income and employment tax purposes for any of Consultant's assigned personnel. Any third party persons employed by Consultant shall be entirely and exclusively under the direction, supervision, and control of Consultant. Consultant hereby indemnifies and holds City harmless from any and all claims that may be made against City based upon any contention by any third party that an employer-employee relationship exists by reason of this Contract.

10. Interest of Consultant. Consultant, (and principals, associates and professional employees of consultant) covenants and represents that it does not now have any investment or interest in real property and shall not acquireany interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would beaffected in any manner or degree by the performance of Consultant's services hereunder. Consultant further covenants and represents that in the performance of its duties hereunder no person having any such interest shall perform any services under this Agreement.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

a. Will conduct research and arrive at conclusions with respect tohis/her rendition of information, advice, recommendation or counsel independent of the control and direction of City or of any City official, other than normal agreement monitoring; and,

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b. Possesses no authority with respect to any city decision beyond rendition of information, advice, recommendation or counsel. [FPPC Reg. 18700(a)(2)].

11. Professional Ability of Consultant. City has relied upon the professional training and ability of Consultant to perform the services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled professional and technical personnel to perform all services under this Agreement. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.

12. Compliance with Laws. Consultant shall comply with all applicable federal, state, regional and local laws, codes, ordinances and regulations in carrying out his/her duties under this Agreement. Consultant shall observe and comply with all applicable laws, ordinances, regulations and codes of federal, state and local governments, and shall commit no trespass on any public or private property in performing any of the work authorized by this Agreement. The City, its officials, officers, elected officials, appointed officials and employees shall not be liable at law or in equity as a result of any failure of Consultant to comply with this section.

    In the event it is determined that the Consultant is required to pay prevailing wages for the work performed under this Agreement, the Consultant shall pay all penalties and wages as required by law.

13. Licenses. Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required of Consultant to practice its profession. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to practice its profession. Consultant shall maintain a City of South Lake Tahoe business license at all times services are performed under this Agreement. Consultant acknowledges that payments made pursuant to this Agreement may be withheld until this provision has been satisfied.

14. Indemnity. Consultant hereby agrees to and shall indemnify and hold harmless City, its elected and appointed boards, officers, agents, employees and volunteers from and against any liability for any and all claims, demands, actions, losses, damages and injuries, direct or indirect (including any and all

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costs and expenses in connection therein), arising out of this Agreement or caused in any way by Consultant's negligent performance of this Agreement or its breach of its obligations contained in this Agreement, except for any such claims arising out of the negligence or willful misconduct of the City. Consultant agrees to defend City from and against any and all losses, damages, claims costs and fees arising out Consultant's negligent acts, errors, omissions, regarding this Agreement, the Consultant's work under this Agreement, or the consultant's Scope of Work.

City does not, and shall not, waive any rights against Consultant which it may have by reason of the aforesaid hold harmless agreement, because of the acceptance by City, or the deposit with City by Consultant, of any of the insurance policies hereinafter set forth.

This hold harmless agreement by Consultant shall apply to all damages and claims for damages, or alleged to have been suffered, by reason of any of the aforesaid operation of Consultant or any subcontractor, regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

Consultant further waives any and all rights to any type of express or implied indemnity or right of contribution from the City for any liability, claims, demands, costs, charges and expenses and causes of action of whatsoever arising out of or in any way connected with this Agreement, and consultant's work under this Agreement.

15. Insurance Requirements.

a. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of the contract, the following insurance policies.

i. Workers' Compensation Coverage. Consultant shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for his/her employees in accordance with the laws of the State of California. In addition, Consultant shall require each subcontractor to similarly maintain Workers' Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation of all Workers' Compensation policies must be received by City

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at least thirty (30) days prior to such change. Consultant shall provide thirty (30) days written notice of nonrenewal of any Workers' Compensation policies. The insurer shall agree to waive all rights of subrogation against City, its officers, agents, employees and volunteers for losses arising from work performed by Consultant for City.

ii. Commercial General Liability Coverage. Consultant shall maintain commercial general liability insurance no less broad than ISO form CG 00 01 in an amount not less than one million dollars ($1,000,000) per occurrence for bodily injury, personal injury and property damage. Coverage must be made on the standard Occurrence form. Claims-Made forms are not acceptable without prior written consent of City. City of South Lake Tahoe must be endorsed as an additional insured for liability arising out of ongoing operation by on behalf of Consultant. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

iii. Automobile Liability Coverage. Consultant shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars ($1,000,000) combined single limit for each occurrence.

iv. Professional Liability Coverage. Consultant shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors or omissions which may arise from Consultant or by its employees, or subcontractors. The amount of this insurance shall not be less than one million dollars ($1,000,000) on a claims-made annual aggregate basis, or a combined single-limit per occurrence basis.

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b. Endorsements. Each general liability and automobile liability insurance policy shall be with insurers possessing a AM Best's rating of no less than A:VII and shall be endorsed with the following specific language:

i. City, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insured's under Consultant's General Liability and Automobile Liability policies with respect to liability arising out of this Agreement and/or work performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work or operations.

ii. This policy shall be considered primary insurance as respects City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by City, including any self-insured retention City may have, shall be considered excess insurance only and shall not contribute with it.

iii. This insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring Consultant.

iv. The insurer waives all rights of subrogation against City except for Consultant's Professional Liability and Employers' Liability policies, its elected or appointed officers, officials, employees or agents.

v. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to City, its elected or appointed officers, officials, employees, agents or volunteers.

vi. No policies of insurance carried by Consultant shall be suspended, voided, canceled, or changed in coverage or in limits except after thirty (30) days written notice to the City Attorney by Certified Mail.

c. Deductibles and Self-Insured Retentions. The Consultant shall be responsible for all deductibles in all of Consultant's insurance policies.

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The amount of deductibles for insurance coverage required herein shall be reasonable and approved by the City Attorney.

d. Certificates of Insurance. Consultant shall provide certificates of insurance with original endorsements to City as evidence of the insurance coverage required herein. Consultant shall not commence work under this contract until all insurance required under this section has been approved by City as to form, amount and carrier, nor shall Consultant allow any subcontractor to commence work on any subcontract until all similar insurance required and reasonably consistent limits of the subcontractor has been so obtained and approved. Certificates of insurance shall contain no exclusions unless negotiated with the City Attorney and approved, in writing, by the City Attorney.

16. Notices. Any notice required to be given under this Agreement shall be in writing and either served personally or sent prepaid, first class mail. Any such notice shall be addressed to the other party at the address set forth below. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to City: City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

Provide a copy to: City Attorney's Office
City of South Lake Tahoe
1901 Lisa Maloff Way, Suite 300
South Lake Tahoe, CA 96150

If to Consultant: Colin Frolich, Chief Executive Officer
10418 Donner Pass Road Unit C
Truckee CA 96161

17. Assignment and Subcontracting. The parties recognize that a substantial inducement to City for entering into this Agreement is the professional reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of City, which shall not be unreasonably withheld. Consultant shall not subcontract any portion of the work to be performed under this Agreement without the written authorization of City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in the Agreement shall create any contractual relationship between City and subcontractor nor shall it create any obligation

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on the part of City to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise required by law.

18. Waiver. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.

19. Dispute Resolution. Any dispute concerning this Agreement will be first submitted to the City Manager or his designee for resolution. If no resolution is reached, such dispute shall be submitted to the City Council. The decision of the City Council shall be final and shall be appealable only to the El Dorado Superior Court pursuant to California Code of Civil Procedure §1094.5, and as provided by law.

20. Controlling Law Venue. This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in the Superior Courts in the County of El Dorado, South Lake Tahoe Division.

21. Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any Consultant or person, other than the independent contractors hired in accordance with Consultant's standard business practice, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any Consultant or person, other than a bona fide employee working solely for Consultant or an independent contractor hired as discussed above, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

22. Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, disability, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan, or other related programs or guidelines currently in effect or hereinafter enacted.

23. Drug-Free Workplace Certification. By signing this Agreement, Consultant hereby certifies under penalty of perjury under the laws of the State of California that the Consultant will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code Section 8350, et seq.) and will provide a drug-free work place by taking the following actions:

a. Publish a statement notifying employees that unlawful manufacture, distribution dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355 (a).

b. Establish a Drug-Free Awareness Program as required by Government Code Section 8355(b) to inform employees about all of the following:

   i. The dangers of drug abuse in the workplace;
   ii. The person's or organization's policy of maintaining a drug-free workplace;
   iii. Any available counseling, rehabilitation and employee assistance program; and
   iv. Penalties that may be imposed upon employees for drug abuse violations.

c. Provide, as required by Government Code Section 8355(c), that every employee who performs grant activities under this Agreement:

   i. Will receive a copy of the Consultant's drug-free policy statement; and
   ii. Will agree to abide by the terms of the Consultant's statement as a condition of employment on this Agreement.

Failure to comply with these requirements may result in suspension of payments under this Agreement or termination of the Agreement, or both, and Consultant may be ineligible for award of any future City agreements if City determines that any of the following has occurred: the Consultant (1) has made false certification, or (2) violates the certification by failing to carry out the requirements as noted above.

24. Anti-Lobbying Certification. Consultant shall submit to City the Anti-Lobbying Certification contained in **Exhibit C**. Further, Consultant shall require that the language of the certification in **Exhibit C** be included in all contracts or subcontracts entered into in connection with this Agreement and that all Consultants and contractors shall certify and disclose accordingly.

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25. Debarment, Suspension, Ineligibility and Voluntary Exclusion. By signing this Agreement, Consultant assures that neither it nor its principals, is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

26. Americans with Disabilities Act. By signing this Agreement, Consultant assures the City that it complies with the American with Disabilities Act (ADA) of 1990, (42 U.S.C. 12101, et. seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to ADA.

27. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.

28. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.

29. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between City and Consultant. All prior written and oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.

30. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

31. Time is of the Essence. Time is of the essence for this Agreement.

32. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

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IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF SOUTH LAKE TAHOE:

By Joe Irvin

Joseph Irvin, City Manager

Date 11/15/2021

CONSULTANT:

By Colin Frolich

Colin Frolich, Chief Executive Officer

Date 11/12/2021

Business License # 330062

APPROVED AS TO FORM:

By Heather Stroud

Heather Stroud, City Attorney

Date 11/15/2021

ATTEST:

By

Susan Blankenship,
City Clerk

Date 11/15/2021

Attachments:

Exhibit A – Scope of Services

Exhibit B – Compensation Schedule
Exhibit C - Anti-Lobbying Certification

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EXHIBIT A

SCOPE OF SERVICES

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Scope of Work

To: Zach Thomas - Housing Manager, City of South Lake Tahoe

From: Colin Frolich, Chief Executive Officer
Kai Frolich, Chief Impact Officer
(530) 213-3093
hello@landinglocals.com
10418 Donner Pass Road Unit C
Truckee CA 96161

Date: Oct 5, 2021

Re: Scope of Work to Administer The Long-Term Rental Grant Pilot Program for The City of South Lake Tahoe

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The Long-Term Rental Grant Program (the "Program"), originally piloted in Truckee, is geared at increasing the inventory of rental homes for local households. Long-term rental inventory is added to the local housing market by offering homeowners a one-time cash grant to encourage property owners to convert their homes and rooms into long-term rentals.

The following scope of work and budget are intended to respond to the City of South Lake Tahoe's desire to test an incentive program to respond to the local-housing crisis residents face.

Incentive Structure

1. Incentive Amount
2. Term of Leases Permitted
3. Type of Properties allowed
4. Tenant Employment Restrictions

(1) Incentive Amount:
$2,000 grant per local housed (including children), up to $10,000 per home, with "local" defined below. The grant will be broken up into two payments: One at lease signing, and one at the 12-month mark

(2) Term of Lease
Property owner would be required to sign a 12-month lease with the tenant(s)

(3) Type of Units Allowed
First and foremost, we want to ensure that the properties and rooms participating in the Program were not previously long-term rentals and we are unlocking new housing units. Target housing inventory for the Program includes short-term rentals with expired permits, vacation and second homes, or rooms that are empty due to changes in property use or ownership (converting an office, empty nesters, recently purchased properties, etc.).

There are two requirements for the property:

1. The following types of housing units that will be eligible in the program:
    - Single family homes, townhomes, and condos
    - Room rentals (must be owner-occupied property)
2. The property must be located in the city limits of South Lake Tahoe.

(4) Tenant Qualification Requirements:
Household income must not exceed 125% of the Area Median Income (AMI). For unrelated adults we will take the average of the income of each of the adults in the household.

Program Tasks
The following outlines the tasks that Landing Locals will complete to help administer the Program for the City of South Lake Tahoe.

1) Outreach and Education
Working with local homeowners, property managers, realtors, and other real estate professionals to get the word out about the program and ensure they understand how it works and how they can qualify for the incentive. This includes building a dedicated webpage on LandingLocals.com and dedicated (530) phone number for the program.

2) Customer Service
Responding to all inbound inquiries via web, email, and phone for qualifying properties to ensure homeowners understand the program and how they can qualify for the grant.. landing Locals will compile feedback on the program to inform program modifications.

3) Administration
Working with Staff to ensure we have backend operations to process and approve the grants. This includes setting up systems like Excel Spreadsheets and Dropbox folder. Landing Locals would review leases, qualify tenants, and ensure property owners receive grant payment(s). To process the grants, Landing Locals will provide the City Staff with:

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- A signed copy of the lease agreement signed by property owner/manager and tenant(s)
- A w9 and check request from the property owner
- Supporting Income verification (w2, paystub, or tax return) to ensure household income does not exceed 125% AMI

4) Reporting
We'd identify a cadence for meeting and reporting out to stakeholders (Staff, Council). We'd provide bi-weekly updates to Staff on results vs. targets and feedback we are hearing from renters, homeowners, property managers, and the public.

5) Auditing
Landing Locals would ensure the full lease term was executed and tenants are still meeting employment/income requirements by following up directly with the tenant and landlord. Landing Locals would also report back on the landlord's intentions after the initial lease to see what units remain long term rentals and which ones go back to their original use.

Proposed Program Budget and Timing

Dec 1, 2021 — Nov 30, 2022

Housing Grants: $200,000
- up to 100 housing grants at $2,000/each

Administration Fee: $72,000
- Billed monthly at $6,000/mo

Marketing/Advertising Costs: $14,000
- Postcard Mailing to Second-Home Owners ($4,000)
    - $0.40 per postcard to 10k addresses
- Various other marketing opportunities including setting up website, print, digital, and outreach opportunities geared at property owners ($10,000)

Total Budget = $286,000

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EXHIBIT B

SCHEDULE OF CHARGES AND TIMELINE

BUDGET

Estimated fees (not to exceed)	**$86,000**
(travel is included in the TOTAL (not to exceed amount)	
TOTAL (not to exceed)	**$ 86,000**

EXHIBIT C

ANTI-LOBBYING CERTIFICATION

Consultant shall submit to City this certification prior to or at the time of the execution of this Agreement.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty not less than $10,000 and no more than $100,000 for such failure.

The undersigned certifies, to the best of his or her knowledge or belief, that:

1. No federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; and

2. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instruction.

Consultant:
Colin Frolich, Chief Executive Officer

By: DocuSigned by: Colin Frolich 9BDC323C4A7A46C...

CITY OF SOUTH LAKE TAHOE

PROFESSIONAL SERVICES AGREEMENT

Amendment #1

This Amendment modifies the Professional Services Agreement between the City of South Lake Tahoe, a municipal corporation ("City") and Landing Locals ("Consultant") entered into on December 1, 2021 (C-137-2021).

The Professional Services Agreement is amended to read as follows:

Section 2. Term/Time of Performance. The services by Consultant are to commence upon the execution of the Agreement and continue until January 15, 2024

Section 3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule set forth in Exhibit B which is attached hereto and incorporated herein by reference. In no event shall Consultant's compensation, including travel and out-of-pocket expenses, exceed $~~86,000~~ $200,000 without additional written authorization from City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to City at the time of payment. Payment is contingent upon compliance with all terms and conditions of this Agreement, as set forth herein. Consultant shall obtain prior written authorization from the City Project Manager for any costs in excess of budgeted amounts for each line item, task, or obligation under the Scope of Services.

The Proposed Program Budget and Timing in **Exhibit A (Scope of Work)** is amended to read as follows:

Proposed Program Budget and Timing

~~Dec 1, 2021- Nov 30, 2022~~ December 1, 2021 — January 15, 2024

Housing Grants: ~~$200,000~~ $300,000

- Up to ~~100~~ 150 housing grants at $2,000/each (not included in the PSA, separate program account)

Administration Fee: ~~$72,000~~ $177,000

- Billed monthly at ~~$6,000~~ $7,500/mo

Marketing/Advertising Costs: ~~14,000~~ $23,000

- Postcard Mailing to Second-Home Owners ($4,000 at $0.40 per postcard to 10k addresses)
- Various other marketing opportunities including setting up website, print, digital, and outreach opportunities geared at property owners ($6,000)

Total Budget = ~~$286,000~~ $500,000

Exhibit B

SCHEDULE OF CHARGES AND TIMELINE

BUDGET

Estimated fees (not to exceed) (travel is included in the TOTAL (not to exceed amount)	$200,000
TOTAL (not to exceed)	$200,000

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF SOUTH LAKE TAHOE:

By_____
Devin Middlebrook, Mayer

Date _____

CONSULTANT:

By _____
Colin Frolich, Chief Executive Officer

Date _____

APPROVED AS TO FORM:

By_____
Heather Stroud, City Attorney

Date _____

ATTEST:

By_____
Susan Blankenship, City Clerk

Date _____

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 8

Agenda Item: Ordinance Increasing City Council Compensation (Second Reading)

Executive Summary: City Council is eligible for an increase in compensation of up to 5 percent for each calendar year from the operative date of the last salary adjustment (January 23, 2020) following the November 8, 2022 election, when three Council members will begin new terms of office. The current City Council salary is $1,147.27 per month. If the Ordinance is passed, the City Council salary would be $1,264.86 beginning on January 23, 2023.

Requested Action / Suggested Motions: Pass an Ordinance Increasing the City Council Compensation to $1,264.86 per month, effective January 23, 2023.
Responsible Staff Member: Susan Blankenship, City Clerk

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Reviewed and Approved By:
Olga Tikhomirova, Finance Director
Heather Stroud, City Attorney

Attachments:

01-Staff Report - City Council Compensation.docx
02-Ordinance-City Council Compensation.docx
03-Public Notice - City Council Compensation.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Ordinance Increasing City Council Compensation (Second Reading)

Location: Citywide

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Background: The process for increasing City Council compensation is set forth by Sections 36516 and 36516.5 of the California Government Code:

Government Code Section 36516(a)(4) The salary of council members may be increased beyond the amount provided in this subdivision by an ordinance or by an amendment to an ordinance, but the amount of the increase shall not exceed an amount equal to 5 percent for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted. No ordinance shall be enacted or amended to provide automatic future increases in salary.

Government Code Section 36516.5. A change in compensation does not apply to a council member during the council member's term of office. This prohibition shall not prevent the adjustment of the compensation of all members of a council serving staggered terms whenever one or more members of the city council becomes eligible for a salary increase by virtue of the council member beginning a new term of office.

During the October 4, 2022 meeting, City Council passed a Motion to hold a first reading (by title only) of an Ordinance Increasing the City Council Compensation to $1,264.86 per month, effective January 23, 2023, and referred second reading and adoption to the November 1, 2022 meeting.

Issue and Discussion: City Council is eligible for an increase in compensation of up to 5 percent for each calendar year from the operative date of the last salary adjustment following the November 8, 2022, election, when three Council members will begin new terms of office.

Financial Implications: The total cost increase for 2022/2023 is $5,715 and is not currently included in the 2022-2023 budget and will need to be allocated from the undesignated general fund balance if approved.

Environmental Considerations: The increase to City Council Compensation is exempt from CEQA under State CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption). Section 15061(b)(3) of the CEQA Guidelines states that an activity is covered by the commonsense exemption that CEQA only applies to projects that have the potential for causing a significant effect on the environment. Where is can be seen with certainty that there is no possibility that the

activity in question may have a significant effect on the environment, the activity is not subject to CEQA review.

Policy Implications: An increase of City Council compensation is consistent with the California Government Code.

Ordinance 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

An Ordinance increasing City Council compensation to $1,264.86 per month

(Replacing Ordinance 2020-1149)

FINDINGS

A. Compensation for members of the City Council shall be established by ordinance in accordance with provisions of Sections 36516 and 36516.5 of the California Government Code as such provisions now exist or may thereafter be amended.
B. The salary of City Council members may be increased by an amount equal to five percent for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance is enacted.
C. The last City Council salary increase was a five percent increase, to $1,147.27 per month, approved by Ordinance 2020-1149 on October 6, 2020 (effective January 23, 2021).
D. In accordance with the Government Code, City Council desires to increase its salary by five percent for each calendar year from the operative date of the last adjustment in 2020, for a total of $1,264.86 effective after the next City Council election.

Now, Therefore, the City Council of City of South Lake Tahoe does ordain as follows:

SECTION 1.

1. Each member of the city council shall receive as salary the sum of $1,264.86 per month. Such salary shall be payable at the same time and in the same manner as salaries are paid to other officers and employees.

2. The 2022-2023 adopted budget is revised and the allocation of undesignated general fund balance in the amount of $5,715 is authorized to cover this expense.

SECTION 2. This Ordinance shall become effective on January 23, 2023.

Adopted by the City of South Lake Tahoe City Council on November 1, 2022 by the following vote:

Yes:
No:
Abstain:
Absent:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

First Reading: October 4, 2022
Published: October 7, 2022
Second Reading: November 1, 2022
Effective: January 23, 2023

LEGAL PUBLICATION

CITY OF SOUTH LAKE TAHOE
SUMMARY OF PROPOSED ORDINANCE

NOTICE IS HEREBY GIVEN that on October 4, 2022, the City of South Lake Tahoe City Council waived first reading, read by title and referred to second reading and adoption at the November 1, 2022, City Council meeting the following ordinance:

"An Ordinance Increasing City Council Compensation to $1,264.86 Per Month"

City Attorney's Summary of Ordinance:

"This ordinance would increase the compensation of City Council members by 5 percent per calendar year from the operative date of the last adjustment, which would increase the salary from $1,147.27 per month as established in 2020 to $1,264.86, effective January 23, 2023, consistent with California Government Code sections 36516 and 36516.5."
A copy of the proposed ordinance in its entirety is available for review in the City Clerk's Office located at 1901 Lisa Maloff Way, South Lake Tahoe, California. To receive an electronic copy, contact the City Clerk at sblankenship@cityofslt.us .

Susan Blankenship
Susan Blankenship
City Clerk
City of South Lake Tahoe
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, Ca 96150
(530) 542-6005
Published: October 7, 2022

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 9

Agenda Item: Solicitation of Applications for Citizen Appointments to City Commissions, Boards, and City Council Representative Seats

Executive Summary: The City of South Lake Tahoe Commissions and Boards consists of: Airport Land Use Commission, Building and Housing Board of Appeals, Parks & Recreation Commission, Planning Commission, Arts Culture & Tourism Commission, Independent Citizens' Oversight Committee (Measure P), and the Police Advisory Commission.

The City Clerk accepts applications on an ongoing basis and a solicitation is held annually for any open seats. City Council appointments to Commissions and Boards will be made during their January meeting.

Following past practice, the City Clerk solicits for a citizen representative to the El Dorado County Commission on Aging, El Dorado County Community Action Council, and a lay person to the Tahoe Regional Planning Agency Advisory Commission, to be appointed during City Council assignments to Commissions and Boards at their December meeting.

Requested Action / Suggested Motions: Pass a Motion directing the City Clerk to solicit for applicants to Commissions, Boards, and City Council Representative seats.
Responsible Staff Member: Susan Blankenship, City Clerk

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Reviewed and Approved By:
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01-Staff Report - Citizen Commissions and Boards.docx
02-Local Appointments List - Expiring Terms Highlighted.pdf
03-Notice of Solicitation Citizen Commissions and Boards.rtf
04-Notice of Solicitation City Representative.rtf
05-2022 Boards and Commissions Application_fillable.pdf
06-Res 2022-011 Commissions and Boards.pdf
07-Res 2018-111 - Independent Citizens' Oversight.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Solicitation of Applications for Citizen Appointments to Commissions, Boards, and City Council Representative Seats

Location: Citywide

Responsible Staff Member: Susan Blankenship, City Clerk (530) 542-6005

Background: City Council passed Resolution 2022-011 (02/01/2022) - City Commissions and Boards, and Resolution 2018-111 (11/13/2018) – Independent Citizens' Oversight Board, which provides the City Council, City staff, and the public, information regarding the structure, duties, qualifications and responsibilities of City Commissions and Boards.

The City of South Lake Tahoe Commissions and Boards consists of: Airport Land Use Commission, Building and Housing Board of Appeals, Parks and Recreation Commission, Planning Commission, Police Advisory Commission, Arts, Culture, and Tourism Commission, and the Independent Citizens' Oversight Board.

The Airport Land Use Commission and Building and Housing Board of Appeals members serve two-year terms filled in odd or even numbered years, commencing in February.

The Parks and Recreation Commission, Planning Commission, Police Advisory Commission, and the Arts, Culture and Tourism Commission members serve two-year staggered terms filled in odd and even numbered years, commencing in February.

The Independent Citizen's Oversight Board members, serve four-years terms, commencing in February every four years. The Parks and Recreation Commission shall interview and recommend candidates for City Council appointment to this Board.

The City Clerk accepts applications on an ongoing basis and a solicitation is held annually for any open seats on October 1 (or as soon thereafter).

Issue and Discussion: Consistent with Resolution 2018-111 and Resolution 2022-011, the City Clerk will solicit for applications to City Boards & Commissions in a paper of general circulation and bring forward eligible applicants in January 2023.

Following past practice, the City Clerk will solicit for a citizen representative to the El Dorado Commission on Aging, El Dorado County Community Action Council, and a lay person to the Tahoe Regional Planning Agency Advisory Commission to be appointed during City Council assignments to Commissions and Boards at their December 2022 meeting.

Financial Implications: Costs for public noticing have been budgeted for in the City Clerk's Department budget.

Environmental Considerations: The proposed action is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(4) (creation of government funding mechanisms or government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment).

Policy Implications: The solicitation of applications is consistent with City Council Resolutions 2018-111 and 2022-011.

LOCAL APPOINTMENTS LIST

Government Code 54972 (Maddy Act)

AIRPORT LAND USE COMMISSION (2 Year Term)

Meets as needed to review compatibility of land use plans and regulations around the airport.

Name	Date Appointed	Term Expires
Nicholas Speal	2/2/2021	2/2023
Stacey Ballard	3/16/2021	2/2023

BUILDING BOARD OF APPEALS (2 Year Term)

Meets as needed to hear appeals of Building Official determinations & monitor City building use, maintenance & construction requirements.

Name	Date Appointed	Term Expires
Keith Roberts	3/16/2021	2/2023
Frank Sylvester	1/18/2022	2/2024
Courtney Schmidt	3/1/2022	2/2024

INDEPENDENT CITIZENS' OVERSIGHT COMMITTEE (MEASURE P) (4 Year Term)

Meets as needed to provide direction to City Council & Staff regarding the use & accounting of Measure P funds.

Name	Date Appointed	Term Expires
Jerry Bindel	2/19/2019	2/2023
David Gregorich	2/19/2019	2/2023
Judith Wood	2/19/2019	2/2023
Marissa Fox	2/19/2019	2/2023
Christina Wilson	2/19/2019	2/2023

PARKS & RECREATION COMMISSION (Alternating 2 Year Terms)

Meets quarterly to advise City Council on policies and projects relating to city parks and recreation.

Name	Date Appointed	Term Expires
Margie Kovarik-Maxhimer	1/18/2022	2/2023 (limited term vacancy)
Greg Bergner	2/2/2021	2/2023
Kira Smith	2/2/2021	2/2023
Dan Thrift	2/2/2021	2/2023 Resigned 9/22
Jerry Bindel	1/18/2022	2/2024
David Gregorich	1/18/2022	2/2024
Aricela Ramos	1/18/2022	2/2024 Resigned 9/22

PLANNING COMMISSION (Alternating 2 Year Terms)

Meets monthly to assist in matters relating to the City's general plan, serve as Delinquent Refuse Hearing Board & perform duties set forth in Article 7 of the Government code.

Name	Date Appointed	Term Expires
Douglas Williams	2/2/2021	2/2023
Kili Rahbek	2/2/2021	2/2023
Natalia Wieczorek	2/2/2021	2/2023
Keith Roberts	1/18/2022	2/2024
Gavin Feiger	1/18/2022	2/2024

Revised 3/2/2022

Arts, Culture and Tourism Commission (Alternating 2 Year Terms)

Meets quarterly to advise City Council on policies and projects relating to Arts, Culture and Tourism.

Name	Date Appointed	Term Expires
Stacey Ballard	10/19/2021	2/2023
Eleanor Brennan	10/19/2021	2/2023
David Hamilton	10/19/2021	2/2023
Scott Forrest	1/18/2022	2/2024
Bryan Yerian	1/18/2022	2/2024
Tony Lyle	1/18/2022	2/2024 (non-voting representative)

Police Advisory Commission (Alternating 2 Year Terms)

Meets quarterly to advise, assist, and collaborate on police/community issues.

Name	Date Appointed	Term Expires
Ayana Morali	8/3/2021	2/2023
Erika Gonzalez	8/3/2021	2/2023
Tom Davis	8/3/2021	2/2023
Claudia Anderson	1/18/2022	2/2024
Justin Zunino	1/18/2022	2/2024

Council Commissions with citizen representation

EL DORADO COUNTY COMMUNITY ACTION COUNCIL - Council Commission with citizen representative

Name	Date Appointed	Term Expires
Brian Conway	12/7/2021	Appointment considered annually

EL DORADO COUNTY COMMISSION ON AGING - Council Commission with citizen representative

Name	Date Appointed	Term Expires	
Barbara Kaufman	12/7/2021	Appointment considered annually	Resigned 9/22

TRPA ADVISORY PLANNING COMMISSION – Council Commission with citizen representative

Name	Date Appointed	Term Expires (2 Year Term)
Susan Chandler	12/15/2020	2/2023

Revised 3/2/2022

City of South Lake Tahoe
Notice of Solicitation of Applications

Planning Commission (three seats)
Airport Land Use Commission (two seats)
Building and Housing Board of Appeals (up to three seats)
Parks & Recreation Commission (five seats)
Arts, Culture, & Tourism Commission (three seats)
Police Advisory Commission (three seats)
Independent Citizens' Oversight Board (Measure P) (five seats)

NOTICE IS HEREBY GIVEN that the City Council of the City of South Lake Tahoe is soliciting for applications for appointment to the following city commissions/boards:

Planning Commission:
The City Council will be appointing three (3) members to serve two-year terms on the Planning Commission. Applicants must reside within the city limits. The Planning Commission meets monthly assuming there is business to conduct.

Airport Land Use Commission:
The City Council will be appointing two (2) members to serve a two-year term on the Airport Land Use Commission. Applicants must reside and be domiciled within the Tahoe Basin portion of El Dorado County. The Airport Land Use Commission meets on an as needed basis.

Building Board of Appeals:
The City Council will be appointing up to three (3) members to serve a two-year term on the Building and Housing Board of Appeals. Applicants must reside and be domiciled within the Tahoe Basin portion of El Dorado County. The Building and Housing Board of Appeals meets on an as needed basis.

Parks & Recreation Commission:
The City Council will be appointing four (4) members to serve two-year terms and one (1) member to fill a one-year vacancy on the Parks & Recreation Commission. Applicants must reside within the Tahoe Basin portion of El Dorado County. The Parks & Recreation Commission meets at least quarterly.

Arts, Culture, & Tourism Commission:
The City Council will be appointing three (3) members to serve two-year terms on the Arts, Culture, & Tourism Commission. Applicants must reside within the Tahoe Basin portion of El Dorado County. The Arts, Culture, & Tourism Commission meets at least quarterly.

Police Advisory Commission:
The City Council will be appointing three (3) members to serve two-year terms on the Police Advisory Commission. Applicants must reside within the Tahoe Basin portion of El Dorado County. The Police Advisory Commission meets at least quarterly.

Independent Citizens' Oversight Committee (Measure P):
The City Council will be appointing five (5) members to serve four-year terms on the Independent Citizens' Oversight Committee. Applicants must reside within the Tahoe Basin portion of El Dorado County and be active in the South Lake Tahoe community at large. The Independent Citizens' Oversight Committee meets on an as needed basis.

Applications:

Applications may be obtained at City Hall located at 1901 Lisa Maloff Way, South Lake Tahoe, between 8:00 a.m. and 5:00 p.m., Monday through Friday. Applications can also be downloaded from the City's website at www.cityofslt.us, or emailed to interested parties upon request to the City Clerk's Office. Completed applications must be returned to the City Clerk's Office (email preferred sblankenship@cityofslt.us) no later than 4:00 p.m., on Thursday, December 29, 2022.

The City Council will be making the appointments at a regularly scheduled meeting in January 2023 *(to be announced).*

For details regarding Duties and Responsibilities of City Boards and Commissions visit the City's City Boards and Commissions webpage.

For questions, please contact Susan Blankenship, City Clerk at 542-6005 or via email at sblankenship@cityofslt.us

City of South Lake Tahoe
Notice of Solicitation of Applications

City Council Representative:
El Dorado County Commission on Aging
El Dorado County Community Action Council
Tahoe Regional Planning Agency Advisory Planning Commission (Lay Member)

NOTICE IS HEREBY GIVEN that the City Council of the City of South Lake Tahoe is soliciting applications for a City Council Representative to the El Dorado County Commission on Aging, El Dorado County Community Action Council, and the Tahoe Regional Planning Agency Advisory Planning Commission.

El Dorado County Commission on Aging: (Considered annually)
The City Council will be appointing one representative to the El Dorado County Commission on Aging. Applicants must reside within the city limits. The Commission meets monthly, rotating locations within El Dorado County.

For information purposes, the following is an excerpt from the Commission's webpage:
"The Commission on Aging is an advisory Committee to the El Dorado County Board of Supervisors. The Commission works with the Director of the Area Agency on Aging on community interests and issues faced by seniors in El Dorado County. This includes, but is not limited to, developing community centers in strategic areas of the county to make services accessible to all seniors. The group also promotes services that help seniors to remain in their homes and prevent elder abuse."

El Dorado County Community Action Council: (Considered annually)
The City Council will be appointing one representative to the El Dorado County Community Action Council. Applicants must reside within the city limits. The Council meets the fourth Wednesday of each month at 10 a.m.

For information purposes, the following is an excerpt from the By Laws:
"The purpose of this Advisory Board is to advise the El Dorado County Board of Supervisors, as the designated Community Action Agency, and Board of Directors thereto, for the County, and the Health and Human Services Agency, as the County Department designated by the Board of Supervisors to administer Community Action programs and activities, including the Community Services Block Grant, about the needs of the community on issues relating to human services needs for low-income residents of El Dorado County and to provide an avenue of participation for local government, private organizations, and private citizens of the community in serving the most vulnerable populations. The Council will provide advice and recommendations to the Board of Supervisors, provide assistance in educating the community on human services and available resources in El Dorado County and participate in developing collaborative solutions to meet ongoing community needs, while working together to meet the basic needs and to improve the quality of life for residents of El Dorado County."

Tahoe Regional Planning Agency Advisory Planning Commission (Lay Member): (Two-Year Term)
For information purposes, the following is an excerpt from the Tahoe Regional Planning Agency Compact regarding the Advisory Planning Commission (APC):

"Article III. Organization:

h) An advisory planning commission shall be appointed by the agency. The commission shall include: the chief planning officers of Placer County, El Dorado County, and the City of South Lake Tahoe in California and of Douglas County, Washoe County and Carson City in Nevada, the executive officer of the Lahontan Regional Water Quality Control Board of the State of California, the executive officer of the Air Resources Board of the State of California, the Director of the State Department of Conservation and Natural Resources of the State of Nevada, the Administrator of the Division of Environmental Protection in the State Department of Conservation and Natural Resources of the State of Nevada, the Administrator of the Lake Tahoe Management Unit of the United States Forest Service, and at least four lay members with an equal number from each state, at least half of whom shall be residents of the region. Any official member may designate an alternate.

The term of office of each lay member of the advisory planning commission shall be 2 years."

Applications:

Applications may be obtained at City Hall located at 1901 Airport Road, South Lake Tahoe, between 8:00 a.m. and 5:00 p.m., Monday through Friday. Applications can also be downloaded from the City's website at www.cityofslt.us, or emailed to interested parties upon request to the City Clerk's Office. Completed applications must be returned to the City Clerk's Office (email preferred sblankenship@cityofslt.us) no later than 4:00 p.m., on Tuesday, December 6, 2022.

The City Council will be making appointments at their December 13, 2022, meeting.

For questions, please contact Susan Blankenship, City Clerk at 542-6005 or via email at sblankenship@cityofslt.us

PUBLICATION AND DISTRIBUTION INFORMATION:

Note to Tahoe Daily Tribune for Publication Only: Please publish three times: Friday, October 23, 2020; Friday, November 6, 2020; and Friday, November 20, 2020. Please provide affidavit of publication.

Notices distributed for information to: City Council
City of SLT Website: www.cityofslt.us
+Everyone News Media
South Lake Tahoe Library
Current City Commissioners Commission Applicant List
Lake Tahoe Community College Senior Citizens Center
Lake Tahoe Unified School District

CITY OF SOUTH LAKE TAHOE

VOLUNTEER **COMMISSION/BOARD MEMBER APPLICATION**

Please Legibly Print or Type

NAME: FIRST	MIDDLE INITIAL	LAST	COMMITTEE AND/OR CATEGORY APPLYING FOR:	
RESIDENCE: STREET ADDRESS		CITY	STATE	ZIP CODE
MAILING ADDRESS: P.O. BOX		CITY	STATE	ZIP CODE
RESIDENCY: (Please select one) CITY RESIDENT ☐ EL DORADO COUNTY RESIDENT ☐ DOUGLAS COUNTY RESIDENT ☐ STATE OF NEVADA RESIDENT ☐				
PHONE NUMBER(S): RESIDENCE:		BUSINESS:	EMAIL ADDRESS:	
EMPLOYER:				
EDUCATION/EXPERIENCE:				
PLEASE LIST ANY PAST OR PRESENT COMMUNITY INVOLVEMENT AND/OR GROUP AFFILIATIONS:				
WHAT DO YOU SEE AS THE RESPONSIBILITIES OF THIS COMMITTEE AND WHAT DO YOU HOPE TO ACCOMPLISH IF APPOINTED?				

Have you taken the opportunity to attend any previous commission meeting prior to the notice of this vacancy?

YES ☐ NO ☐

Please list any potential conflict of interests that you may foresee if appointed to the Commission that you've applied:

_____

_____

If appointed to the Airport Commission, Planning Commission or Building Board of Appeals Commission, you will be required by the State of California Fair Political Practices Commission to file a Conflict of Interest Statement with the City Clerk. Will you be willing to comply with this requirement? YES ☐ NO ☐

CERTIFICATE OF APPLICANT:

I certify that all statements made in this application are true and complete. I understand that any false statement or omission of material facts will subject me to disqualification or dismissal.

DATE:_____SIGNATURE: _____

Please note that the information provided on this application, including address, phone number and email address will become a matter of public record.

WHEN COMPLETED RETURN FORM
TO: Office of the City Clerk
Attn: Susan Blankenship - City Clerk
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150-6324
PH: (530) 542-6005
sblankenship@cityofslt.us

Resolution 2022-011

Adopted by the City of South Lake Tahoe City Council

February 1, 2022

City Commissions and Boards (Replacing Resolution 2021-061)

BACKGROUND

A. The City of South Lake Tahoe Commissions and Boards consist of: 1) Airport Land Use Commission; 2) Building and Housing Board of Appeals; 3) Parks and Recreation Commission; 4) Planning Commission; 5) Police Advisory Commission; and 6) Arts, Culture and Tourism Commission.

B. This resolution provides the City Council, City staff and the public information regarding the structure, duties, qualifications and responsibilities of City Commissions and Boards.

C. This resolution provides the process for the appointment and removal of commissioners and board members and the general policies and procedures of City Commissions and Boards.

D. This resolution assists in facilitating the City Commission and Board operations and in maximizing public participation.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

Section 1. Application Process/Appointment Process/Removal:

Application Process: Applications to serve on City Commissions shall be received by the City Clerk on an ongoing basis and a solicitation/recruitment shall be held commencing annually for any open seats on October 1 (or as soon thereafter). Appointments to Boards and Commissions shall be made only from persons who have applied.

Persons interested in serving on a City Commission may pick up an application from the Office of the City Clerk located at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe, California or downloaded from the City of South Lake Tahoe, City Boards and Commissions webpage. Applications will also be mailed, faxed or emailed upon request to the Office of the City Clerk.

During the solicitation/recruitment period, completed applications must be returned to the City Clerk by the deadline set forth in the Notice for the Solicitation period.

The City Clerk shall notify all current commissioners and applicants remaining on the

Applicant List.

Appointment Process: The City Clerk will provide the City Councilmembers with copies of all applications received by the prescribed deadline.

The City Clerk will notify all applicants of the date and time of the City Council meeting when appointments will be made. Applicants are encouraged to attend the meeting and be available if they wish to address the City Council or if the City Council wishes to interview the applicant.

The City Council will vote for their appointments following City Council Protocols, II. Rules of Conduct, 10. Procedure for Motion.

After the appointments have been made, the City Clerk will administer an oath of office to each newly appointed commissioner at their first commission meeting and will provide each commissioner with a copy of the City Commission Handbook which will include this resolution, the City's Code of Ethics and FPPC Financial Disclosure Statements (applicable to Airport Land Use Commission, Building and Housing Board of Appeals and Planning Commission). Those selected, but not present at the Council meeting, will be notified by the City Clerk's Office oftheir appointment.

In accordance with Government Code Section 54972, the City Clerk will prepare and maintain an Appointment List of the names and terms of those voted upon to serve on each City Commission.

Those applicants *not* appointed will be placed on an Applicant List prepared by the City Clerk's Office. The Applicant List will be maintained until the commencement of the next solicitation period. In the event of a vacancy on any Commission or Board, the City Council may appoint from the names remaining on the "Applicant List," and the Appointee selected would serve the remainder of the unexpired term.

Removal: Any Commission or Board member may be removed at any time during his or her term, with or without cause, by a majority vote of the City Council.

Section 2. Residency Requirements

The following residency requirements shall apply to members of City Boards and Commissions:

A. Members of the Airport Land Use Commission, Building and Housing Board of Appeals, Police Advisory Commission, Parks and Recreation Commission, and Arts, Culture and Tourism Commission shall reside within the Tahoe Basin portion of El Dorado County.

B. Members of the Planning Commission shall reside within the City limits.

Section 3. Structure Terms of Office and Qualifications

The Airport Land Use Commission shall consist of two (2) members and shall serve two-year terms, commencing in February of odd numbered years.

Building and Housing Board of Appeals shall consist of at least three (3) members, but no more than five (5) members and shall serve two-year terms, commencing in February of odd or even numbered years.

The Parks and Recreation Commission shall consist of seven (7) members serving two-year staggered terms. Four (4) members shall have terms commencing in February of odd numbered years and Three (3) members shall have terms commencing in February of even numbered years.

The Planning Commission shall consist of five (5) members serving two-year staggered terms. Three (3) members shall have terms commencing in February of odd numbered years and two (2) members shall have terms commencing in February of even numbered years.

The Police Advisory Commission shall consist of five (5) members serving two-year staggered terms. Three (3) members shall have terms commencing in February of odd numbered years and two (2) members shall have terms commencing in February of even numbered years. Two members will be reserved for members of the multicultural alliance. In the event two members from the multicultural alliance do not apply, or are not selected by City Council, then the 2 positions will be available to the general public.

The Arts, Culture, and Tourism Commission shall consist of five (5) voting members and one (1) non-voting representative, serving two-year staggered terms. Three (3) members shall have terms commencing in February of odd numbered years and two (2) members and one (1) non-voting representative shall have terms commencing in February of even numbered years. The non-voting representative will be selected from the South Lake Tahoe Tourism Improvement District or Lake Tahoe Lodging Association. The commission will seek to include members that have a background in tourism and public arts or a multi-cultural perspective. At least one member shall be a youth member with the qualifications listed above. In the event that a youth member does not apply, or are not selected by City Council, then the one position will be available to the general public.

Section 4. Adoption of Rules and Procedures

Each Commission or Board may adopt its own rules of procedure, provide for the selection of officers, and take such other steps as reasonably required for the conduct of business in conformity with the laws of the State of California.

The Parks and Recreation Commission; Arts, Culture, and Tourism Commission; and Police Advisory Commission, shall meet at least quarterly; the Planning Commission shall meet monthly assuming there is business to conduct; the Building and Housing Board of Appeals and Airport Land Use Commission shall meet on an as needed basis. There may be the need or occasion(s) for a Commission or Board to hold a special meeting.

In the event any Commissioner or Board member has three (3) absences in one calendar year (assuming there have been scheduled meetings to attend), their seat will be deemed to have been vacated and a new appointment will be made in a manner consistent with this resolution.

Airport Land Use, Building and Housing Board of Appeals, Arts, Culture, and Tourism Commission, Parks and Recreation Commission, and Planning Commission members are required to comply with the State of California Political Reform Act, regulated by the Fair Political Practices Commission, by filing a Statement of Economic Interests Form 700 with the City Clerk. If any Airport Land Use, Building and Housing Board of Appeals, Arts, Culture, and Tourism Commission, Parks and Recreation Commission, or Planning Commission member fails to file the required disclosure statement after written notice from the City Clerk, their seat shall be deemed vacated and a new appointment will be made in a manner consistent with this resolution.

Section 5. Duties and Responsibilities

Members of Boards and City Commissions shall have the following duties and qualifications:

A. Airport Land Use Commission: The City's Planning Commission, when augmented with the Airport Land Use Commission, shall exercise the following responsibilities set forth in the Airport Comprehensive Land Use Plan (CLUP) under the authority of the California. Public Utilities Code, Chapter 4, Article 3.5, as follows:
   1. The adoption of a basic Airport Land Use Commission Policy Plan, as adopted by the ALUC.
   2. The adoption of land use plans for individual airports, as adopted by the South Lake Tahoe ALUC for Lake Tahoe Airport.
   3. The incorporation of the land use compatibility guidelines contained in the CLUP into the general plan and land use regulations by cities and counties with jurisdiction over any geographic area subject to the CLUP.
   4. ALUC review and determination of compatibility of individual development proposals, general plan amendments, and other land use plans and regulations around airports.

B. Building and Housing Board of Appeals: 1) Hear and decide appeals of orders, decisions or determinations made by the Building Official in the application and interpretation of the Building and Housing related codes adopted by the City Council. 2) Hear and decide appeals regarding requirements of the City relating to the use, maintenance and change of occupancy of buildings and structures, including requirements governing alteration, additions, repair, demolition and moving. 3) Hear and decide appeals relating to new building construction and appeals relating to existing buildings.

   The Board shall have no administrative authority, nor shall it be entitled to waive provisions of the Code in deciding on appeal.

C. Parks and Recreation Commission: 1) Advise the City Council concerning proposed policies relating to parks and recreation department operations within the City. 2) Review and recommend capital improvement projects in parks and recreation facilities within the City.

D. Planning Commission: 1) Assist in the preparation, update of and recommendations to the City Council concerning the general plan for the physical development of the City. *2)* Perform those duties set forth in Article 7 of the California Government Code under such conditions as the City Council may from time to time establish. 3) Serve as the Delinquent Refuse Hearing Board.

E. Police Advisory Commission: 1) Review and discuss Police Department policy. 2) Receive, review, and discuss annual police employee personnel complaint statistics including number, nature, and outcomes of complaints. 3) Receive, review, and discuss various transparency related reports on RIPA data, use of force, and other information as directed by the commission and allowable by law. 4) Advise and assist the Police Department on recruitment strategies focusing on local and underrepresented populations. 5) Collaborate on community outreach strategies and local cultural competency training for police employees. 6) Open forum to discuss any other police/community issues.

F. Arts, Culture and Tourism Commission: 1) Act in advisory capacity to the City Council and no express authority or power to act on behalf of the City is hereby delegated. 2) Review proposed policies on Arts, Culture and Tourism programs and report findings. 3) Review proposed public arts projects and make recommendations for appropriation of funds for specific projects.

Any decision of any board or commission may be appealed to the City Council in accordance with the procedures established for that purpose.

In order to keep the City Council better informed, all City Commissions and Boards, via their Commission/Board Clerk, shall provide the City Council with copies of all City Commission/Board agendas and minutes. Each City Commission and Board shall have the opportunity at each City Council meeting, under agenda item City Commission Reports, to provide a brief report on their commission's activities. All City Commissions and Boards shall make a formal written report to the City Council annually at the Council's November meeting.

Section 6. Miscellaneous Matters

All members of Commissions or Boards shall be unpaid volunteers and not employees of the City. All members of Boards or Commissions shall be subject to the City's Code of Ethics and the City Clerk shall provide a copy of the City Commission Handbook, which includes the Code of Ethics, to each member of a Commission or Board upon their appointment.

To minimize operational costs, all meetings shall be scheduled in such a manner to reduce or eliminate the payment of overtime to city staff.

Any proposed training and travel expenditures will be provided by city staff to the City Manager for approval.

In compliance with the Brown Act, all meetings shall be open and public, and each meeting shall be tape recorded. Conformed Agendas shall constitute the official Minutes of Commission and Board meetings and will serve as documentation of actions taken. Agenda packets shall be made available to the public for review at no charge. Copies, upon request, shall be assessed a fee consistent with the City's Fees & Charges Resolution adopted by the City Council.

The City Council may determine the need or necessity to appoint a Councilmember or City Staff member to serve as liaison to a City Commission or Board which could occur during their Councilmember Appointments and Assignments that are held during the second City Council meeting in January of each year or otherwise at a regular meeting in which the item is placed on the agenda.

Section 7. All resolutions in conflict herewith are hereby repealed.

Adopted by the City of South Lake Tahoe City Council on February 1, 2022, by the following vote:

Yes: Bass, Creegan, Friedrich and Middlebrook
Absent: Wallace

Devin Middlebrook (Feb 1, 2022 13:22 PST)

Date: Feb 1, 2022

Devin Middlebrook, Mayor

Attest:

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

Res 2022-011 Commissions and Boards

Final Audit Report 2022-02-01

Created:	2022-02-01
By:	jo Mcdonough (jmcdonough@cityofslt.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAuMTTjCiL7DnNOgyFoBC8q68fy3Co_mEI

"Res 2022-011 Commissions and Boards" History

Document created by jo Mcdonough (jmcdonough@cityofslt.us)
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Agreement completed.
2022-02-01 - 9:22:52 PM GMT

Adobe Sign

Resolution 2018-111

Adopted by the City of South Lake Tahoe
City Council

November 13, 2018

Establishing An Independent Citizens' Oversight Committee To Review And Report On The Use Of Funds From The South Lake Tahoe Measure P Special Purpose Tax For Construction Of New Recreational Complex

BACKGROUND

A. On June 21, 2016, the City Council of the City of South Lake Tahoe adopted Resolution No. 2016-29 to submit to the voters a measure to increase the Transient Occupancy Tax (lodging tax) in the amount of two percent for the special purpose of constructing, operation, and maintenance of recreational facilities, specifically including the construction of a recreational complex as a first priority as set forth in the Recreational Master Plan.

B. On November 8, 2016 qualified voters of the City voted in favor of this measure (Measure P) by the required two-thirds necessary to enact Ordinance No. 1100 amending the City Code Chapter 3 (Transient Occupancy Tax) to increase the transient occupancy tax by two (2) percent in all areas of the City, with the revenue raised by the increased percentage for the special purpose of constructing, operation, and maintenance of recreational facilities, specifically including the construction of a new recreational complex as the first priority.

C. On July 17, 2018, City Council heard a presentation from staff on the status of the new recreational complex design options at which time Council expressed support for the formation of an Independent Citizens' Oversight Committee as recommended by the Parks and Recreation Commission. The terms of the Committee members and their specific duties are established by this resolution of the City Council and all meetings of the Committee shall comply with the provisions of the Ralph M. Brown Act commencing with Section 54950 of the Government Code of the State of California.

D. The City Council intends to establish an Independent Citizens' Oversight Committee to receive and review the independent financial audit of expenditures related to Measure P and issue financial reports necessary to advise the City Council of its findings and make recommendations for the design and construction of the new recreational complex.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Establishment. There is hereby established the Independent Citizens' Oversight Committee to review and report on the use of South Lake Tahoe Measure P funds for the design and construction of the new recreational complex. The Committee is composed of five (5) voting members.

2. Term of Committee, Terms of Members. The Committee shall exist for a term commencing on February 1, 2019, and ending upon the completion of construction of the new recreational complex. Each member of the Committee shall serve a term of four (4) years with no term limits.
3. Appointment of Members. The Parks and Recreation Commission shall interview and recommend candidates to the Mayor and City Council. The Mayor and City Council shall appoint all members of the Committee. In the event any vacancies occur during the Term of the Committee, such vacancies shall be filled for the remaining unexpired terms in the same manner as the original appointments.
4 Qualifications for Appointment. Members shall reside in El Dorado County and be active in the South Lake Tahoe Community at large.
5 Organization of Committee, Staff Support. At its first meeting following the appointment of its members, the Committee shall organize itself by electing a chair, establishing a regular meeting schedule and arranging for the preparation and adoption of rules of procedure or by-laws. The City Manager shall designate appropriate staff support for the Committee.
6 Powers and Duties. The Committee shall act in advisory capacity to the City Council and no express authority or power to act on behalf of the City is hereby delegated. The Committee shall receive and review the independent financial audit of the City Measure P transactions and other City financial reports necessary to review and report on the use of revenue from Measure P and advise the City Council of its findings and make recommendations for the use of funding during the design and construction of the new recreational complex.
7 Scheduled Reports to the City Council. The Committee; through its chair, shall provide an annual report and recommendations to the City Council.
8 Other Matters. The provisions of the South Lake Tahoe Municipal Code shall apply to the Committee and its members to the extent not otherwise modified by this Resolution.

Adopted by the City of South Lake Tahoe City Council on November 13, 2018 by the following vote:

Ayes: Councilmembers: David, Davis, Collin, Laine and Sass

Wendy David

Wendy David, Mayor

Date: 11-14-2018

Attest:

Susan Blankenship, Assistant City Clerk

CITY OF SOUTH LAKE TAHOE 1965 CALIFORNIA

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 10

Agenda Item: Amendment to Agreement with Walker Consultants on Parking Garage Access and Revenue Control for Additional Services

Executive Summary: Staff is recommending a Contract Amendment with Walker Consultants to provide additional services related to the City Parking Garage, located at One Bellamy Court. The City has requested that the project be split into two phases, with Phase 1 entailing the structural and parking layout modifications and Phase 2 entailing Parking Access and Revenue Upgrades, Advanced, Parking Guidance System, and Electric Vehicle Charging Stations. The proposed approach will result in construction for Phase 1 by Spring of 2023 and Phase 2 by Spring of 2024. The City requested this change to stagger the expenditure so that the bonds for the Parking Garage can be paid off earlier.

Requested Action / Suggested Motions: Pass a Motion approving Amendment No. 1 to Professional Service Agreement with Walker Consultants for additional services related to City Parking Garage Access and Revenue Control System and Modification Project in an amount not to exceed $23,436.
Responsible Staff Member: Anush Nejad, Director of Public Works

Responsible Staff Member: Anush Nejad, Director of Public Works (530) 542-6031

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Finance Director
Heather Stroud, City Attorney

Attachments:

01-Staff Report Walker Amendment.docx
02-Amendment 1 to Walker Consultants Agreement.pdf
03-C-047-2022 Walker Consultants.pdf

City of South Lake Tahoe Report to South Tahoe Joint Powers Parking Financing Authority

Meeting Date: November 1, 2022

Title: Amendment to the Contract with Walker Consultants for the City Parking Garage Access and Revenue Control System and Modification Project

Location: One Bellamy County, South Lake Tahoe

Responsible Staff Member: Anush Nejad, Director of Public Works (530) 542- 6031

Background: On April 5, 2022, the South Tahoe Joint Powers Parking Financing Authority entered into an agreement with Walker Consultants to evaluate the City Parking Garage and provide recommendations to upgrade the parking structure, circulation, Parking Revenue and Access Control System (PARCS), the addition of 12 Electric Vehicle (EV) charging stations and Advance Parking Guidance System (APGS). The current contract is $177,230, plus 10% contingency for a total of $205,953.

Issue and Discussion: In November 2013, the South Tahoe Joint Powers Parking Financing Authority issued $7,735,000 of Parking Revenue bonds to refund the bonds issued in 2002 to finance the acquisition and construction of the parking facility. The bonds are secured and paid from the net operating revenue of the garage, special tax revenue levied in CFD No. 2001-1, and the debt service reserve fund.

Currently, the City plans to pay off the bonds early through the revenues generated from the parking garage. To accomplishes this goal, staff has requested Walker Consultants to divide the project into two phases. Phase 1 will include the structural and circulation upgrades for an estimated cost of $250,000. Phase 2 of the project consists of PARCS, APGS, and installation of the EV charging stations for an estimated cost of $500,000. To allow early bond payment, the City currently plans to stretch out the construction and award Phase 1 by Spring of 2023 and Phase 2 by Spring of 2024. Therefore, Walker has additional costs to manage the construction of the two phases of the project.

Financial Implications: The current contract with Walker Consultants is $177,230 with an optional $10,000 for grant writing services appropriated into the account 520-05320-42030. Staff has decided to eliminate the grant writing services and some of the tasks related to EV charging services, which will be done in-house. The additional services to split the project into two seasons is $23,436. Reducing the optional services which is no longer needed, the total contract with this amendment will be $200,666. This amount is below the total authorization of $205,953. Therefore, no additional funding is required for the amendment to the agreement.

Environmental Considerations: The appropriation of funds for the projects mentioned above is categorically exempt from the California Environmental Quality Act (CEQA) under Section 15301 of the CEQA Guidelines (existing facilities).

Policy Implications: This project advances the City Council Strategic Priorities and Goals, specifically:

- Action Item 1.5 (Carbon Neutrality) to implement various projects to reach the City's 100% renewable energy and Climate Action Plan goals, including building robust EV charging infrastructure by 2025.
- Action Item 5.3 (Infrastructure and Maintenance) actively seeking funding to develop sustainable infrastructure projects based on the prioritized capital improvement project list.

South Tahoe Joint Powers Parking Financing Authority

Amendment No. 1 to Professional Services Agreement (C-047-2022)

with Walker Consultants

The Professional Services Agreement entered into on April 5, 2022, between the South Tahoe Joint Powers Parking Financing Authority ("STJPPFA") and **Walker Consultants** ("Consultant") is hereby amended as set forth below.

Paragraph 1 of the Professional Services Agreement is hereby amended to add the following.

1. Scope of Services. In addition to the Scope of Services specified within the original Professional Services Agreement, dated April 5, 2022, this First Amendment to the Agreement adds the work described within **Exhibit A, Scope of Services** attached hereto and incorporated herein by reference.

2. Compensation. Compensation is to be paid to the CONSULTANT, as defined within the original Agreement, except eliminating the optional services of $10,000 for grant writing and increasing $13,436 for additional tasks, for a total of $200,666; as described in **Exhibit B.** In no case shall CONSULTANT compensation for work completed under this Agreement exceed the amended Agreement amount of $200,666 without written authorization from the CITY. Payment by the CITY under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the CITY at the time of payment.

IN WITNESS WHEREOF, the parties have caused this Amendment No. 1 to Agreement to be executed on _____.

SOUTH TAHOE JOINT POWERS PARKING FINANCING AUTHORITY

By: _____
Devin Middlebrook, Chair

CONSULTANT

By: _____
Justin Chang
Principal-in-Charge
Business License # 012529

APPROVED AS TO FORM:

_____
Heather Stroud, General Counsel

ATTEST:

_____
Susan Blankenship, Secretary

WALKER CONSULTANTS

601 California Street, Suite 820
San Francisco, CA 94108

415.644.0630
walkerconsultants.com

September 14, 2022

Mr. Anush Nejad
Director of Public Works
City of South Lake Tahoe
South Lake Tahoe, CA

Re: Proposal for Additional Consulting Services - Bellamy Court Garage Project

PROJECT BACKGROUND

The City of South Lake Tahoe (the "City") entered into a Professional Services Agreement with Walker Consultants ("Walker") in April 2022. Under that original Agreement, Walker's Scope of Services included seven tasks to be executed over a schedule period starting in April 2022 and continuing until late 2023. That Agreement authorized $177,230 in base services plus $10,000 in optional services for grant writing for a total of $187,230.

In August 2022, the City decided for funding availability reasons to divide the bidding, procurement, and construction work into two phases – one for the functional/flow changes and structural restoration issues to be done in late 2022 through mid-2023 and a second phase for the PARCS and EV systems to be done in late 2023 through mid-2024. The City also decided relative to the EV systems that they would like the garage made "EV Capable" relative to functional design and infrastructure, but that the actual EV charger procurement and installation would be handled under a separate City-wide project.

This proposal letter describes the scope and fee changes associated with the background described above and requests the City's approval for these changes.

SCOPE OF SERVICES CHANGES

a) Package #1 CDs for Structural Condition Issues and Functional Changes

- The CDs for the structural condition issues will be their own separate set of drawings (not combined with the functional change CDs).
- The structural condition issue CDs will include all structural issues found (short-, mid- and long-term) but will contain a phasing plan to clearly identify which phase of work they belong to so that it can be made clear when the City goes out to bid that only work on the short-term issues are to be bid at this time.
- The CDs for the functional changes (ingress/egress, traffic flow, restriping) will also be their own separate set of drawings (not combined with the structural condition CDs).
- The CDs for the functional changes will also include PARCS sheets showing the short-term required changes to the existing OmniQ system to relocate lane equipment to match the new ingress/egress lane configuration. These PARCS sheets will show only the new equipment placement and not any electrical or conduit details. Such details will need to be provided as shop drawings by the winning bidder.
- There will be no PARCS Specification in the Package #1 CDs, as the OmniQ system functionality is not changing.
- Walker will require until September 16 to complete these two sets of CDs.

b) Package #2 CDs for All Other Work

- CDs for all structural condition issues will have already been provided as part of Package #1, but with a documented phasing plan as described above.
- CDs for any additional Functional Changes beyond those covered in Package #1 will be produced. As an example, Package #1 will not have designated EV charger stalls identified but Package #2 will.
- We will produce only a template for a generalized Level 2 EV Charger Specification for the EV work.
- Our sub-consultant ECOM will provide electrical infrastructure CDs for the garage EV system only to the level of providing an "EV Charger Capable" infrastructure. This will exclude the actual charging stations and final connection of those stations to the electrical infrastructure, since this work is intended to be done as part of a larger City-wide EV charger program.
- Walker/ECOM will not be providing any procurement or construction administration services for the EV system.
- We will produce PARCS CD Drawings and Specifications for the new system assuming the selection of Option B from the PARCS Report (new Gateless PARCS system). These Drawings will include a demolition plan for removing all the OmniQ components as well as new system installation drawings.
- We expect completion of the above items to take until approximately the end of October.

c) Changes to Services Fees

The Walker team has carefully assessed the impact of the plan discussed above on our scope of work and associated fees. Here is a summary of the additions to scope:

- There is a need to create certain additional sheets in the Functional CD Drawings specific to Package #1 vs. Package #2.
- There will be a need to manage two sets of Functional CD permitting and bidding drawings and also a potential need to update the drawings per CBC 2022 which goes into effect on 1/1/2023.
- Similarly, there is a need to create certain additional sheets in the PARCS CD Drawings specific to Package #1 vs. Package #2.
- There is a need to create a phasing plan for the structural condition issues in the Package #1 drawings.
- We assume the City will want Walker to perform an inspection and test of the current OmniQ lane equipment after the components have been relocated to match the new lane configuration.
- The inspection process of the work to address the structural condition issues will now have to be performed twice instead of once – once for the short-term items and again for the mid- and long-term items.
- The overall length of Walker's engagement with the City will be extended well beyond the originally planned timeframe, requiring a longer period of project management coverage and two additional site trips for inspection of work and acceptance testing.
- There is a small reduction in the fees for the Task 5 EV work as a result of not requiring CDs for the chargers and not providing any procurement support or construction administration. This reduction is not a credit but rather a reduction of the originally authorized fixed fee for Task 5.

As a result of these impacts, Walker is proposing added services fee increases to four of the seven Tasks in our contract with the City and a fee reduction for one Task, as summarized in the below table.

PROFESSIONAL FEES

Walker proposes the following adjustments to the originally authorized fees for the project associated with the changes described in the previous section. These changes are relative to the currently authorized base project fees of $177,230 in the Professional Services Agreement and do not include the $10,000 optional EV Grant Writing fees, which the City does not intend to ask Walker to perform.

TASKS	CHANGES TO AUTHORIZED FEES
Task 1 - Kickoff Meetings	(No Change)
Task 2 – Monthly Coordination Meetings	(No Change)
Task 3 - Parking Structure Condition Assessment	$6,162
Task 4 – Evaluation of Circulation Pattern and Ingress/Egress	$8,002
Task 5 – EV Charging Stations	(-$2,500)
Task 6 – Parking Access and Revenue Control System	$1,721
Task 7 – Program Management and Project Delivery	$7,463
Travel Expense Allowance including 15% admin fee	$2,588
TOTAL FEE CHANGES	**$23,436**

Reimbursable expenses will be billed at 1.15 times the cost of travel and living expenses, purchase or rental of specialized equipment, photographs and renderings, document reproduction, postage and delivery costs, long distance telephone and facsimile charges, additional service consultants, and other project related expenses.

The terms and conditions for these added services will be governed by the existing Professional Services Agreement between the City and Walker dated 4/5/2022. Prior to commencing work on this project, we will need written authorization to proceed with the proposed scope of work. Your review, signature and return of this document will provide the required notice to proceed.

Thank you for this opportunity and we look forward to continuing to work with you and the City on this project. Please contact me if you have questions.

Sincerely,

WALKER CONSULTANTS

Peter Filice
Sr. Consultant

Cc: Justin Chang – Walker Consultants

AUTHORIZATION

Trusting that this meets with your approval, we ask that you sign in the space below to acknowledge your acceptance of the terms contained herein, and to confirm your authorization for us to proceed. Please return one signed original of this agreement for our records.

CITY OF SOUTH LAKE TAHOE

Accepted by (Signature) _____

Printed Name _____

Title _____

Date _____

CITY OF SOUTH LAKE TAHOE

PROFESSIONAL SERVICES AGREEMENT

This Agreement is made and entered into as of the 5th day of April 2022 by and between the **City of South Lake Tahoe**, a municipal corporation ("City") and Walker Consultants ("Consultant").

RECITALS

A. Consultant is specially trained, experienced and competent to perform the special services which will be required by this Agreement.

B. Consultant possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein.

C. City desires to retain Consultant to render professional services as set forth in this Agreement.

AGREEMENT

1. Scope of Services. Consultant shall perform the services set forth in this agreement and shall provide said services at the time, place, and in the manner specified in this agreement. Consultant shall have no power or authority by this Agreement to bind City in any respect.

   The Consultant agrees that it has satisfied itself by its own investigation and research regarding the conditions affecting the work to be done and labor and materials needed, and that its decision to execute this Contract is based on such independent investigation and research.

   All services provided by Consultant pursuant to this Agreement will be provided in accordance with the terms set forth in the **Exhibit A, "Scope of Services,"** attached hereto and incorporated herein by reference. **Exhibit B, "Compensation Schedule,"** attached hereto and incorporated herein by reference, outlines the fees and compensation which shall be paid pursuant to this Agreement.

2. Term/Time of Performance. The services by Consultant are to commence upon the execution of the Agreement and continue for 2 years and 3 months.

3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule set forth in **Exhibit B** which is attached hereto and incorporated herein by reference. In no event shall Consultant's compensation, including travel and out-of-pocket expenses, exceed $187,230 without additional written authorization from City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to City at the time of payment. Payment is contingent upon compliance with all terms and conditions of this Agreement, as set forth herein. Consultant shall obtain prior written authorization from the City Project Manager for any costs in excess of budgeted amounts for each line item, task, or obligation under the Scope of Services.

4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's bills shall include a brief description of the services performed, the date the services were performed, the number of hours spent and by whom, the applicable hourly rate, and a description of any reimbursable expenditures. City shall pay Consultant no later than 30 days after approval of the monthly invoice by City staff.

5. Extra Work. At any time during the term of this Agreement, City may request that Consultant perform extra work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, extra work without prior written authorization from City.

6. Termination. This Agreement may be terminated by City or Consultant immediately for cause or without cause upon thirty days (30) days written notice of termination. Upon termination, Consultant shall be entitled to compensation for services performed up to the effective date of termination, and City shall be entitled to all work performed to that date.

   Termination, revocation, or expiration of this Agreement shall not release either party from liability resulting from an event which occurred prior to such termination, revocation or expiration.

7. Ownership Of Documents.
   All plans, studies, documents and other writings, including working notes and internal documents, prepared by and for Consultant, its officers, employees

and agents and subcontractors in the course of implementing this Agreement, shall become the property of City upon payment to Consultant for such work, and City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon written request. All documents prepared by Consultant are confidential and shall be maintained to preserve their confidential nature. Release of any such documents to third parties shall only be made upon written consent of City.

8. Consultant's Books and Records.

a. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant for services provided pursuant to this Agreement.

b. Consultant shall maintain all documents and records which demonstrate performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from records shall be available at Consultant's address indicated for the date of termination or completion of this Agreement.

c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City Manager, City Attorney, City Auditor or a designated representative of these officers. Copies of such documents shall be provided to City for inspection at City offices when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the receipt of notices in this Agreement.

d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request by any of the above-named officers, require that custody of the records be given to City and that the records and documents be

maintained at City offices. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

9. Independent Contractor. It is understood that Consultant, in the performance of the work and services agreed to be performed, shall act as and be an independent contractor and shall not act as an agent or employee of City. Consultant shall obtain no rights to retirement benefits or other benefits which accrue to City's employees, and Consultant hereby expressly waives any claim it may have to any such rights. All employees, agents, contractors or subcontractors hired or retained by Consultant are employees, agents, contractors or subcontractors of Consultant and not of the City.

City is not required to make any deductions or withholdings form the compensation payable to Consultant under the provisions of this Contract, and is not required to issue W-2 Forms for income and employment tax purposes for any of Consultant's assigned personnel. Any third party persons employed by Consultant shall be entirely and exclusively under the direction, supervision, and control of Consultant. Consultant hereby indemnifies and holds City harmless from any and all claims that may be made against City based upon any contention by any third party that an employer-employee relationship exists by reason of this Contract.

10. Interest of Consultant. Consultant, (and principals, associates and professional employees of consultant) covenants and represents that it does not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's services hereunder. Consultant further covenants and represents that in the performance of its duties hereunder no person having any such interest shall perform any services under this Agreement.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

a. Will conduct research and arrive at conclusions with respect to his/her rendition of information, advice, recommendation or counsel independent of the control and direction of City or of any City official, other than normal agreement monitoring; and,

b. Possesses no authority with respect to any city decision beyond rendition of information, advice, recommendation or counsel. [FPPC Reg. 18700(a)(2)].

11. Professional Ability of Consultant. City has relied upon the professional training and ability of Consultant to perform the services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled professional and technical personnel to perform all services under this Agreement. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.

12. Compliance with Laws. Consultant shall comply with all applicable federal, state, regional and local laws, codes, ordinances and regulations in carrying out his/her duties under this Agreement. Consultant shall observe and comply with all applicable laws, ordinances, regulations and codes of federal, state and local governments, and shall commit no trespass on any public or private property in performing any of the work authorized by this Agreement. The City, its officials, officers, elected officials, appointed officials and employees shall not be liable at law or in equity as a result of any failure of Consultant to comply with this section.

In the event it is determined that the Consultant is required to pay prevailing wages for the work performed under this Agreement, the Consultant shall pay all penalties and wages as required by law.

13. Licenses. Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required of Consultant to practice its profession. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to practice its profession. Consultant shall maintain a City of South Lake Tahoe business license at all times services are performed under this Agreement. Consultant acknowledges that payments made pursuant to this Agreement may be withheld until this provision has been satisfied.

14. Indemnity. Consultant hereby agrees to and shall indemnify and hold harmless City, its elected and appointed boards, officers, agents, employees and volunteers from and against any liability for any and all claims, demands, actions, losses, damages and injuries, direct or indirect (including any and all

costs and expenses in connection therein), arising out of this Agreement or caused in any way by Consultant's negligent performance of this Agreement or its breach of its obligations contained in this Agreement, except for any such claims arising out of the negligence or willful misconduct of the City. Consultant agrees to defend City from and against any and all losses, damages, claims costs and fees arising out Consultant's negligent acts, errors, omissions, regarding this Agreement, the Consultant's work under this Agreement, or the consultant's Scope of Work.

City does not, and shall not, waive any rights against Consultant which it may have by reason of the aforesaid hold harmless agreement, because of the acceptance by City, or the deposit with City by Consultant, of any of the insurance policies hereinafter set forth.

This hold harmless agreement by Consultant shall apply to all damages and claims for damages, or alleged to have been suffered, by reason of any of the aforesaid operation of Consultant or any subcontractor, regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

Consultant further waives any and all rights to any type of express or implied indemnity or right of contribution from the City for any liability, claims, demands, costs, charges and expenses and causes of action of whatsoever arising out of or in any way connected with this Agreement, and consultant's work under this Agreement.

15. Insurance Requirements.

a. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of the contract, the following insurance policies.

i. Workers' Compensation Coverage. Consultant shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for his/her employees in accordance with the laws of the State of California. In addition, Consultant shall require each subcontractor to similarly maintain Workers' Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation of all Workers' Compensation policies must be received by City

at least thirty (30) days prior to such change. Consultant shall provide thirty (30) days written notice of nonrenewal of any Workers' Compensation policies. The insurer shall agree to waive all rights of subrogation against City, its officers, agents, employees and volunteers for losses arising from work performed by Consultant for City.

ii. Commercial General Liability Coverage. Consultant shall maintain commercial general liability insurance no less broad than ISO form CG 00 01 in an amount not less than one million dollars ($1,000,000) per occurrence for bodily injury, personal injury and property damage. Coverage must be made on the standard Occurrence form. Claims-Made forms are not acceptable without prior written consent of City. City of South Lake Tahoe must be endorsed as an additional insured for liability arising out of ongoing operation by on behalf of Consultant. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

iii. Automobile Liability Coverage. Consultant shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars ($1,000,000) combined single limit for each occurrence.

iv. Professional Liability Coverage. Consultant shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors or omissions which may arise from Consultant or by its employees, or subcontractors. The amount of this insurance shall not be less than one million dollars ($1,000,000) on a claims-made annual aggregate basis, or a combined single-limit per occurrence basis.

b. Endorsements. Each general liability and automobile liability insurance policy shall be with insurers possessing a AM Best's rating of no less than A:VII and shall be endorsed with the following specific language:

i. City, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insured's under Consultant's General Liability and Automobile Liability policies with respect to liability arising out of this Agreement and/or work performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work or operations.

ii. This policy shall be considered primary insurance as respects City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by City, including any self-insured retention City may have, shall be considered excess insurance only and shall not contribute with it.

iii. This insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring Consultant.

iv. The insurer waives all rights of subrogation against City except for Consultant's Professional Liability and Employers' Liability policies, its elected or appointed officers, officials, employees or agents.

v. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to City, its elected or appointed officers, officials, employees, agents or volunteers.

vi. No policies of insurance carried by Consultant shall be suspended, voided, canceled, or changed in coverage or in limits except after thirty (30) days written notice to the City Attorney by Certified Mail.

c. Deductibles and Self-Insured Retentions. The Consultant shall be responsible for all deductibles in all of Consultant's insurance policies.

The amount of deductibles for insurance coverage required herein shall be reasonable and approved by the City Attorney.

d. Certificates of Insurance. Consultant shall provide certificates of insurance with original endorsements to City as evidence of the insurance coverage required herein. Consultant shall not commence work under this contract until all insurance required under this section has been approved by City as to form, amount and carrier, nor shall Consultant allow any subcontractor to commence work on any subcontract until all similar insurance required and reasonably consistent limits of the subcontractor has been so obtained and approved. Certificates of insurance shall contain no exclusions unless negotiated with the City Attorney and approved, in writing, by the City Attorney.

16. Notices. Any notice required to be given under this Agreement shall be in writing and either served personally or sent prepaid, first class mail. Any such notice shall be addressed to the other party at the address set forth below. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to City: City of South Lake Tahoe
1901 Airport Rd.
South Lake Tahoe, CA 96150

Provide a copy to: City Attorney's Office
City of South Lake Tahoe
1901 Airport Road, Suite 300
South Lake Tahoe, CA 96150

If to Consultant: Walker Consultants
Justin Chang, Principal-in-Charge
601 California Street, Suite 820
San Francisco, CA 94108
(415) 644-0630
JChang@walkerconsultants.com

17. Assignment and Subcontracting. The parties recognize that a substantial inducement to City for entering into this Agreement is the professional reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of City. Consultant shall not subcontract any portion of the work to be performed under this Agreement

without the written authorization of City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in the Agreement shall create any contractual relationship between City and subcontractor nor shall it create any obligation on the part of City to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise required by law.

18. Waiver. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.

19. Dispute Resolution. Any dispute concerning this Agreement will be first submitted to the City Manager or his designee for resolution. If no resolution is reached, such dispute shall be submitted to the City Council. The decision of the City Council shall be final and shall be appealable only to the El Dorado Superior Court pursuant to California Code of Civil Procedure §1094.5, and as provided by law.

20. Controlling Law Venue. This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in the Superior Courts in the County of El Dorado, South Lake Tahoe Division.

21. Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any Consultant or person, other than the independent contractors hired in accordance with Consultant's standard business practice, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any Consultant or person, other than a bona fide employee working solely for Consultant or an independent contractor hired as discussed above, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

22. Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, disability, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's

Minority Business Enterprise program, Affirmative Action Plan, or other related programs or guidelines currently in effect or hereinafter enacted.

23. Drug-Free Workplace Certification. By signing this Agreement, Consultant hereby certifies under penalty of perjury under the laws of the State of California that the Consultant will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code Section 8350, et seq.) and will provide a drug-free work place by taking the following actions:

    a. Publish a statement notifying employees that unlawful manufacture, distribution dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355 (a).

    b. Establish a Drug-Free Awareness Program as required by Government Code Section 8355(b) to inform employees about all of the following:

        i. The dangers of drug abuse in the workplace;
        ii. The person's or organization's policy of maintaining a drug-free workplace;
        iii. Any available counseling, rehabilitation and employee assistance program; and
        iv. Penalties that may be imposed upon employees for drug abuse violations.

    c. Provide, as required by Government Code Section 8355(c), that every employee who performs grant activities under this Agreement:

        i. Will receive a copy of the Consultant's drug-free policy statement; and
        ii. Will agree to abide by the terms of the Consultant's statement as a condition of employment on this Agreement.

    Failure to comply with these requirements may result in suspension of payments under this Agreement or termination of the Agreement, or both, and Consultant may be ineligible for award of any future City agreements if City determines that any of the following has occurred: the Consultant (1) has made false certification, or (2) violates the certification by failing to carry out the requirements as noted above.

24. Anti-Lobbying Certification. Consultant shall submit to City the Anti-Lobbying Certification contained in **Exhibit C**. Further, Consultant shall require that the language of the certification in **Exhibit C** be included in all contracts or

subcontracts entered into in connection with this Agreement and that all Consultants and contractors shall certify and disclose accordingly.

25. Debarment, Suspension, Ineligibility and Voluntary Exclusion. By signing this Agreement, Consultant assures that neither it nor its principals, is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

26. Americans with Disabilities Act. By signing this Agreement, Consultant assures the City that it complies with the American with Disabilities Act (ADA) of 1990, (42 U.S.C. 12101, et.seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to ADA.

27. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.

28. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.

29. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between City and Consultant. All prior written and oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.

30. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

31. Time is of the Essence. Time is of the essence for this Agreement.

32. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF SOUTH LAKE TAHOE:

By Devin Middlebrook (Apr 11, 2022 13:37 PDT)

Devin Middlebrook , Chair

CONSULTANT:

By Justin Chang (Apr 11, 2022 15:03 PDT)

Justin Chang, Principal-in-Charge

Business License # 012529

APPROVED AS TO FORM:

By Heather Stroud (Apr 11, 2022 13:33 PDT)

Apr 11, 2022

Heather Stroud , City Attorney

ATTEST:

Joanne McDonough, Assistant City Clerk

By For Susan Blankenship, Secretary

Apr 11, 2022

Attachments:

Exhibit A – Scope of Services
Exhibit B – Compensation Schedule
Exhibit C - Anti-Lobbying Certification

EXHIBIT A

SCOPE OF SERVICES

Exhibit A - Scope of Services

1. Kick-Off Meeting

Walker's approach to the project will begin with a kick-off meeting between Walker's key staff members and City of South Lake Tahoe staff and stakeholders. The meeting agenda will cover a review of the parking structure work items, goals and objectives of the city and stakeholders, issues that need to be addressed and a detailed presentation of Walker's workplan and schedule of activities.

Walker will identify any additional information required from the city including any additional documentation for the parking structure, contacts needed for access to enclosed spaces or for traffic controls or other assistance during the work.

This meeting will be scheduled to occur within 2 weeks of our authorization to proceed. Walker will document the discussions and include a list of action items and commitments resulting from the meeting.

2. Monthly Coordination Meetings

Our workplan will include monthly coordination meetings between Walker key personnel and city staff and invited stakeholders. These meetings will cover project work activity progress and a review of planned work for the next month. Tentative findings and potential solutions from our investigations will be presented and discussed. Issues and constraints will be discussed and proposed corrective measures will be identified.

Project schedule and budgets will be reviewed and any deviation from our baseline plan discussed. Timely review and monitoring of the project plan will help maintain overall milestone targets.

These can be in-person meetings located in South Lake Tahoe or conducted virtually via Go-to-Meeting, Microsoft Teams, Zoom or another networking application. Walker will prepare and maintain minutes of these meetings, actions items and commitments.

3. Parking Structure Condition Assessment

Walker will conduct a condition appraisal to assess the physical condition of the facility and to address all issues that have been previously identified or uncovered during the course of our work. Our condition appraisal will provide a "health report" on the condition of the structure. The report will confirm suspected problems or document known problems and provide budgeting information to allow the city to finance the identified repairs. The report findings and recommendations will form the basis for construction document preparation for subsequent competitive bidding.

Our objective is to perform an overall condition of the parking structure and provide an opinion of the probable cost for the necessary repairs, based on the observed conditions as well as our experience with parking structure conditions and repair costs. We have already performed a preliminary "walk-through" to verify our understanding of the condition and the requirements of the RFP. Our approach to this portion of the project is based on that understanding and our familiarity with the facility. Our assessment will focus on the following:

- Document the existing condition of the structure in representative areas.
- Recommend conceptual repairs (where required).
- Provide an opinion of the probable cost for the recommended conceptual repairs.

Scope of Services, continued

Based on this project understanding, we propose the following scope of services:

Task A – Initial Condition Appraisal

i. Review available drawings, specifications, and engineering/testing reports to familiarize ourselves with the type of construction and waterproofing systems and any previous repairs or modifications performed on the parking structure.

ii. Conduct a field evaluation of the parking structure to document the current physical condition of structural and waterproofing elements. This will include visual observations and limited non-destructive testing on various structural elements. Review nonstructural elements of the parking structure including but not limited to expansion joints, drainage and waterproofing systems, electrical systems, etc.

iii. Compile and review all field data that will assist us in determining the probable causes and effects of the documented deterioration.

iv. Identify potential structural or safety-related conditions, if any. The City will be notified immediately if any safety-related conditions are identified.

v. Identify and prioritize other repairs for the structure.

vi. Compile and analyze field evaluation data to generate repair recommendations and opinions of probable costs of construction.

vii. Prepare a draft written report with a summary of observations, including photographs depicting the areas noted in the report, findings, repair recommendations, and capital expense.

Depending on visual observation and initial findings during condition assessment, Walker may recommend additional invasive testing to determine the cause and extent of conditions observed. For this purpose, Walker may recommend exposing concrete steel reinforcement as well as obtaining material samples for strength characteristics and/or chemical content at selected locations. Any destructive testing that is proposed shall be approved by the City of South Lake Tahoe.

Task B – Construction Document Preparation

i. Prepare construction documents (CDs) outlining priority repairs based on our condition assessment report which will consist of drawings and specifications with sufficient details to obtain competitive pricing from qualified repair contractors.

Walker will also provide contract administrative and site observation services during the construction and repair program to monitor the contractor's performance of the repair program and protect the client's interests.

4. Evaluation of Circulation Pattern and Ingress/Egress

Walker will review the parking layouts and vehicular circulation within the garage to identify modifications that will reduce congestion and improve overall efficiency of the facility. Functional design options coupled with access and revenue control equipment will have the combined benefits of improved ingress/egress and revenue enhancement.

Scope of Services, continued

The design of the parking areas needs to consider customer convenience, safety, wayfinding, and characteristics of the users. Parking geometrics need to allow vehicles to easily maneuver through the parking structure. Sightlines, visibility, and adequate illumination within parking structures need to be maintained for safety, and wayfinding.

Peak hour parking traffic volumes over the course of the day, week and year need to be studied to properly size entry and exit plazas and circulation routes within parking areas. Traffic circulation routes to and through all parking areas will be evaluated to mitigate congestion yet maximize the efficiency of parking.

Walker will employ best practices in developing circulation options that can be objectively evaluated to help identify potential solutions with measurable benefits. These options will be presented to the city and stakeholders for selecting a preferred option for further development and incorporation into construction documents.

5. Electric Vehicle Charging Stations

Options for electric vehicle charging station installation will be compiled and presented. Options will include prospective vendor choices and features, costs, and infrastructure upgrades necessary to accommodate the additional electrical service loads. Options will be presented in a way that facilitates decisions for incorporating into the construction document package.

Upon concurrence from the City, Walker will prepare construction documents for the EVCS installation including parking layouts, required signage, and electrical engineering necessary to obtain a building permit. Walker will prepare 60% and 100% construction documents, including plans, specifications, and our engineer's opinion of probable cost for review by the city.

Walker will also present a matrix of options that could serve as potential state and federal grant opportunities to provide all or partial project funding. This includes a detailed review of each grant program, the likelihood of success, and an application response plan. Walker can provide grant writing services to lead the response to the grant solicitations as an additional service and has been successful in writing grant applications and receiving funding for California agencies from state and federal sources, including electrification infrastructure and has expertise in the landscape of grants available for potential funding.

6. Parking Access and Revenue Control System

Data Collection and Report Preparation

Walker will meet with the City to discuss and collect documentation regarding the current PARCS system and the requirements for a new PARCS system, including an occupancy counting system with a remote count sign and a traffic control sign.

This meeting will include an on-site assessment and further data gathering of the garage operations and the associated PARCS equipment. This visit will require the availability of City and/or parking operator personnel to interview in-person to collect information.

Walker will collect additional information from the City or the current PARCS vendor if necessary.

Walker will analyze all information collected in the Data Collection process, applying our knowledge of current best practices for PARCS systems that are appropriate for the City's garage. This task will also include reaching out

Scope of Services, continued

to potentially qualified new PARCS vendors to understand and evaluate their options.

Walker will prepare a Draft Report on the existing system as well as options for state-of-the-art new systems, including gateless systems and mobile payment Apps. The Draft Report will review at least three major systems, based on best practices, including hardware and software components, as well as the revenue collection and administration system. The Report will also evaluate future trends in Parking Management, Revenue Control systems, Payment Systems, and Equipment technologies to provide an assessment of best practices and how they could apply for the City's new system. After review and comment by the City, Walker will prepare a Final Report version. The Reports will follow the outline prescribed in the RFP.

Contract Specification and Procurement Document

Following approval of Walker's recommendations, Walker will prepare a Contract Specification and Procurement Document for a Best Value Procurement option for system procurement, installation, integration, testing, and acceptance of the new PARCS system including the occupancy counting system with a remote count sign and a traffic control sign. The Procurement Document will be written to comply with Construction Standards Institute (CSI) outlines and format. It will include at minimum Functional Requirements, Performance Requirements, Integration Requirements, Testing, Validation and Acceptance Requirements, and other details for successful bidding and procurement of a new PARCS system.

A draft version of the Contract Specification and Procurement Document will be provided for City review, and a final version will be produced based on the City's feedback.

7. Program Management and Project Delivery

Our project manager will be the primary contact with the city. The PM's responsibilities will include regular communication with city staff to ensure the consultant team is aware of decisions and direction on the project. The PM is responsible for coordinating the work on all tasks, providing necessary resources to accomplish the work, maintaining the budget and schedule, and compiling and assembling documentation including contracts, meeting notes, the construction document package, permitting and bidding materials and construction administration records.

We anticipate that the project delivery method for the construction phase will be design-bid-build using a conventional public bidding process to select the general contractor. Walker will assist the city with the solicitation and review of bids and including the pre-bid meeting, addenda and bid evaluation. During the construction phase, Walker will administer the construction contract, review contractor and supplier submittals, requests for information, change orders and testing agency reports.

Walker will make periodic visits to the project site to observe overall progress and quality of the work to support our review of the contractors' applications for payment. Upon completion of the construction, Walker will conduct a punchlist review of the work to verify completion and conformance with the contract documents.

EXHIBIT B

SCHEDULE OF CHARGES AND TIMELINE

BUDGET

Estimated fees (not to exceed)	**$187,230**
TOTAL (not to exceed)	**$187,230**

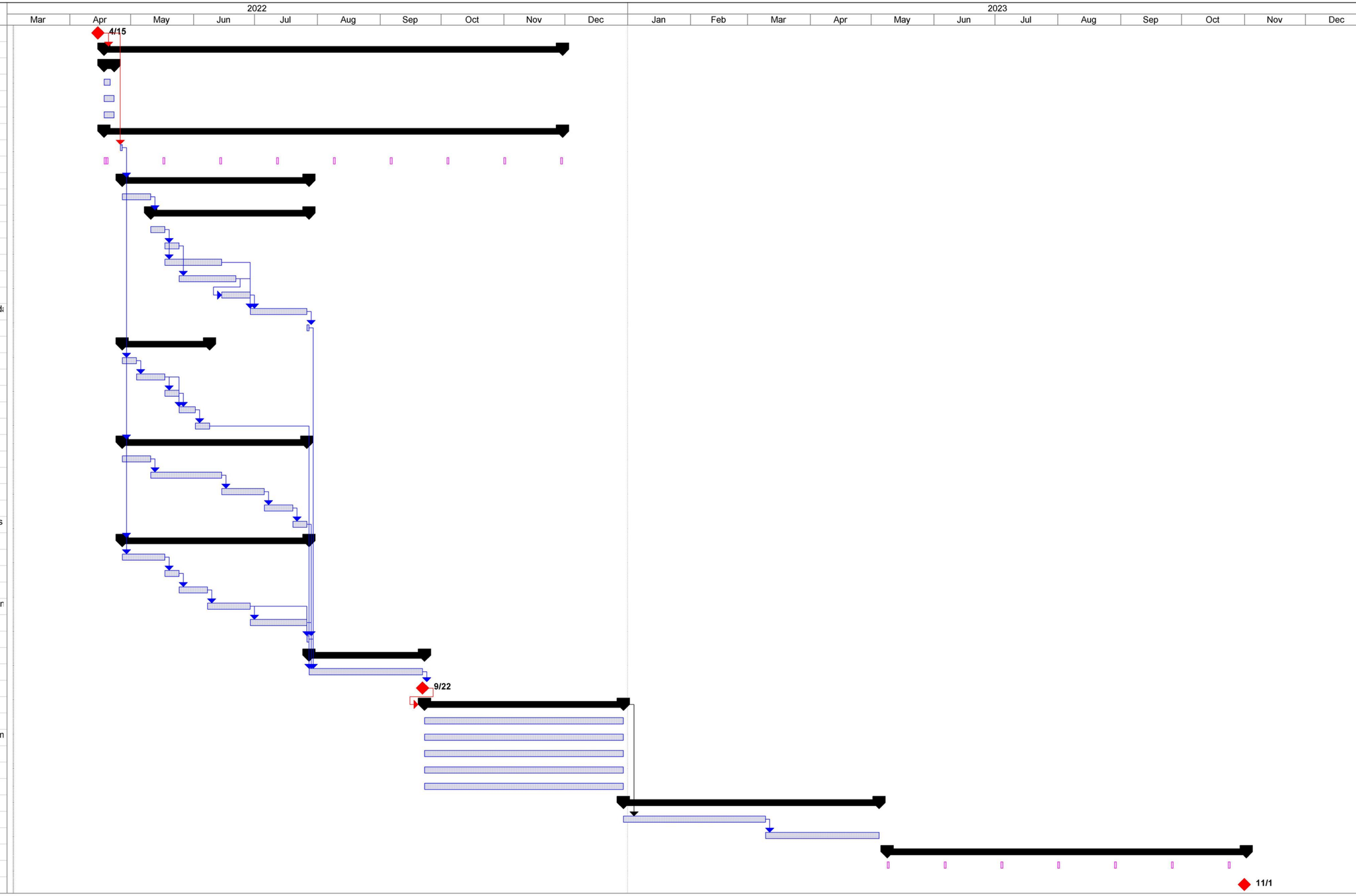
TIMELINE

Tasks	Total Proposed Budget	Walker Consultants							COMMENTS/ASSUMPTIONS
		Principal	Sr. Consultant or Sr. PM	Consultant or PM	Engineer/ Architect	Designer/ Technician	Analyst	*Subtotal*	
Hourly Rates		*$265*	*$255*	*$220*	*$190*	*$165*	*$180*		
1. Kick-Off Meeting	**$6,960**	**4**	**8**	**4**	**10**	**0**	**6**	***$6,960***	
1.1 Team Kick-Off		2		2			2	*$1,330*	
1.2 Meeting Preparation		2		2	2		4	*$2,070*	
1.3 Travel Time to/from SLT (8 hours round trip, 1 trip)			8		8			*$3,560*	
2. Monthly Coordination Meetings	**$15,740**	**8**	**36**	**0**	**12**	**0**	**12**	***$15,740***	
2.1 Meetings		4	4		4		4	*$3,560*	
2.2 Meeting Preparation		4	8		8		8	*$6,060*	
2.3 Travel Time to/from SLT (8 hours round trip, 3 of these meetings on-site with remainder by web conference)			24					*$6,120*	
3. Parking Condition Assessment Report	**$29,765**	**0**	**23**	**0**	**98**	**32**	**0**	***$29,765***	
3.1 Review Existing Plans/Documentation			1		2			*$635*	
3.2 Site visit including detailed quantification of conditions			8		16			*$5,080*	
3.3 Prepare Condition Assessment Report			4		24			*$5,580*	
3.4 Prepare Repair Drawings - CD			4		24	32		*$10,860*	
3.5 Prepare Repair Specification Manual -CD			4		20			*$4,820*	
3.6 Attend Pre-bid Meeting - CD					8			*$1,520*	
3.7 Review Contractors Biddings - CD			2		4			*$1,270*	
								$0	
4. Evaluation of Circulation Pattern and Ingress/Egress	**$13,210**	**6**	**0**	**12**	**16**	**36**	**0**	***$13,210***	
4.1 Review Existing Information		2		2	2			*$1,350*	
4.2 Site Visit and Data Collection					4	4		*$1,420*	
4.3 Analyze Data		2		2	2			*$1,350*	
4.4 Prepare Permitting Documents		2		8	8	32		*$9,090*	
5. Electric Vehicle Charging Stations	**$40,160**	**8**	**0**	**56**	**52**	**96**	**0**	***$40,160***	
5.1 Review Existing Information		2		4	4			*$2,170*	
5.2 Prepare EV Recommendations		2		16	16	16		*$9,730*	
5.3 Coordination Meetings with the City		2		4	8			*$2,930*	
5.4 Analyze EV Grant Funding Options				16				*$3,520*	Leading the grant response is an additional, optional service not included in the pricing at left, to be provided upon request from the City on an hourly basis not to exceed $10,000 in total.
5.5 Prepare EV Permitting Documentation		2		16	24	80		*$21,810*	
6. Parking Access and Revenue Control	**$34,530**	**0**	**116**	**0**	**0**	**30**	**0**	***$34,530***	
6.1 Discovery process of current system and new system requirements. Includes 1 on-site visit.			16					*$4,080*	
6.2 Analyze collected discovery information and contact potential vendors as needed.			20					*$5,100*	
6.3 Prepare Draft and Final Report on PARCS system, including basic concept drawings.			40			8		*$11,520*	
6.4 Prepare PARCS Contract Specification and Procurement Documents, including DD Drawings.			32			20		*$11,460*	
6.5 Review/revision work on above, based on City feedback.			8			2		*$2,370*	
7. Program Management and Project Delivery	**$30,365**	**8**	**75**	**0**	**48**	**0**	**0**	***$30,365***	
7.1 Project Management		4	35		16		0	*$13,025*	
7.2 Construction Administration		4	24		24			*$11,740*	
7.3 Round trip travel time for Construction Admin site visits (8 hours/trip, 2 trips by PM and 1 by Engineer)			16		8			*$5,600*	
TOTAL BUDGET	**$170,730**	**34**	**258**	**72**	**236**	**194**	**18**	***$170,730***	
Estimated Reimbursable Expenses - Billed at Below Cost + 15%	**$7,475**							***$6,500***	
Travel, Lodging & Meals - 10 site trips included	$5,000							*$5,000*	
Laboratory material testing	$1,500							*$1,500*	
	$178,205		**$258**		**$236**	**$194**	**$18**	***$177,230***	

Walker Consultants

WORKPLAN AND SCHEDULE

ID	Task Name
1	Notice to Proceed
2	**Project Management**
3	**Preparation & Administration**
4	Assemble Team
5	Contracts & Insurance Certs
6	Baseline Workplan & Budget
7	**Coordination Mtgs. w/ City**
8	Kick-Off Meeting
9	**Project Status Mtgs w/ City**
20	**Condition Assessment**
21	Compile & Review Background Material
22	**Develop Repair Recommendations**
23	Facility Survey & Mat'l Testing
24	Develop Repair Item List
25	Material Lab Testing
26	Repair Strategies & Logistics
27	Estimate Probable Costs
28	Prepare Preliminary Repair Recommenda
29	Review Recommendations w/ City
30	**Vehicle Circulation Studies**
31	Review Issues & Goals
32	Prepare Circulation Options
33	Perform Queuing and Congestion Studies
34	Prepare Option Summaries
35	Review Options w/ City
36	**Parking Access & Revenue Controls**
37	Review Existing System & Issues
38	Prepare Options for New System
39	Evaluate Pros/Cons & Costs
40	Prepare Summary Recommendation
41	Obtain City Concurrence w/ Recommenations
42	**Electric Vehicle Charging Systems**
43	Review Existing Electric Infrastructure
44	Perform EV Load Calcs.
45	Identify Req'd Infrastructure Upgrades
46	Prepare Recommended System Configuration
47	Prepare Funding Grant Recommendations
48	Review EV Recommendations w/ City
49	**City Review & Approval**
50	Staff & City Council Reviews
51	Final Recommendations Approval
52	**Construction Document Preparation**
53	Structure Restoration Documents
54	Parking Access & Revenue Control Equipmen
55	Circulation and Parking Layouts
56	Electric Vehicle Chargins Systems
57	Architectural Work, Materials & Finishes
58	**Plan Check & Bidding**
59	Plan Review and Permitting
60	Const. Contractor Bidding
61	**Construction Phase**
62	**OAC Jobsite Meetings**
70	Project Complete



Project: SO LAKE TAHOE PARKING STRUCTURE
Date: Fri 3/4/22

Task | Progress | Summary | External Tasks | Deadline
Split | Milestone | Project Summary | External Milestone

EXHIBIT C

ANTI-LOBBYING CERTIFICATION

Consultant shall submit to City this certification prior to or at the time of the execution of this Agreement.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty not less than $10,000 and no more than $100,000 for such failure.

The undersigned certifies, to the best of his or her knowledge or belief, that:

1. No federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; and

2. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instruction.

Consultant: Walker Consultants
Name: Justin Chang
Title: Principal-in-Charge

By: Justin Chang
Justin Chang (Apr 11, 2022 15:03 PDT)

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2. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instruction.

Consultant: Walker Consultants
Name: Justin Chang
Title: Principal-in-Charge

By: Justin Chang
Justin Chang (Apr 11, 2022 15:03 PDT)

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 4/8/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER

Professional Concepts Insurance Agency, Inc.
1127 South Old US Highway 23

Brighton MI 48114-9861

CONTACT NAME: certs@pciaonline.com
PHONE (A/C, No, Ext): (800)969-4041 FAX (A/C, No): (800)969-4081
E-MAIL ADDRESS: certs@pciaonline.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A: Travelers Indem. Co of America	25666
INSURER B: Travelers Indemnity Co. of CT	36170
INSURER C: Travelers Indemnity Co	25658
INSURER D: XL Specialty Ins. Co.	37885
INSURER E:	
INSURER F:	

INSURED

Walker Parking Consultants Engineers, Inc.
Walker Consultants
601 California Street, Suite 820
San Francisco CA 94108

COVERAGES **CERTIFICATE NUMBER:** 21-22 #33 **REVISION NUMBER:**

[illegible]

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	X	Y	6801J1254172147	05/23/2021	05/23/2022	[illegible]	1,000,000
	[illegible] X [illegible]						[illegible]	300,000
B	X Contractual Liability						[illegible]	5,000
	X X,C,U			6605N988754- FL			[illegible]	1,000,000
	[illegible]			6801J1669102147- CA			[illegible]	2,000,000
	[illegible] X [illegible]						[illegible]	2,000,000
	[illegible]							
C	AUTOMOBILE LIABILITY	X	Y	BA8R00910A21GRP	05/23/2021	05/23/2022	[illegible]	1,000,000
	X [illegible]						[illegible]	
	X [illegible] X [illegible]						[illegible]	
							[illegible]	
C	X UMBRELLA LIAB X [illegible]	X	Y	CUP1D3197442147	05/23/2021	05/23/2022	[illegible]	1,000,000
	EXCESS LIAB [illegible]						[illegible]	1,000,000
	[illegible] X [illegible] 10,000							
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N N (Mandatory in NH)	N/A	Y	UB5K3205582147	05/23/2021	05/23/2022	X [illegible]	
							[illegible]	1,000,000
							[illegible]	1,000,000
							[illegible]	1,000,000
D	Professional Liability			DPR9976004	05/23/2021	05/23/2022	[illegible]	1,000,000
							[illegible]	1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Walker Project #: 33-002350.00, City Parking Garage Access and Revenue Control System and Modification Project.
City of South Lake Tahoe its elected or appointed officers, officials, employees, agents and volunteers are are considered additional insured's with respects to general and auto liability coverages as long as required within a written contract. Waiver of subrogation in favor of certificate holder and additional insured's as long as required within a written contract. Coverage is primary and non-contributory as it applies to general liability, auto liability and umbrella. Umbrella policy follws form. 30 day written

CERTIFICATE HOLDER

anejad@cityofslt.us

City of South Lake Tahoe
Attn: Anush Nejad
1901 Airport Rd.
South Lake Tahoe, CA 96150

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Mike Cosgrove/SUNNY

Michael Cosgrove

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COMMENTS/REMARKS

notice provided to certificate holder and additional insured's for cancellation of coverages listed. 10 day notice for nonpayment of listed policies.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ARCHITECTS, ENGINEERS AND SURVEYORS COVERAGE XTEND ENDORSEMENT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

GENERAL DESCRIPTION OF COVERAGE This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to this Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Limitations and exclusions may apply to these coverages. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. Broadened Named Insured
B. Incidental Medical Malpractice
C. Reasonable Force Bodily Injury or Property Damage
D. Non-Owned Watercraft - Increased To Up To 75 feet
E. Aircraft Chartered With Crew
F. Damage To Premises Rented To You
G. Malicious Prosecution - Exception To Knowing Violation Of Rights Of Another Exclusion
H. Medical Payments - Increased Limit
I. Increased Supplementary Payments
J. Additional Insured - Owner, Manager Or Lessor Of Premises
K. Additional Insured - Lessor Of Leased Equipment
L. Additional Insured State Or Political Subdivisions - Permits Relating To Premises
M. Additional Insured State Or Political Subdivisions - Permits Relating To Operations
N. Who Is An Insured - Newly Acquired Or Formed Organizations
0. Knowledge And Notice Of Occurrence Or Offense
P. Unintentional Omission
Q. Waiver Of Transfer Of Rights Of Recovery Against Others To Us When Required By Written Contract
R. Amended Insured Contract Definition - Railroad Easement

PROVISIONS

A. BROADENED NAMED INSURED

1. The following is added to SECTION II - WHO IS AN INSURED:

   Any organization, other than a partnership or joint venture, over which you maintain ownership or majority interest on the effective date of the policy qualifies as a Named Insured. However, coverage for any such additional organization will cease as of the date during the policy period that you no longer maintain ownership of, or majority interest in, such organization.

B. INCIDENTAL MEDICAL MALPRACTICE

1. The following is added to the definition of "occurrence" in the DEFINITIONS Section:

   Unless you are in the business or occupation of providing professional health care services, "occurrence" also means an act or omission committed in providing or failing to provide first aid or "Good Samaritan services" to a person.

2. The following is added to the DEFINITIONS Section:

   "Good Samaritan services" means any emergency medical services for which no compensation is demanded or received.

3. The following is added to Paragraph 2.a.(1) of SECTION II - WHO IS AN INSURED:

   Unless you are in the business or occupation of providing professional health care services, Paragraphs (1)(a), (b), (c) and (d) above

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does not apply to any "bodily injury" arising out of any providing or failing to provide first aid or "Good Samaritan services" by any of your "employees", other than an employed doctor. Any such "employees" providing or failing to provide first aid or "Good Samaritan services" during their work hours for you will be deemed to be acting within the scope of their employment by you or performing duties related to the conduct of your business.

4. The following exclusion is added to Paragraph 2., Exclusions, of SECTION I - COVERAGES - COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY in COVERAGES:

   Sale of Pharmaceuticals

   "Bodily injury" or "property damage" arising out of the willful violation of a penal statute or ordinance relating to the sale of pharmaceuticals committed by, or with the knowledge or consent of, the insured.

5. The following is added to Paragraph 5. of SECTION III - LIMITS OF INSURANCE:

   For the purposes of determining the applicable Each Occurrence Limit, all related acts or omissions committed in the providing or failing to provide first aid or "Good Samaritan services" to any one person will be considered one "occurrence".

6. The following is added to Paragraph 4.b., Excess Insurance, of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

   This insurance is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to any of your "employees" for "bodily injury" that arises out of providing or failing to provide first aid or "Good Samaritan services" to any person to the extent not subject to Paragraph 2.a.(1) of Section II - Who Is An Insured.

C. REASONABLE FORCE - BODILY INJURY OR PROPERTY DAMAGE

   The following replaces Exclusion a., Expected Or Intended Injury, in Paragraph 2. of SECTION I - COVERAGES - COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY:

   a. Expected Or Intended Injury Or Damage

      "Bodily injury" or "property damage" expected or intended from the standpoint of the insured. This exclusion does not apply to "bodily injury" or "property damage" resulting from the use of reasonable force to protect anypeffionorproperty.

D. NON-OWNED WATERCRAFT - INCREASED TO UP TO 75 FEET

   1. The following replaces Paragraph (2) of Exclusion g., Aircraft, Auto Or Watercraft, in Paragraph 2. of SECTION I - COVERAGES - COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY:

      (2) A watercraft you do not own that is:

         (a) Less than 75 feet long; and

         (b) Not being used to carry any person or property for a charge;

   2. The following is added to Paragraph 2. of SECTION II - WHO IS AN INSURED:

      Any person or organization that, with your express or implied consent, either uses or is responsible for the use of a watercraft that you do not own that is:

      (a) Less than 75 feet long; and

      (b) Not being used to carry any person or property for a charge;

   3. The following is added to Paragraph 4.b., Excess Insurance, of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

      This insurance is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the insured for "bodily injury" that arises out of the use of a watercraft that you do not own that is:

      (a) Less than 75 feet long; and

      (b) Not being used to carry any person or property for a charge.

E. AIRCRAFT CHARTERED WITH CREW

   1. The following is added to Exclusion g., Aircraft, Auto Or Watercraft, in Paragraph 2. of SECTION I - COVERAGES - COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY in COVERAGES:

      This exclusion does not apply to an aircraft that is:

      (a) Chartered with crew to any insured;

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(b) Not owned by any insured; and

(c) Not being used to carry any person or property for a charge.

2. The following is added to Paragraph 4.b., Excess Insurance, of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

This insurance is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the insured for use of an aircraft that is:

(a) Chartered with crew to any insured;

(b) Not owned by any insured; and

(c) Not being used to carry any person or property for a charge.

F. DAMAGE TO PREMISES RENTED TO YOU

1. The following replaces the last paragraph of Paragraph 2., Exclusions, of SECTION I - COVERAGES - COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY in COVERAGES:

Exclusions c. through n. do not apply to damage to premises while rented to you, or temporarily occupied by you with permission of the owner, caused by:

a. Fire;

b. Explosion;

c. Lightning;

d. Smoke resulting from such fire, explosion, or lightning; or

e. Water.

A separate limit of insurance applies to such damage to premises as described in Paragraph 6. of Section III - Limits Of Insurance. This insurance does not apply to damage to premises while rented to you, or temporarily occupied by you with permission of the owner, caused by:

a. Rupture, bursting, or operation of pressure relief devices;

b. Rupture or bursting due to expansion or swelling of the contents of any building or structure, caused by or resulting from water; or

c. Explosion of steam boilers, steam pipes, steam engines, or steam turbines.

2. The following replaces Paragraph 6. of SECTION III - LIMITS OF INSURANCE:

Subject to 5. above, the Damage To Premises Rented To You Limit is the most we will pay under Coverage A for damages because of "property damage" to any one premises while rented to you, or temporarily occupied by you with permission of the owner, caused by fire; explosion; lightning; smoke resulting from such fire, explosion, or lightning; or water. The Damage To Premises Rented To You Limit will apply to all damage proximately caused by the same "occurrence", whether such damage results from: fire; explosion; lightning; smoke resulting from such fire, explosion, or lightning; or water; or any combination of any of these.

The Damage To Premises Rented To You Limit will be the higher of:

a. $1,000,000; or

b. The amount shown on the Declarations of this Coverage Part for Damage To Premises Rented To You Limit.

3. The following replaces Paragraph a. of the definition of "insured contract" in the DEFINITIONS Section:

a. A contract for a lease of premises. However, that portion of the contract for a lease of premises that indemnifies any person or organization for damage to premises while rented to you, or temporarily occupied by you with permission of the owner, caused by:

(1) Fire;

(2) Explosion;

(3) Lightning;

(4) Smoke resulting from such fire, explosion, or lightning; or

(5) Water,

is not an "insured contract";

4. The following replaces Paragraph 4.b.(1)(b) of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

(b) That is insurance for premises rented to you, or temporarily occupied by you with the permission of the owner;

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G. MALICIOUS PROSECUTION - EXCEPTION TO KNOWING VIOLATION OF RIGHTS OF ANOTHER EXCLUSION

The following is added to Exclusion a., Knowing Violation Of Rights Of Another, in Paragraph 2. of SECTION I - COVERAGES - COVERAGE B PERSONAL AND ADVERTISING INJURY LIABILITY:

This exclusion does not apply to "personal injury" caused by malicious prosecution.

H. MEDICAL PAYMENTS - INCREASED LIMIT

The following replaces Paragraph 7. of SECTION III - LIMITS OF INSURANCE:

7. Subject to 5. above, the Medical Expense Limit is the most we will pay under Coverage C. for all medical expenses because of "bodily injury" sustained by any one person, and will be the higher of:

(a) $10,000; or

(b) The amount shown on the Declarations of this Coverage Part for Medical Expense Limit.

I. INCREASED SUPPLEMENTARY PAYMENTS

1. The following replaces Paragraph 1.b. of SUPPLEMENTARY PAYMENTS COVERAGES A AND B of SECTION I - COVERAGES:

b. Up to $2,500 for cost of bail bonds required because of accidents or traffic law violations arising out of the use of any vehicle to which the Bodily Injury Liability Coverage applies. We do not have to furnish these bonds.

2. The following replaces Paragraph 1.d. of SUPPLEMENTARY PAYMENTS COVERAGES A AND B of SECTION I - COVERAGES:

d. All reasonable expenses incurred by the insured at our request to assist us in the investigation or defense of the claim or "suit", including actual loss of earnings up to $500 a day because of time off from work.

J. ADDITIONAL INSURED - OWNER, MANAGER OR LESSOR OF PREMISES

The following is added to SECTION II - WHO IS AN INSURED:

Any person or organization that is a premises owner, manager or lessor and that you have agreed in a written contract to name as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage", "personal injury" or "advertising injury" that:

a. Is "bodily injury" or "property damage" caused by an "occurrence" that takes place, or "personal injury" caused by an offense that is committed, after you have signed that contract; and

b. Arises out of the ownership, maintenance or use of that part of any premises leased to you under that written contract.

The insurance provided to such premises owner, manager or lessor is subject to the following provisions:

a. The limits of insurance provided to such premises owner, manager or lessor will be the limits which you agreed to provide in the written contract, or the limits shown on the Declarations of this Coverage Part, whichever are less.

b. The insurance provided to such premises owner, manager or lessor does not apply to:

(1) "Bodily injury" or "property damage" caused by an "occurrence" that takes place, or "personal injury" caused by an offense that is committed, after you cease to be a tenant in that premises; or

(2) Structural alterations, new construction or demolition operations performed by or on behalf of such premises owner, manager or lessor.

c. The insurance provided to such premises owner, manager or lessor is excess over any valid and collectible other insurance available to such premises owner, manager or lessor, unless you have agreed in a written contract for this insurance to apply on a primary or contributory basis.

K. ADDITIONAL INSURED - LESSOR OF LEASED EQUIPMENT

The following is added to SECTION 11 - WHO IS AN INSURED:

Any person or organization that is an equipment lessor and that you have agreed in a written contract to name as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage", "personal injury" or "advertising injury" that:

a. Is "bodily injury" or "property damage" caused by an "occurrence" that takes place, or "personal injury" caused by an offense that is

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committed, after you have signed that written contract; and

b. Is caused, in whole or in part, by acts or omlsslons of you or any person or organization performing operations on your behalf, in the maintenance, operation or use of equipment leased to you by such equipment lessor.

The insurance provided to such equipment lessor is subject to the following provisions:

a. The limits of insurance provided to such equipment lessor will be the limits which you agreed to provide in the written contract, or the limits shown on the Declarations of this Coverage Part, whichever are less; and

b. The insurance provided to such equipment lessor does not apply:

(1) To any "bodily injury" or "property damage" caused by an "occurrence" that takes place, or "personal injury" caused by an offense that is committed, after the equipment lease expires; or

(2) If the equipment is leased with an operator.

c. The insurance provided to such equipment lessor is excess over any valid and collectible other insurance available to such equipment lessor, unless you have agreed in a written contract for this insurance to apply on a primary or contributory basis.

L. ADDITIONAL INSURED STATE OR POLITICAL SUBDIVISIONS PERMITS RELATING TO PREMISES

The following is added to Paragraph 2. of SECTION II - WHO IS AN INSURED:

Any state or political subdivision that has issued a permit in connection with premises owned or occupied by, or rented or loaned to, you, is an insured, but only with respect to "bodily injury", "property damage", "personal injury" or "advertising injury" arising out of the existence, ownership, use, maintenance, repair, construction, erection or removal of advertising signs, awnings, canopies, cellar entrances, coal holes, driveways, manholes, marquees, hoist away openings, sidewalk vaults, elevators, street banners or decorations for which that state or political subdivision has issued such permit.

M. ADDITIONAL INSURED STATE OR POLITICAL SUBDIVISIONS PERMITS RELATING TO OPERATIONS

The following is added to Paragraph 2. of SECTION II - WHO IS AN INSURED:

Any state or political subdivision that has issued a permit with respect to operations performed by you or on your behalf is an insured, but only with respect to "bodily injury", "property damage", "personal injury" or "advertising injury" arising out of operations performed by you or on your behalf for which that state or political subdivision has issued such permit. However, no such state or political subdivision is an insured for:

(1) "Bodily injury", "property damage", "personal injury" or "advertising injury" arising out of operations performed for that state or political subdivision; or

(2) "Bodily injury" or "property damage" included within the "products - completed operations hazard".

N. WHO IS AN INSURED - NEWLY ACQUIRED OR FORMED ORGANIZATIONS

The following replaces Paragraph 4.a. of SECTION II - WHO IS AN INSURED:

a. Coverage under this provision is afforded only:

(1) Until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier, if you do not report such organization in writing to us within 180 days after you acquire or form it; or

(2) Until the end of the policy period, when that date is later than 180 days after you acquire or form such organizations, if you report such organization in writing to us within 180 days after you acquire or form it.

0. KNOWLEDGE AND NOTICE OF OCCURRENCE OR OFFENSE

The following is added to Paragraph 2., Duties In The Event of Occurrence, Offense, Claim Or Suit, of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

e. The following provisions apply to Paragraph a. above, but only for the purposes of the insurance provided under this Coverage Part to you or any insured listed in Paragraph 1. or 2. of Section II -Who Is An Insured:

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(1) Notice to us of such "occurrence" or of an offense must be given as soon as practicable only after the "occurrence" or offense is known to you (if you are an individual), any of your partners or members who is an individual (if you are a partnership or joint venture), any of your managers who is an individual (if you are a limited liability company), any of your trustees who is an individual (if you are a trust), any of your "executive officers" or directors (if you are an organization other than a partnership, joint venture, limited liability company or trust), or any "employee" (such as an insurance, loss control or risk manager or administrator) authorized by you to give notice of an "occurrence" or offense.

Knowledge by any other "employee" of an "occurrence" or offense does not imply that you also have such knowledge.

(2) If you are a partnership, joint venture, limited liability company or trust, and none of your partners, joint venture members, managers or trustees are individuals, notice to us of such "occurrence" or offense must be given as soon as practicable only after the "occurrence" or offense is known by:

(a) Any individual who is:

(i) A partner or member of any partnership or joint venture;

(ii) A manager of any limited liability company;

(iii) A trustee of any trust; or

(iv) An executive officer or director of any other organization;

that is your partner, joint venture member, manager or trustee; or

(b) Any "employee" authorized by such partnership, joint venture, limited liability company, trust or other organization to give notice of an "occurrence" or offense.

(3) Notice to us of such "occurrence" or offense will be deemed to be given as soon as practicable if it is given in good faith as soon as practicable to your workers' compensation, accident, or health insurer. This applies only if you subsequently give notice to us of the "occurrence" or offense as soon as practicable after any of the persons described in Paragraphs e. (1) or (2) above discovers that the "occurrence" or offense may result in sums to which the insurance provided under the Coverage Part may apply.

P. UNINTENTIONAL OMISSION

The following is added to Paragraph 6., Representations, of SECTION IV COMMERCIAL GENERAL LIABILITY CONDITIONS:

The unintentional omission of, or unintentional error in, any information provided by you which we relied upon in issuing this policy will not prejudice your rights under this insurance. However, this provision does not affect our right to collect additional premium or to exercise our rights of cancellation or nonrenewal in accordance with applicable insurance laws or regulations.

Q. WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US WHEN REQUIRED BY WRITTEN CONTRACT

The following is added to Paragraph 8., Transfer of Rights of Recovery Against Others to Us, of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

We waive any right of recovery we may have against any person or organization because of payments we make for injury or damage arising out of premises owned or occupied by or rented or loaned to you; ongoing operations performed by you or on your behalf, done under a written contract with that person or organization; "your work"; or "your products". We waive this right where you have agreed to do so as part of a written contract signed by you prior to loss.

R. AMENDED INSURED CONTRACT DEFINITION - RAILROAD EASEMENT

1. The following replaces Paragraph c. of the definition of "insured contract" in the DEFINITIONS Section:

c. Any easement or license agreement;

2. Paragraph f.(1) of the definition of "insured contract" in the DEFINITIONS Section is deleted.

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Walker Parking Consultants Engineers,
Inc. Policy#CUP1D3197442147
Policy Period: 5/23/2021-5/23/2022

UMBRELLA

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS

This endorsement modifies insurance provided under the following:

COMMERCIAL EXCESS LIABILITY (UMBRELLA) INSURANCE

The following is added to Paragraph 11., OUR RIGHT TO RECOVER FROM OTHERS., of SECTION IV – CONDITIONS.:

If the insured has agreed in a contract or agreement to waive that insured's right of recovery against any person or organization, we waive our right of recovery against such person or organization, but only for payments we make because of:

a. "Bodily injury" or "property damage" caused by an "occurrence" that takes place; or

b. "Personal injury" or "advertising injury" caused by an "offense" that is committed;

subsequent to the execution of the contract or agreement.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED (ARCHITECTS, ENGINEERS AND SURVEYORS)

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

1. The following is added to SECTION II - WHO IS AN INSURED:

   Any person or organization that you agree in a "written contract requiring insurance" to include as an additional insured on this Coverage Part, but:

   a. Only with respect to liability for "bodily injury", "property damage" or "personal injury"; and

   b. If, and only to the extent that, the injury or damage is caused by acts or omissions of you or your subcontractor in the performance of "your work" to which the "written contract requiring insurance" applies, or in connection with premises owned by or rented to you.

   The person or organization does not qualify as an additional insured:

   c. With respect to the independent acts or omissions of such person or organization; or

   d. For "bodily injury", "property damage" or "personal injury" for which such person or organization has assumed liability in a contract or agreement.

   The insurance provided to such additional insured is limited as follows:

   e. This insurance does not apply on any basis to any person or organization for which coverage as an additional insured specifically is added by another endorsement to this Coverage Part.

   f. This insurance does not apply to the rendering of or failure to render any "professional services".

   g. In the event that the Limits of Insurance ofthe Coverage Part shown in the Declarations exceed the limits of liability required by the "written contract requiring insurance", the insurance provided to the additional insured shall be limited to the limits of liability required by that "written contract requiring insurance". This endorsement does not increase the limits of insurance described in Section III - Limits Of Insurance.

   h. This insurance does not apply to "bodily injury" or "property damage" caused by "your work" and included in the "products-completed operations hazard" unless the "written contract requiring insurance" specifically requires you to provide such coverage for that additional insured, and then the insurance provided to the additional insured applies only to such "bodily injury" or "property damage" that occurs before the end of the period of time for which the "written contract requiring insurance" requires you to provide such coverage or the end of the policy period, whichever is earlier.

2. The following is added to Paragraph 4.a. of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

   The insurance provided to the additional insured is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the additional insured for a loss we cover. However, if you specifically agree in the "written contract requiring insurance" that this insurance provided to the additional insured under this Coverage Part must apply on a primary basis or a primary and non-contributory basis, this insurance is primary to other insurance available to the additional insured which covers that person or organizations as a named insured for such loss, and we will not share with the other insurance, provided that:

   (1) The "bodily injury" or "property damage" for which coverage is sought occurs; and

   (2) The "personal injury" for which coverage is sought arises out of an offense committed;

   after you have signed that "written contract requiring insurance". But this insurance provided to the additional insured still is excess over valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the additional insured when that person or organization is an additional insured under any other insurance.

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3. The following is added to Paragraph 8., Transfer Of Rights Of Recovery Against others To Us, of SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS:

   We waive any right of recovery we may have against any person or organization because of payments we make for "bodily injury", "property damage" or "personal injury" arising out of "your work" performed by you, or on your behalf, done under a "written contract requiring insurance" with that person or organization. We waive this right only where you have agreed to do so as part of the "written contract requiring insurance" with such person or organization signed by you before, and in effect when, the "bodily injury" or "property damage" occurs, or the "personal injury" offense is committed.

4. The following definition is added to the DEFINITIONS Section:

   "Written contract requiring insurance" means that part of any written contract under which you are required to include a person or organization as an additional insured on this Coverage Part, provided that the "bodily injury" and "property damage" occurs and the "personal injury" is caused by an offense committed:

   a. After you have signed that written contract;
   b. While that part of the written contract is in effect; and
   c. Before the end of the policy period.

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Walker Parking Consultants Engineers,
Inc. Policy#CUP1D3197442147
Policy Period: 5/23/2021-5/23/2022

UMBRELLA

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

AMENDMENT OF WHO IS AN INSURED

This endorsement modifies insurance provided under the following:

COMMERCIAL EXCESS LIABILITY (UMBRELLA) INSURANCE

Paragraph 2.f. of SECTION II – WHO IS AN INSURED is deleted and replaced by the following:

f. Any other person or organization insured under any policy of the "underlying insurance" listed in the SCHEDULE OF UNDERLYING INSURANCE of the DECLARATIONS of this insurance. This insurance is subject to all the provisions and limitations upon coverage under such policy of "underlying insurance", and, the limits of insurance afforded to such person or organization will be:

(i) The difference between the "underlying insurance" limits and the minimum limits of insurance which you agreed to provide; or

(ii) The limits of insurance of this policy

whichever is less.

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TRAVELERS

ONE TOWER SQUARE
HARTFORD CT 06183

WORKERS COMPENSATION
AND
EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 00 03 13 (00) - 001

Policy: UB5K3205582147

WAIVER OF OUR RIGHT TORECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit any one not named in the Schedule.

SCHEDULE

DESIGNATED PERSON:

DESIGNATED ORGANIZATION:

ANY PERSON OR ORGANIZATION FOR WHICH THE INSURED HAS AGREED BY WRITTEN CONTRACT EXECUTED PRIOR TO LOSS TO FURNISH THIS WAIVER.

DATE OF ISSUE: 04-8-2022 ST ASSIGN:

Walker Parking Consultants Engineers.
Inc. Policy#BA8 R00910A21GRP
Policy Period: □2□202□-0□2□2022

COMMERCIAL AUTO

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED – PRIMARY AND NON-CONTRIBUTORY WITH OTHER INSURANCE

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

PROVISIONS

1. The following is added to Paragraph A.1.c., Who Is An Insured, of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

   Any person or organization who is required under a written contract or agreement between you and that person or organization, that is signed and executed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to be named as an additional insured is an "insured" for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in SECTION II.

2. The following is added to Paragraph B.5., Other Insurance of SECTION IV – BUSINESS AUTO CONDITIONS:

   Regardless of the provisions of paragraph a. and paragraph d. of this part 5. Other Insurance, this insurance is primary to and non-contributory with applicable other insurance under which an additional insured person or organization is the first named insured when the written contract or agreement between you and that person or organization, that is signed and executed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, requires this insurance to be primary and non-contributory.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BUSINESS AUTO EXTENSION ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

GENERAL DESCRIPTION OF COVERAGE This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to the Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Limitations and exclusions may apply to these coverages. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. BROAD FORM NAMED INSURED
B. BLANKET ADDITIONAL INSURED
C. EMPLOYEE HIRED AUTO
D. EMPLOYEES AS INSURED
E. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS
F. HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS
G. WAIVER OF DEDUCTIBLE – GLASS
H. HIRED AUTO PHYSICAL DAMAGE LOSS OF USE – INCREASED LIMIT
I. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT
J. PERSONAL PROPERTY
K. AIRBAGS
L. NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS
M. BLANKET WAIVER OF SUBROGATION
N. UNINTENTIONAL ERRORS OR OMISSIONS

PROVISIONS

A. BROAD FORM NAMED INSURED

The following is added to Paragraph A.1., Who Is An Insured, of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

Any organization you newly acquire or form during the policy period over which you maintain 50% or more ownership interest and that is not separately insured for Business Auto Coverage. Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier.

B. BLANKET ADDITIONAL INSURED

The following is added to Paragraph c. in A.1., Who Is An Insured, of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

Any person or organization who is required under a written contract or agreement between you and that person or organization, that is signed and executed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to be named as an additional insured is an "insured" for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Section II.

C. EMPLOYEE HIRED AUTO

1. The following is added to Paragraph A.1., Who Is An Insured, of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

   An "employee" of yours is an "insured" while operating an "auto" hired or rented under a contract or agreement in an "employee's" name, with your permission, while performing duties related to the conduct of your business.

2. The following replaces Paragraph b. in B.5., Other Insurance, of SECTION IV – BUSINESS AUTO CONDITIONS:

   b. For Hired Auto Physical Damage Coverage, the following are deemed to be covered "autos" you own:

      (1) Any covered "auto" you lease, hire, rent or borrow; and

      (2) Any covered "auto" hired or rented by your "employee" under a contract in an "employee's" name, with your

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permission, while performing duties related to the conduct of your business.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

D. EMPLOYEES AS INSURED

The following is added to Paragraph A.1., Who Is An Insured, of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

E. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS

1. The following replaces Paragraph A.2.a.(2), of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

   (2) Up to $3,000 for cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

2. The following replaces Paragraph A.2.a.(4), of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

   (4) All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to $500 a day because of time off from work.

F. HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS

The following replaces Subparagraph (5) in Paragraph B.7., Policy Period, Coverage Territory, of SECTION IV – BUSINESS AUTO CONDITIONS:

(5) Anywhere in the world, except any country or jurisdiction while any trade sanction, embargo, or similar regulation imposed by the United States of America applies to and prohibits the transaction of business with or within such country or jurisdiction, for Covered Autos Liability Coverage for any covered "auto" that you lease, hire, rent or borrow without a driver for a period of 30 days or less and that is not an "auto" you lease, hire, rent or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company) or members of their households.

(a) With respect to any claim made or "suit" brought outside the United States of America, the territories and possessions of the United States of America, Puerto Rico and Canada:

   (i) You must arrange to defend the "insured" against, and investigate or settle any such claim or "suit" and keep us advised of all proceedings and actions.

   (ii) Neither you nor any other involved "insured" will make any settlement without our consent.

   (iii) We may, at our discretion, participate in defending the "insured" against, or in the settlement of, any claim or "suit".

   (iv) We will reimburse the "insured" for sums that the "insured" legally must pay as damages because of "bodily injury" or "property damage" to which this insurance applies, that the "insured" pays with our consent, but only up to the limit described in Paragraph C., Limits Of Insurance, of SECTION II – COVERED AUTOS LIABILITY COVERAGE.

   (v) We will reimburse the "insured" for the reasonable expenses incurred with our consent for your investigation of such claims and your defense of the "insured" against any such "suit", but only up to and included within the limit described in Paragraph C., Limits Of Insurance, of SECTION II – COVERED AUTOS LIABILITY COVERAGE, and not in addition to such limit. Our duty to make such payments ends when we have used up the applicable limit of insurance in payments for damages, settlements or defense expenses.

(b) This insurance is excess over any valid and collectible other insurance available to the "insured" whether primary, excess, contingent or on any other basis.

(c) This insurance is not a substitute for required or compulsory insurance in any country outside the United States, its territories and possessions, Puerto Rico and Canada.

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You agree to maintain all required or compulsory insurance in any such country up to the minimum limits required by local law. Your failure to comply with compulsory insurance requirements will not invalidate the coverage afforded by this policy, but we will only be liable to the same extent we would have been liable had you complied with the compulsory insurance requirements.

(d) It is understood that we are not an admitted or authorized insurer outside the United States of America, its territories and possessions, Puerto Rico and Canada. We assume no responsibility for the furnishing of certificates of insurance, or for compliance in any way with the laws of other countries relating to insurance.

G. WAIVER OF DEDUCTIBLE – GLASS

The following is added to Paragraph D., Deductible, of SECTION III – PHYSICAL DAMAGE COVERAGE:

No deductible for a covered "auto" will apply to glass damage if the glass is repaired rather than replaced.

H. HIRED AUTO PHYSICAL DAMAGE – LOSS OF USE – INCREASED LIMIT

The following replaces the last sentence of Paragraph A.4.b., Loss Of Use Expenses, of SECTION III – PHYSICAL DAMAGE COVERAGE:

However, the most we will pay for any expenses for loss of use is $65 per day, to a maximum of $750 for any one "accident".

I. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT

The following replaces the first sentence in Paragraph A.4.a., Transportation Expenses, of SECTION III – PHYSICAL DAMAGE COVERAGE:

We will pay up to $50 per day to a maximum of $1,500 for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type.

J. PERSONAL PROPERTY

The following is added to Paragraph A.4., Coverage Extensions, of SECTION III – PHYSICAL DAMAGE COVERAGE:

Personal Property

We will pay up to $400 for "loss" to wearing apparel and other personal property which is:

(1) Owned by an "insured"; and

(2) In or on your covered "auto".

This coverage applies only in the event of a total theft of your covered "auto".

No deductibles apply to this Personal Property coverage.

K. AIRBAGS

The following is added to Paragraph B.3., Exclusions, of SECTION III – PHYSICAL DAMAGE COVERAGE:

Exclusion 3.a. does not apply to "loss" to one or more airbags in a covered "auto" you own that inflate due to a cause other than a cause of "loss" set forth in Paragraphs A.1.b. and A.1.c., but only:

a. If that "auto" is a covered "auto" for Comprehensive Coverage under this policy;

b. The airbags are not covered under any warranty; and

c. The airbags were not intentionally inflated.

We will pay up to a maximum of $1,000 for any one "loss".

L. NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS

The following is added to Paragraph A.2.a., of SECTION IV – BUSINESS AUTO CONDITIONS:

Your duty to give us or our authorized representative prompt notice of the "accident" or "loss" applies only when the "accident" or "loss" is known to:

(a) You (if you are an individual);

(b) A partner (if you are a partnership);

(c) A member (if you are a limited liability company);

(d) An executive officer, director or insurance manager (if you are a corporation or other organization); or

(e) Any "employee" authorized by you to give notice of the "accident" or "loss".

M. BLANKET WAIVER OF SUBROGATION

The following replaces Paragraph A.5., Transfer Of Rights Of Recovery Against Others To Us, of SECTION IV – BUSINESS AUTO CONDITIONS:

5. Transfer Of Rights Of Recovery Against Others To Us

We waive any right of recovery we may have against any person or organization to the extent required of you by a written contract signed and executed prior to any "accident" or "loss", provided that the "accident" or "loss" arises out of operations contemplated by

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such contract. The waiver applies only to the person or organization designated in such contract.

N. UNINTENTIONAL ERRORS OR OMISSIONS

The following is added to Paragraph B.2., Concealment, Misrepresentation, Or Fraud, of SECTION IV – BUSINESS AUTO CONDITIONS:

The unintentional omission of, or unintentional error in, any information given by you shall not prejudice your rights under this insurance. However this provision does not affect our right to collect additional premium or exercise our right of cancellation or non-renewal.

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C-047-2022 Walker Consultants

Final Audit Report 2022-04-11

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Agreement completed.

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City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 11

Agenda Item: Termination of Local Emergency Due to COVID-19

Executive Summary: On March 19, 2020, the Director of Emergency Services issued a proclamation of local emergency in South Lake Tahoe due to COVID-19, which was ratified by City Council in an emergency meeting on March 20, 2020. Under the California Emergency Services Act, the City Council is required to proclaim the termination of a local emergency "at the earliest possible date that conditions warrant." Given the significantly reduced public threat from COVID-19, staff recommends that City Council terminate the local emergency at this time.

Requested Action / Suggested Motions: Pass a Resolution proclaiming the termination of the local emergency due to COVID-19.
Responsible Staff Member: Heather Stroud, City Attorney

Responsible Staff Member: Heather Stroud, City Attorney (530) 543-6046

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance

Attachments:

01-Staff Report Terminating Local Emergency.docx
02-Resolution Terminating Local Emergency.docx
03-Reso. No. 2020-026 Ratifying Proclamation of Local Emergency.pdf
04-Emergency Order No. 6 - Cannabis Curbside Pickup.pdf
05-Urgency Ord. No 2020-1144.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Termination of Local Emergency Due to COVID-19

Location: Citywide

Responsible Staff Member: **Heather Stroud, City Attorney** (530) 542-6046

Background:
On March 19, 2020, the Interim City Manager, acting as the Director of Emergency Services, issued a proclamation of local emergency in South Lake Tahoe due to COVID-19. In an emergency meeting held on March 20, 2020, the City Council ratified the proclamation of local emergency by adopting Resolution No. 2020-026.

During the course of this local emergency, the Director of Emergency Services issued six emergency orders which were ratified by City Council pursuant to the City's emergency powers under South Lake Tahoe City Code chapter 1.15 and Article 14 of the California Emergency Services Act, Government Code sections 8630-8634, some of which have been terminated or rescinded:

1. Order No. 1 Regarding Administrative Fines for Violation of State and El Dorado County Stay at Home Orders (issued Mar. 27, 2020, amended on May 14, 2020, and rescinded Jun. 9, 2020);
2. Order No. 2 Regarding Deferred Payment of Business License Fees for Businesses Deemed "Non-Essential" by State and El Dorado County Stay at Home Orders (issued Apr. 30, 2020, amended July 21, 2020);
3. Order No. 3 Regarding Moratorium on Residential Evictions (Jun. 1, 2020);
4. Order No. 4 Regarding Modified Fee Schedule for Shared Mobility Devices (Jun. 11, 2020);
5. Order No. 5 Regarding Administrative Citations for Violations of State Guidance for Use of Face Coverings (issued Aug. 19, 2020, amended Nov. 17, 2020, and terminated Jun. 15, 2021);
6. Order No. 6 Regarding Curbside Pickup at Cannabis Retailers (Dec. 16, 2020).

Of the emergency orders that have not been terminated or rescinded, all of them except Order No. 6 have expired by their own terms because the applicable dates within the orders have passed. The California Department of Cannabis Control is undertaking a rulemaking to amend 4 Cal. Code Regs. sections 15025 and 15402 to permanently allow curbside pickup at cannabis retailers that is expected to be finalized later this year.

On May 28, 2020, City Council adopted Urgency Ordinance No. 2020-1144 pursuant to its authority under California Government Code section 36937(b), to temporarily relax certain regulations

regarding temporary signage, building permit fees, and outdoor restaurant seating to remain in effect for the duration of the local emergency.

Issue and Discussion:
Consistent with the California Emergency Services Act, an “emergency” is defined in South Lake Tahoe City Code section 1.15.020 as:

> the actual or threatened existence of conditions of disaster or extreme peril to the safety of persons and property within this city caused by such conditions as air pollution, fire, flood, storm, epidemic, riot, avalanche, or earthquake, or other conditions, including conditions resulting from war or imminent threat of war, but other than conditions resulting from a labor controversy, which conditions are or are likely to be beyond the control of the services, personnel, equipment, and facilities of the city, requiring the combined forces of other political subdivisions to combat.

Government Code section 8630(d) requires the City Council to proclaim the termination of the local emergency “at the earliest possible date that conditions warrant.” The reduced public threat from COVID-19 has resulted in the termination or relaxation of federal and state public health orders and guidelines for social distancing and masking, effective vaccines are now widely available, and case rates and severity have dropped significantly in 2022. Accordingly, impacts on local businesses have also eased significantly, reducing the need for special temporary measures to accommodate public health guidance for social distancing. Staff recommends that City Council proclaim the termination of the local emergency due to COVID-19 at this time.

Financial Implications:
Terminating the local emergency due to COVID-19 is not expected to have any meaningful financial impacts.

Environmental Considerations:
This action is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(5) (organizational or administrative activities of government that will not result in a potentially significant physical impact on the environment.

Policy Implications:
Staff will focus on education and outreach to any businesses affected by the termination of the local emergency and resulting termination of Emergency Order No. 6 and the Urgency Ordinance prior to initiating enforcement.

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

Proclaiming the Termination of the Local Emergency Due to COVID-19

BACKGROUND

A. On March 19, 2020, the Director of Emergency Services issued a proclamation of local emergency in the City of South Lake Tahoe due to COVID-19.

B. In an emergency meeting held on March 20, 2020, the City Council ratified the proclamation of local emergency issued by the Director of Emergency Services by adopting Resolution No. 2020-026.

C. During the course of this local emergency, the Director of Emergency Services issued six emergency orders which were ratified by City Council pursuant to the City's emergency powers under South Lake Tahoe City Code chapter 1.15 and Article 14 of the California Emergency Services Act, Government Code sections 8630-8634, some of which have been terminated or rescinded: (1) Order No. 1 Regarding Administrative Fines for Violation of State and El Dorado County Stay at Home Orders (issued Mar. 27, 2020, amended on May 14, 2020, and rescinded Jun. 9, 2020); (2) Order No. 2 Regarding Deferred Payment of Business License Fees for Businesses Deemed "Non-Essential" by State and El Dorado County Stay at Home Orders (issued Apr. 30, 2020, amended July 21, 2020); (3) Order No. 3 Regarding Moratorium on Residential Evictions (Jun. 1, 2020); (4) Order No. 4 Regarding Modified Fee Schedule for Shared Mobility Devices (Jun. 11, 2020); (5) Order No. 5 Regarding Administrative Citations for Violations of State Guidance for Use of Face Coverings (issued Aug. 19, 2020, amended Nov. 17, 2020, and terminated Jun. 15, 2021); (6) Order No. 6 Regarding Curbside Pickup at Cannabis Retailers (Dec. 16, 2020).

D. Of the emergency orders that have not been terminated or rescinded, all of them except Order No. 6 have expired by their own terms because the applicable dates within the orders have passed. The California Department of Cannabis Control is undertaking a rulemaking to amend 4 Cal. Code Regs. sections 15025 and 15402 to permanently allow curbside pickup at cannabis retailers that is expected to be finalized later this year.

E. On May 28, 2020, City Council adopted Urgency Ordinance No. 2020-1144 pursuant to its authority under California Government Code section 36937(b), to temporarily relax certain regulations regarding temporary signage, building permit fees, and outdoor restaurant seating to remain in effect for the duration of the local emergency.

F. The City Council has reviewed the need to continue the existence of the local emergency and finds that the local emergency does not continue to exist under Section 1.15.020 of the South Lake Tahoe City Code and Section 8558(c) of the California Government Code because the threat of COVID-19 to the public has greatly diminished.

G. The City Council also finds that it is appropriate for the remaining Order No. 6 and Ordinance No. 2020-1144 to expire upon adoption of this resolution, as the reduced public health threat from COVID-19 means that social distancing requirements are no longer impacting local business operations.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

Proclaims the termination of the local emergency due to COVID-19.

Adopted by the City of South Lake Tahoe City Council on October November 1, 2022, by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____

Devin Middlebrook, Mayor

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

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Resolution 2020-026

Adopted by the City of South Lake Tahoe
City Council

March 20, 2020

Ratifying the Proclamation of Emergency Due to COVID-19

BACKGROUND

A. Under Section 1.15.030(C) of the South Lake Tahoe City Code, the Director of Emergency Services is empowered to issue a proclamation of local emergency if the City Council is not in session, to be ratified by the City Council within seven days thereafter.

B. On March 4, 2020, the Governor of California proclaimed a state of emergency to exist in California as a result of the threat of COVID-19.

C. On March 11, 2020, the World Health Organization declared COVID-19 to be a pandemic.

D. On March 13, 2020, the President of the United States declared a national emergency in response to COVID-19.

E. On March 17, 2020, the El Dorado County Board of Supervisors ratified a declaration of a local public health emergency under California Health & Safety Code section 101080 and a declaration of county-wide local emergency under California Government Code section 8630, both in response to COVID-19.

F. On March 19, 2020, the Director of Emergency Services issued a proclamation of local emergency in the City of South Lake Tahoe due to COVID-19.

G. On March 19, 2020, the El Dorado County Public Health Officer issued a directive restricting activities in response to the COVID-19 outbreak that directs all individuals living in El Dorado County, including the City of South Lake Tahoe, remain at their place of residence to the fullest extent possible except to provide or receive essential services or engage in essential activities and work. This directive is effective from 11:59 p.m. on Friday March 20, 2020, to 11:59 p.m. on April 16, 2020.

H. On March 19, 2020, the Governor of California issued Executive Order N-33-20 ordering all individuals living in the State of California to stay home or at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors, to go into effect immediately and stay in effect until further notice.

I. The rapid spread of COVID-19, and the measures needed to mitigate it, threaten to impair City government operation and delivery of essential services should employees be exposed, and may necessitate that the City request mutual aid under the California Emergency Services Act.

J. COVID-19 is causing a world-wide economic slowdown that will fiscally impact the City. The City anticipates substantial revenue loss from transient occupancy tax, sales tax, business license tax, recreation user fees, and other sources of revenue because of declining economic activity. The City also anticipates that its residents and local businesses may need economic assistance and services to mitigate the impacts from COVID-19 that exceed the capacity of City resources.

K. Many residents of South Lake Tahoe are tenants who work in the tourism and service industries and have experienced sudden income loss, and further income impacts are anticipated. The loss of wages caused by the effects of COVID-19 may impact tenants' ability to pay rent when due, leaving tenants vulnerable to eviction.

L. During this local emergency, and in the interest of protecting the public health and preventing the spread of COVID-19, it is essential to avoid unnecessary housing displacement, to protect the City's affordable housing stock, and to prevent housed individuals from becoming homeless. Preventing evictions on a temporary basis is needed until the spread of the virus can be minimized.

M. While there are no confirmed cases of COVID-19 within South Lake Tahoe or El Dorado County, the conditions of the COVID-19 pandemic threaten a condition of disaster or extreme peril to the safety of persons and property within the City, which are conditions likely to be beyond the control of the services, personnel, equipment, and facilities of the City, requiring the combined forces of other political subdivisions to combat.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Ratifies the Proclamation of Local Emergency Due to COVID-19, as issued by the Director of Emergency Services on March 19, 2020, attached hereto as Exhibit A.

2. Has reviewed the need for continuing the proclamation of local emergency and finds that current circumstances warrant continuance of the proclamation of local emergency related to COVID-19.

3. Deems the local emergency to continue to exist until terminated by the City Council.

4. Directs South Lake Tahoe residents, visitors and local businesses to comply with Executive Order N-33-20 and the El Dorado County Public Health Official's directive dated March 20, 2020.

5. Finds that because Executive Order N-33-20 and the El Dorado County Public Health Official's directive dated March 20, 2020, requires governmental agencies to cease non-essential operations at physical locations, the City may be unable to timely respond to request for public records, or meet other deadlines, including those under the Permit Streamlining Act. The City considers any such deadlines to be tolled during the period in which non-essential operations at physical locations are required to be suspended.

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6. Directs the Director of Emergency Services to report to City Council at least every 60 days until terminated by the City Council as required by California Government Code section 8630.

Adopted by the City of South Lake Tahoe City Council on March 20, 2020 by the following vote:

Yes: Bass, Collin, Laine, Middlebrook and Wallace

DocuSigned by:

3679671408A34A2...

Date: 3/20/2020

Jason Collin, Mayor

Attest:

DocuSigned by:

2D6FDBDD39A94AF...

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

Proclamation of Local Emergency Due to COVID-19

By the Director of Emergency Services

March 19, 2020

BACKGROUND

A. Under Section 1.15.030(C) of the South Lake Tahoe City Code, the Director of Emergency Services is empowered to issue a proclamation of local emergency if the City Council is not in session, to be ratified by the City Council within seven days thereafter.

B. On March 4, 2020, the Governor of California proclaimed a state of emergency to exist in California as a result of the threat of COVID-19.

C. On March 11, 2020, the World Health Organization declared COVID-19 to be a pandemic.

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F. The rapid spread of COVID-19, and the measures needed to mitigate it, threaten to impair City government operation and delivery of essential services should employees be exposed, and may necessitate that the City request mutual aid under the California Emergency Services Act.

G. COVID-19 is causing a world-wide economic slowdown that will fiscally impact the City. The City anticipates substantial revenue loss from transient occupancy tax, sales tax, business license tax, recreation user fees, and other sources of revenue because of declining economic activity. The City also anticipates that its residents and local businesses may need economic assistance and services to mitigate the impacts from COVID-19 that exceed the capacity of City resources.

H. Many residents of South Lake Tahoe are tenants who work in the tourism and service industries and have experienced sudden income loss, and further income impacts are anticipated. The loss of wages caused by the effects of COVID-19 may impact tenants' ability to pay rent when due, leaving tenants vulnerable to eviction.

I. During this local emergency, and in the interest of protecting the public health and preventing the spread of COVID-19, it is essential to avoid unnecessary housing displacement, to protect the City's affordable housing stock, and to prevent housed individuals from becoming homeless. Preventing evictions on a temporary basis is needed until the spread of the virus can be minimized.

J. While there are no confirmed cases of COVID-19 within South Lake Tahoe or El Dorado County, the conditions of the COVID-19 pandemic threaten a condition of disaster or extreme peril to the safety of persons and property within the City, which are conditions likely to be beyond the control of the services, personnel, equipment, and facilities of the City, requiring the combined forces of other political subdivisions to combat.

K. The City Council is not now in session and cannot immediately be called into session.

NOW THEREFORE, IT IS HEREBY PROCLAIMED THAT

1. I find that the conditions in Section 1.15.020 of the South Lake Tahoe City Code and Section 8558(c) of the California Government Code, relating to the proclamation of a local emergency are met, and that a local emergency now exists throughout the City of South Lake Tahoe.

2. During the existence of this local emergency, the powers, functions, and duties of the Director of Emergency Services shall be those prescribed by state law ordinances, and resolutions of the City of South Lake Tahoe, as well as the City of South Lake Tahoe's Emergency Operations Plan.

3. The Director of Emergency Services is authorized to obtain any and all assistance from local, county, state, and federal agencies, including but not limited to aid and assistance pursuant to the California Disaster Assistance Act.

4. The Director of Emergency Services may authorize emergency purchases under Section 3.45.070 of the South Lake Tahoe City Code as needed to address this local emergency.

5. The Director of Emergency Services may modify personnel policies to facilitate City employees working remotely, or for employees whose duties cannot be performed remotely, taking paid and unpaid time off, as needed to address this local emergency and maintain essential City services.

6. Pursuant to the authority granted in the Governor's Executive Order N-28-20, a moratorium on residential evictions based on the nonpayment of rent arising out of a documented substantial decrease in household income caused by layoffs or a reduction in the number of compensable hours of work, or documented substantial out-of-pocket medical expenses, documented to be caused by the COVID-19 pandemic or by any government response to COVID-19, is hereby enacted to be in effect through the period of local emergency declared in response to COVID-19, but ending no later than May 31, 2020. No landlord shall endeavor to evict a tenant for nonpayment of rent if the tenant demonstrates that the inability to pay rent is due to COVID-19 or government response to COVID-19, and where the tenant has notified the landlord before rent is due that the tenant is unable to pay rent, or a portion of rent, for these reasons. Nothing in this moratorium shall relieve the tenant of liability for unpaid rent, which the landlord may seek after the sooner of the expiration of

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this local emergency or May 31, 2020, and which the tenant is required to pay within 60 days of such request.

7. The City of South Lake Tahoe urges its residents, visitors, and local businesses follow advisories from the federal, state, and county public health officials regarding social distancing of at least six feet, limiting group size to no more than 10 people, closing bars and wineries, closing dine-in service at restaurants, and advising people over 65 to stay home. The City further urges that non-essential travel should be avoided and urges potential visitors to postpone their travel to South Lake Tahoe,

8. The City of South Lake Tahoe is subject to immunity under Government Code section 8655 to the maximum extent provided by law for any actions taken in furtherance of addressing this local emergency.

9. This proclamation of local emergency shall continue for no more than seven days unless ratified by City Council.

Date: 3/19/2020

Brad Kilger
Director of Emergency Services/
Interim City Manager

Approved as to Form:

Heather Stroud
City Attorney

Attest:

Susan Blankenship, City Clerk
City of South Lake Tahoe

CITY OF SOUTH LAKE TAHOE
19 65
CALIFORNIA

ORDER NO. 6 OF THE DIRECTOR OF EMERGENCY SERVICES FOR THE CITY OF SOUTH LAKE TAHOE, STATE OF CALIFORNIA

BACKGROUND:

A. Under Section 1.15.030(C)(7) of the South Lake Tahoe City Code, when a local emergency has been proclaimed, the Director of Emergency Services is empowered to make rules and regulations on matters reasonably related to life and property as affected by such emergency, subject to confirmation by City Council at the earliest practical time.

B. On March 4, 2020, the Governor of California proclaimed a state of emergency to exist in California as a result of the threat of COVID-19.

C. On March 11, 2020, the World Health Organization declared COVID-19 to be a pandemic.

D. On March 13, 2020, the President of the United States declared a national emergency in response to COVID-19.

E. On March 17, 2020, the El Dorado County Board of Supervisors ratified a declaration of a local public health emergency under California Health & Safety Code section 101080 and a declaration of county-wide local emergency under California Government Code section 8630, both in response to COVID-19.

F. On March 19, 2020, the Governor of California issued Executive Order N-33-20 ordering all individuals living in the State of California to stay home or at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors, to go into effect immediately and stay in effect until further notice.

G. On March 19, 2020, the El Dorado County Public Health Officer issued a directive restricting activities in response to the COVID-19 outbreak that directs all individuals living in El Dorado County, including the City of South Lake Tahoe, remain at their place of residence to the fullest extent possible except to provide or receive essential services or engage in essential activities and work. This directive was effective from 11:59 p.m. on Friday March 20, 2020, to 11:59 p.m. on April 30, 2020.

H. On March 19, 2020, the City Manager, in his role as the Director of Emergency Services, proclaimed the existence of a local emergency pursuant to section 1.15.030(C) of the South Lake Tahoe City Code.

I. On March 20, 2020, the City Council ratified the proclamation of local emergency issued by the Director of Emergency Services.

J. On May 12, 2020, the State of California posted the attestation for a variance from the El Dorado County Health Officer, which allowed El Dorado County to move into Stage 2 of the Governor's reopening plan based on meeting state metrics for phased reopening.

K. The State of California has issued orders relaxing restrictions and allowing restaurants, retail, lodging, and other businesses to reopen with modifications and pursuant to COVID-19 Industry Guidance issued by the California Department of Public Health.

L. On December 10, 2020, the City of South Lake Tahoe became subject to a Regional Stay at Home Order as part of the Greater Sacramento Region because the availability of intensive care unit beds dropped below 15 percent in the Region due to spiking COVID-19 cases and hospitalizations. Under the Regional Stay at Home Order, retail businesses including cannabis retailers are permitted to stay open but are limited to 20 percent capacity.

M. In response to the COVID-19 emergency, the California Bureau of Cannabis Control (BCC) currently allows cannabis retail businesses to temporarily operate curbside pickup by making a request for disaster relief to BCC under 16 Cal. Code Regs. § 5038 from the prohibitions against curbside pickup in 16 Cal. Code Regs. §§ 5402(c) and 5025(c)(2)-(3), subject to certain conditions including permission from the local jurisdiction.

N. This Order is intended to minimize the spread of COVID-19 by temporarily allowing cannabis retailers and microbusinesses with a retail component to operate curbside pickup to prevent crowding inside retail stores and queuing outside retail stores.

NOW, THEREFORE, subject to confirmation by City Council, I, JOSEPH IRVIN, the Director of Emergency Services for the City of South Lake Tahoe, do hereby issue the following order to become effective immediately.

IT IS HEREBY ORDERED THAT:

1. A licensed cannabis retailer may request permission from the City of South Lake Tahoe to temporarily offer curbside pickup by providing a written request along

with authorization from the BCC to operate curbside pickup and an amended Security Plan under the Public Safety License to the Police Chief.

2. Upon written approval by the Police Chief or designee, a licensed cannabis retailer or microbusiness with retail component may operate curbside pickup temporarily, during the term of this Order, subject to all BCC requirements including confirming the age of customers as required 16 Cal. Code Regs. § 5404, as well ensuring that all occupants of a curbside pickup customer's vehicle are at least 21 years if age and ensuring that transactions are monitored by security personnel and/or security cameras.

IT IS HEREBY FURTHER DECLARED AND ORDERED, this Order is a temporary emergency measure, which is effective immediately, and shall remain in effect unless and until modified or suspended by the Director of Emergency Services or City Council or until the BCC stops allowing curbside pickup under a disaster relief request, whichever is earlier.

Joseph Irvin

Date: 12/16/2020

Joseph Irvin

Director of Emergency Services/

City Manager

Approved as to Form:

Heather Stroud

City Attorney

DocuSign Envelope ID: 85C5FE4A-6F48-4E56-833F-40644FE063E9

Urgency Ordinance 2020-1144

Adopted by the City of South Lake Tahoe
City Council

May 28, 2020

An Urgency Ordinance Relaxing Certain Regulations Regarding Temporary Signage, Building Permit Fees, and Outdoor Restaurant Seating Due to COVID-19

FINDINGS

A. On March 4, 2020, the Governor of California proclaimed a state of emergency to exist in California as a result of the threat of COVID-19.

B. On March 11, 2020, the World Health Organization declared COVID-19 to be a pandemic.

C. On March 13, 2020, the President of the United States declared a national emergency in response to COVID-19.

D. On March 17, 2020, the El Dorado County Board of Supervisors ratified a declaration of a local public health emergency under California Health & Safety Code section 101080 and a declaration of county-wide local emergency under California Government Code section 8630, both in response to COVID-19.

E. On March 19, 2020, the Director of Emergency Services issued a Proclamation of Local Emergency in the City of South Lake Tahoe due to COVID-19, which was ratified by City Council at an emergency meeting on March 20, 2020.

F. On March 19, 2020, the El Dorado County Public Health Officer issued a directive restricting activities in response to the COVID-19 outbreak that directs all individuals living in El Dorado County, including the City of South Lake Tahoe, remain at their place of residence to the fullest extent possible except to provide or receive essential services or engage in essential activities and work. This directive was effective from 11:59 p.m. on Friday March 20, 2020, to 11:59 p.m. on April 30, 2020.

G. On March 19, 2020, the Governor of California issued Executive Order N-33-20 ordering all individuals living in the State of California to stay home or at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors, to go into effect immediately and stay in effect until further notice.

H. On April 3, 2020, the El Dorado County Public Health Officer issued an order prohibiting non-essential travel into the Lake Tahoe Basin, which was extended indefinitely on April 29, 2020, to be reviewed with Barton Hospital and other medical professionals at least every 14 days.

I. On May 4, 2020, the Governor of California issued Executive Order N-60-20 allowing reopening of non-essential businesses in stages and in compliance with State Public Health Officer criteria, based on certain public health criteria being met on a county-by-county basis.

J. On May 12, 2020, the State granted El Dorado County's request for a variance to move into full Stage 2 reopening, allowing business sectors including in-store retail and in-person dining to resume in compliance with State Public Health Officer criteria, which includes requirements for restaurants to space tables at least six feet apart, among other things.

K. The COVID-19 pandemic has substantially impacted the local economy by causing a drastic reduction in tourism and has caused serious negative impacts to local businesses including substantial loss of income due to the loss of compensable work hours and non-essential business closures ordered by Executive Order N-33-20.

L. It is in the public interest to take steps to ensure local businesses survive during this public health emergency, and this Ordinance temporarily relaxes certain regulations to support local businesses, promote economic stability, and to promote a stable business and job market for employers and employees to return to once the local emergency is abated.

M. Adopting this Ordinance is necessary and appropriate to address the immediate threats to the public health, safety, and welfare of residents and local businesses related to the significant economic impacts of the COVID-19 pandemic, to support businesses to be successful in their reopening in compliance with public health criteria, and to support compliance with public health orders and criteria related to COVID-19 to continue to mitigate the spread of COVID-19 in the City.

N. Under California Government Code section 36937, a four-fifths vote of City Council is required to pass this Ordinance.

Now, Therefore, the City Council of City of South Lake Tahoe does ordain as follows:

SECTION 1. Each fact set forth in the recitals is true and correct and incorporated by reference.

SECTION 2. A temporary waiver of the restrictions on temporary signs is enacted, as follows:

A. Banners and sandwich board signs. South Lake Tahoe City Code section 6.40.080(O)(i), as may be amended, regarding time restrictions for displaying banners and sandwich board signs limiting such displays to weekends, holidays, and City-sanctioned community events, is temporarily waived to allow displays of banners and sandwich board signs at any time without a permit.

B. Window signage. South Lake Tahoe City Code section 6.40.060(Q), as may be amended, prohibiting window signs exceeding 25 percent of the window area, and 6.40.080(N), as may be amended, setting the permissible area for window signage at 25 percent of the window area, are temporarily waived to allow window signage exceeding 25 percent of the window area without a permit.

SECTION 3. The requirement of South Lake Tahoe City Code section 6.15.020 that payment of building permit fees is required prior to issuance of building permit is temporarily waived, and

payment of building permit fees shall be deferred to becoming due prior to issuance of certificate of occupancy.

SECTION 4. Restaurants may temporarily relocate some or all of their existing indoor seating capacity to outdoor seating, as follows:

A. Seating Layout Review and Site Inspection. A Seating Layout Review and Site Inspection is required to relocate some or all of permitted indoor restaurant seating to outdoor seating in adjacent privately-owned outdoor areas not originally permitted for outdoor seating, such as landscaped areas and parking lots, and in adjacent public areas such as sidewalks and on-street parking spaces. The Seating Layout Review and Site Inspection shall be conducted by a City Building Inspector and/or Fire Inspector who will review and either approve or require modifications to the proposed outdoor seating layout based on the following criteria:

i. Seating layout does not create a safety risk and adequate pedestrian and vehicular separation is maintained, including with movable barriers as appropriate where outdoor seating is to be placed in parking lots or on-street parking spaces.

ii. Seating layout accommodates appropriate vehicle and pedestrian circulation and maintains adequate paths of travel and complies with accessibility requirements of the Americans with Disabilities Act.

iii. Any tents comply with fire codes and safety standards set forth by the National Fire Protection Association for fire-resistant tents and must include an affixed manufacturer's label stating the tent meets NFPA requirements. A State Fire Marshal seal on the tent or a certificate is needed to prove treatment.

B. No Fee. No fee will be charged for conducting a Seating Layout Review and Site Inspection.

C. Occupancy. Total seating occupancy (including all indoor and outdoor seating) shall not exceed the overall occupancy for which the restaurant is permitted.

D. Indemnification and Hold Harmless. As a condition of approving outdoor seating on City-owned property including sidewalks and on-street parking, the restaurant owner is required to indemnify, defend, and hold harmless the City, its officers, officials, employees, agents, and volunteers from any liability for any and all claims, demands, actions, losses, damages, and injuries, direct or indirect (including any and all costs in connection therein), which may arise from restaurant's operations on City-owned property, except for any such claims arising out of the negligence or willful misconduct of the City.

E. Insurance Required. At the time of the Seating Layout Review and Site Inspection that includes a request to use City-owned property including sidewalks and on-street parking, the

applicant shall submit proof of insurance including certificates of insurance with original endorsements as follows:

i. Commercial General Liability Coverage to be maintained no less broad that ISO form GC 00 01 in an amount not less than one million dollars ($1,000,000) per occurrence for bodily injury, personal injury, and property damage. Coverage must be made on the standard occurrence form.

ii. Automobile Liability Coverage to be maintained covering bodily injury and property damage for all activities under the permit, including coverage for owned, hired, and non-owned vehicles in an amount of not less than one million dollars ($1,000,000) combined single limit for each occurrence.

iii. Each general liability and automobile liability insurance policy shall be with insurers possessing an AM Best's rating of no less than A:VII and shall be endorsed with the following specific language: The City, its officers, officials, employees, agents, and volunteers are to be covered as additional insured's with respect to liability arising out of the activities under the temporary activity permit; the policy shall be considered primary insurance as respects City, its officers, officials, employees, agents, and volunteers, and any insurance maintained by the City including any self-insured retention shall be considered excess insurance only and shall not contribute with it; the insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring permittee; the insurer waives all rights of subrogation against the City, its officers, officials, employees, agents, and volunteers; any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees, agents, and volunteers; and no policies of insurance carried by permittee shall be suspended, voided, canceled, or changed in coverage or limits except after thirty days written notice to the City Attorney by certified mail.

F. Other Regulations and Approvals. Restaurants requesting a Seat Layout Review and Site Inspection from the City are responsible for maintaining compliance with all other applicable regulations and obtaining any approvals required from other agencies, including but not limited to the Tahoe Regional Planning Agency, the South Tahoe Public Utilities District, State Department of Alcoholic Beverage Control, and the El Dorado County Environmental Health Department. The restaurant shall post on site its COVID-19 Temporary Catering Authorization to expand its licensed footprint for serving alcoholic beverages from the State Department of Alcoholic Beverage Control.

SECTION 5. This Ordinance shall take effect immediately upon its adoption by at least a four-fifths vote of the City Council and shall remain in effect for the duration of the local emergency.

SECTION 6. This action is statutorily exempt under California Environmental Quality Act (CEQA) section 20180(b)(4) (specific actions necessary to prevent or mitigate an emergency) and is categorically exempt from CEQA under CEQA Guidelines 15301 (existing facilities), 15304(e) (minor temporary use of land having negligible or no permanent effects on the environment).

SECTION 7. This Ordinance shall not be codified.

SECTION 8. If any provision of this Ordinance is held invalid by a court of competent jurisdiction, such provision shall be considered a separate, distinct, and independent provision and such holding shall not affect the validity and enforceability of the other provisions of this Ordinance.

SECTION 9. The City Clerk shall certify to the adoption of this Ordinance and shall cause this Ordinance or a summary thereof to be published as required by law.

Passed and Adopted by the City of South Lake Tahoe City Council on May 28, 2020 by the following vote:

Yes: Bass, Collin, Laine, Middlebrook and Wallace

DocuSigned by:

jason

3679671408A34A2...

Date: 5/29/2020

Jason Collin, Mayor

DocuSigned by:

Attest:

2D6FDBDD39A94AF...

Susan Blankenship, City Clerk

First Reading: n one
Published: within 15 days of passage
Effective: May 28, 2020

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 12

Agenda Item: Appeal of Planning Commission Decision to Approve a Major Design Review, Special Use Permit, and Variance for The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Blvd., File # 20-114

Executive Summary: On September 15, 2022, the City of South Lake Tahoe Planning Commission approved a design review, special use permit, and a variance for the the addition of nine new tourist accommodation cabins at The Landing at Tahoe Resort located at 4104 Lakeshore Boulevard. On September 29, 2022, an appeal was filed with the City Clerk by Patrcia Suda Merrikh and Ramiar Merrikh.

Requested Action / Suggested Motions: Pass a Resolution denying the appeal and upholding the Planning Commission decision to approve a Major Design Review, Special Use Permit, and Variance for The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Blvd., File # 20-114
Responsible Staff Member: John Hitchcock, Planning Manager

Responsible Staff Member: John Hitchcock, Planning Manager (530) 542-7472

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01-CCStaffReport.docx
02-Merrikh - Landing Resort 09 29 2022.pdf
03-Mailed Notices.pdf
04- PC Resolution 2022-014 Design Review 4104 Lakeshore Blvd.pdf
05-September 15 2022 Planning Commission Staff Report.pdf
06-ProofofMailing_20221014.pdf
07-TribunePublicNotice_20221014.pdf
08-Resolution Denying Appeal
09-KLT to City Council re The Landing Appeal.Final.pdf
10-Appeal Proceedures - The Landing.pdf
11-Merrikh letter to City Council with attachmt 10-26-22.pdf

City of South Lake Tahoe
Report to City Council

Meeting Date: November 1, 2022

Title: Appeal of Planning Commission Decision to Approve a Major Design Review, Special Use Permit, and Variance for The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Blvd., File # 20-114

Location: 4104 Lakeshore Boulevard

Responsible Staff Members: John Hitchcock, Planning Manager (530) 542-7472

Background:

Diamond Rock Hospitality Company submitted a Design Review, Variance, and Special Use Permit application to the City of South Lake Tahoe to construct nine cabins with 14 hotel units at The Landing at Tahoe Resort and Spa. The new buildings will add a total of 7,149 square feet of gross floor area and increase the number of hotel units from 82 to 96. The additional hotel units will be constructed with TRPA-verified tourist accommodation units previously banked on the property.

The project also involves the addition of exterior stairs to a rooftop deck, which fronts Lakeshore Boulevard. A 3,094 square foot storage building, landscaping, and water quality improvements are proposed as well. Coverage will be relocated within the property, and no new coverage will be created. The property's parking layout will be modified to accommodate the new tourist accommodation buildings, and a total of 88 onsite spaces will be provided.

A Major Design Review application is required for non-residential projects greater than 5,000 square feet. A Special Use application is required when property owners request a reduction in required parking ratios. A variance is required for the parking lot and exterior staircase encroachment into the side street setback.

On August 18, 2022, the Planning Commission held a duly noticed public hearing on the proposed project (see Attachment 02, Planning Commission Staff Report). After taking public comment and hearing from the project applicant, the Planning Commission made a motion to continue the item to the October 13, 2022 meeting with the following recommendations:

1. Revise the plans to show adequate snow storage onsite

2. Include a trash enclosure on the plan set
3. Add bicycle parking
4. Add additional parking

The applicant subsequently made revisions to the plan according to the Planning Commission's recommendation and requested the item be considered at the September 15, 2022 Planning Commission meeting.

On September 15, 2022 the Planning Commission held a duly noticed public hearing, took public comment, deliberated, and voted 3-2 to approve the Major Design Review Permit, the Special Use Permit, and Variance.

On September 29, 2022, the City Clerk received an appeal for the Planning Commission's approval. Pursuant to Section 6.10.090.E, a Major Design Review Permit and Special Use Permit may be appealed to the City Council (see Attachment 02).

Issue and Discussion:

Appeal

The appellant, Patricia Suda Merrikh and Ramiar Merrikh, submitted a timely appeal on September 29, 2022. The appellant provided the following reasons for the appeal:

- The appellant did not receive a notice of the October 15, 2022 or the September 15, 2022 public hearing. The appellant claims that the City has been aware of their mailing address because they had previously operated a vacation home rental property.
- The granting of a variance does not comply with the intent and practical reasons for the code requirements.
- The variance results in a "taking" of the appellant right to a 15-foot setback.
- There should be an independent review of the parking analysis when a variance is requested.
- The applicant should explore alternatives such as offsite shared parking.
- Code requirements are being bypassed.
- Deed restriction for hauling snow offsite is not enforceable.

Response to Appeal

City staff provides the following information in response to the appellant:

- A public notice of both August 18, 2022 and September 15, 2022 was sent to the appellant but was returned as undeliverable. Pursuant to California Government Code Section 65091 notice of public hearings is mailed to the owner of real property

as shown on the latest equalized assessment roll or records of the county assessor or tax collector. The City does not use the VHR database for the purpose of mailing public hearing notices to affected property owners (see Attachment 03).

- Pursuant to City Code Section 6.55.630, a variance may be granted to encroach into required setbacks for parking pads if the Planning Commission makes the required findings. The Planning Commission voted in the affirmative (3-2), finding that because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the regulations (i.e., setback standards) would deprive the property of privileges enjoyed by other properties in the vicinity and under identical plan area (see Attachment 04, Resolution 2022-014).
- The City Code provides provisions to grant a variance to the setback standard if the Planning Commission makes specified findings.
- The City Code does not require the City to seek an independent review of a traffic/parking analysis to grant variances. The applicant requesting a modification to the parking demand ratios specified in the City Code is required to submit a technically adequate parking analysis (SLTCC § 6.10.350.B). City staff has found that the submitted analysis is technically adequate and includes the required analysis.
- As described in the September 15, 2022 Planning Commission staff report (Attachment 05), offsite parking is an option but is not a requirement. The applicant provided a technical analysis indicating that 94 parking spaces and two loading spaces are adequate for tourist accommodation use. City staff did analyze offsite options within 300 feet of the subject parcel; however, other properties in the area do not appear to have excess parking available to accommodate shared parking for the Landings Resort.
- The City Code requirements are not being bypassed. The City Code allows modifications of the adopted parking standards if findings are made and a use permit is approved by the Planning Commission (SLTCC § 6.10.350.B). City Code also allows the Planning Commission to approve a variance to setback standards when specified findings are made (SLTCC §6.55.630).
- A deed restriction recorded on the property is fully enforceable by the City. Design Review Permit #20-114 includes a condition of approval requiring a deed restriction documenting the requirement for a contract to haul snow offsite. The applicant has agreed to accept this condition, and moreover, the condition requires the applicant to provide the City with proof of contract.

PUBLIC NOTICE

A public notice was mailed to property owners within 300 feet of the property on October 14, 2022. A notice of the November 1, 2022 Planning Commission Meeting was published in the Tahoe Daily Tribune on October 14, 2022 *(See Attachments 06 and 07)*.

Financial Implications:

The construction of 14 new tourist accommodation units would potentially increase transient occupancy tax and property tax associate with the property.

Policy Implications:

There are no policy implications if the City Council denies or grants an appeal. Pursuant to Chapter 2.35 of the City Code, an aggrieved person(s) may pursue an appeal of a decision, act, ruling, order, rule, or directive from an officer, board, or commission of the City if allowed by the City Code.

CITY OF SOUTH LAKE TAHOE
APPEAL FORM

Return this form and Appeal Fee to the Office of the City Clerk
Susan Blankenship, City Clerk sblankenship@cityofslt.us (530) 542-6005
1901 Lisa Maloff Way (Airport Road), South Lake Tahoe, CA 96150

Appeal from decision of: PLANNING COMMISSION

Date decision rendered: SEPTEMBER 15, 2022

Subject: VARIANCE AND SPECIAL USE PERMIT OF THE LANDING RESORT

Action taken: THE COMMISSION GRANTED THE VARIANCES WITH NEW CONDITIONS

Reason for appeal: We are the neighbors of the Landing and did not receive any notice of the hearing. with the Landing. Our property line is ~~300~~ 329 feet long. The Landing requested variances from the city code as to requiried set backs to the property lline for the parking lot. The commission voted to grant the Landing an encroachment of 8' into the 15 foot code required set back. The Commission also granted a variance from the number of parking spaces required for their business operation. The code requires 105 spaces, and the variance granted ~~86~~ 94

Please feel free to attach additional information if you so desire. 8 pages attached

✓ $345.00 Appeal Fee Received (cash, check or credit card)

Date Stamp

RECEIVED
SEP 29 2022
City of South Lake Tahoe
Office of the City Clerk

City Clerk's Dept. (Signature)

Patricia Suda Merrikh and Ramiar Merrikh
Applicant Name

4121 Azure Ave., South Lake Tahoe, CA
Mailing Address

530 318-0802 or 318-3444
Telephone Number

n/a
Fax Number

plsuda@netscape.net
Email address

04 2022

Notice of appeal of Meeting Date September 15, 2022 decisions.

Submitted by: Patricia Suda Merrikh and Ramiar Merrikh

Re: File # 20-114 - Diamond Rock Hospitality

This letter is an attachment to the Notice of Appeal and Appeal of the Planning Commission decision of September 15, 2022.

Jurisdiction and Due process: We never received Notice of the Hearing mailed by the Planning Commission for any of the hearings relevant to the Landing/Diamond Rock Hospitality permit referenced above. We were informed the day before the hearing that a planning commission hearing was scheduled for September 15, 2022 by the Lakeside Park administration. Once we realized that the hearing was scheduled, we began a review of the agenda packet and realized that the decisions that were being contemplated would absolutely affect our property. We immediately tried to review the plans that were submitted, but they were about 100 plus pages, and we drafted a letter requesting a continuance of the hearing to give us an opportunity to review the plans and permit requests vis-a-vis our property. We wrote a letter to you and also appeared at the hearing completely unprepared because of the lack of notice.

During the hearing, Mr. Hitchcock stated that the Notices were sent to us at a P.O. Box and acknowledged that they were returned undelivered. The PO Box was closed since the Post Office behind Bank of America closed probably 12 years ago. Our existence has been known to the planning department because, we built a duplex on our property, we had a Vacation home rental for years, we had met with Mr. Hitchcock and the Planning department over the years.

We also discovered at the Commission meeting on September 15, 2021, that the Landing permit issues were actually Noticed for the October 15, 2022 meeting, but for some reason the Landing permit had been moved up to September 15, 2022. We did not receive that October notice either.

As we said in our letter to you of September 15, 2022, (Attached) we asked Mr. Hitchcock last year if the Landing was planning any development. We asked because we heard from the Landing General Manager that they are applying for a new development of the property. Mr. Hitchcock responded - not to his knowledge. At that time we were investigating the possibility of getting a special use, bed and breakfast tourist accommodation for our property, but was told that the City council wanted to stick to the intent of Measure T and our request for a special use permit would be a waste of time and money.

This is our first issue regarding the appeal for lack of actual notice..

Other Appeal issues:

We present this appeal because the set back and parking codes variances granted by the Commission do not comply with the intent and practical reasons for the Code requirements and injure us who share a 329' property line with the Landing..

1, Codes have been established to protect the safety of the public and to provide uniformity in application of land use requirements. The grant of the variances do not comply with the intent and practical reasons for the code requirements. Variances should be permitted if there is a reasonable need for it, and if it does not undermine the code requirements and does not injure others.

A. Set back encroachment - The set back requirement for commercial parking lots is 15 feet from the property line. The Landing's variance request was to reduce the set back requirement between my home and the Landing to 7 feet. A set back is established by our code to provide a reasonable area of distance between my property and the parking lot of the Landing. By allowing the encroachment into the set back to enable a commercial business to increase the number of parking spaces is not a reasonable solution to the Landing's parking problems, but inflicts an injury to our family. We are entitled to have that set back provide the distance between our house and the cars. Why should the Landing be able to impact our code establish interests? The decision to allow the variance results in a "taking" of our right to a 15 foot set-back by approximately 300' x 8' = 2,400 square feet. **What are our damages of this taking of our rights?**

B. Size of parking spaces. There is a further variance request for the size of the parking spaces, shortening the length of the parking spaces.

The reason? To try to smash into the parking space cars that do not fit in order to achieve the maximum hotel rooms for the resort.
The Result? Parking chaos, damaged vehicles and potential injury to persons and property.
The remedy? None, nothing is built into the permit conditions that would be enforceable in any practical way.

C. There is a third variance granted which is a reduction in the overall number of parking space requirements per code. The planning department recognizes that there should be a minimum of I05 parking spaces to conform to the city code, **for the hotel portion.** The. parking problems in Lakeside beach area are numerous and serious. It is not clear from the plan review whether a study has been made regarding **the restaurant parking** additional requirements. The fact that there has been a parking lot assessment from the LSU is not the end of the inquiry. <u>An independent review of the parking allotment and configuration of the parking lot, for public, guests, and restaurant goers should be the standard when a variance is requested.</u> There is also the fact that the Landing, and the beach have **wedding , parties, and other events** for non-guests which also require additional parking. It appears that the planning department has only reviewed what was presented by the Landing's representatives, and not taken a look at it

from an independent viewpoint.

At the hearing, the Planning Commission did address our concerns, but did not grant a continuance of the hearing. The decision was 3-2 that the variance for size and location of the parking spaces would be permitted with the proviso that a barrier was erected along the south side of the property, (my 300 feet property line) to prevent cars from busting through the wood fence, and the property line and into my home, and yard. We are grateful for this condition, however we would appreciate the ability to provide some oversight of this aspect of the project.

Our preference would be to provide a solid rock wall along the 300 feet shared property line, and the added 29 feet at the back of our property (west side of the property), and the 50 feet which is at the back of Mr. Rezmond's property (our next door neighbor whose property also abuts the Landing) **in addition to** wheel stops so that cars are stopped from entering our property.. This would enhance the parking lot, the neighborhood, and the protection of my property and others. It would make the Landing "four-star" property really look like one.

We attach pictures of the fence that separates our two properties, you can see that snow plowing is an issue for the fencing, and the break through onto our property with their maintenance issues.

D. Not all solutions have been explored by the Landing or the Planning Department.

At page 4 of 10 of the Planning Departments 10 page report dated 9-15-22 it states that **"Alternatively shuttle service from an offsite shared parking lot over 300 feet away is an option but has not been pursue by the applicant."** (Emphasis mine.) Perhaps if this had been pursued, the parking requirements could be met with a solution that is easier than striking down all of the code requirements.

We do not understand why are you bypassing so many code requirements, when it does not appear that other options have been fully explored.

We ask you to look at the parking plan with a practical eye, for instance, what will this valet parking area look like at check out time. It will be congested, noisy, car exhaust fumes, and ugly. Why are they cramming 94 cars in an area they will have to expertly maneuver around and manage all of the cars, when the parking spaces and aisle widths are smaller than the code required size?

Snow:

1. We do not even know how to begin to address the snow issues. The requirement of snow removal capabilities was approved by the Commission with the condition that the Landing enter into a contract for snow removal, and that this condition would be made a deed restriction. This prospect of a deed restriction does not have any enforcement capability. Last year, we did not have that much snow, but we calculated that the Landing had a snow pile (where they used to put up the tent), that must have been approximately 72,000 cubic feet in quantity. That is also not counting the snow they pushed across the streets. In looking at their plans, where are they going to put that snow and how will a snow removal

contract help the situation.

Please ask yourself, how practical are the variances you are allowing?
How intrusive is the noise from large snow removal equipment and trucks to the residential neighborhood?
How do the variances you granted with conditions impact your codes for the future?
How will you enforce the conditions you have imposed?

We want the Landing to succeed and want their facility to be first class looking. However, not at our expense or the neighborhood's expense.

Sometimes trying to fit too large of a project it too small of a site plan is like trying to fit into clothes that are three sizes too small, it busts at the seams to the detriment of those sitting next to you, and looks horrible.

Please grant our appeal from their latest decisions and have the planning commission re-visit the submittal.

Respectfully submitted,

Patricia L. Suda Merrikh Ramiar Merrikh

Patricia L. Suda
Attorney at Law

Aptos Office
311 Bonita Dr.
Aptos, California 95003

South Lake Tahoe Office
4121 Azure Ave.
South Lake Tahoe, CA 96156

Telephone: 831.722.2212

September 14, 2022

Members of the City Council of South Lake Tahoe
Planning Commission
Meeting Date September 15, 2022

Re: File # 20-114
Diamond Rock Hospitality

Attention: Mr. John Hitchcock, Planning Manager

I received for the first time a Notice of Hearing date for September 15, 2022 (tomorrow) at 3 pm regarding some development plans for my neighbor, The Landing. **I never received any Notices of any actions from your office for this hearing or any other hearing**, as to the changes requested in the Landing's permit application. But for the fact that the Lakeside Park Association secretary decided to email me your Notice, we would not have been informed at all about your hearing and would have had to unknowingly suffer the implications of the commission's grant of the mentioned variance request.

I wish to request a continuance of this matter to your October planning commission meeting as I have not had a chance to fully review your agenda packet which is comprised of over 100 pages of findings and assumptions that apparently directly effect my property and my enjoyment of my property. I share the Azure side and the **300 feet** of the fence side of the Landing property. Unfortunately, we have been having our share of problems with the Landing with their snow removal, and fire issues. Our relationship with the Landing, will be directly affected by the parking lot proposal and the request for a variance.

As you should recall, my husband and I specifically met with you in September of 2021, (when my vacation home rental permit was going to expire in October 2021) to discuss the possibility of a special use designation for my property and to be permitted as a tourist accommodation or bed and breakfast. At that time I specifically asked you if anything was happening at the Landing because the general manager had told my husband that they were going to develop their property. You replied that to your knowledge you were not aware of anything being applied for with you.

Please respond to my request if possible today, and I will be at the meeting tomorrow to address the committee now that I know that something is planned at the Landing and the grant of a variance for the parking lot, (and possibly other things) will effect me directly. How comfortable can I be if my family cannot enjoy our backyard because a parking valet hits the gas instead of the brakes. Which happens all of the time.

Sincerely,

Patricia L. Suda

The Landing application for Variance

From: plsuda@netscape.net (plsuda@netscape.net)

To: publiccomments@cityofslt.us; jhitchcock@cityofslt.us

Date: Wednesday, September 14, 2022 at 03:41 PM PDT

To: The Planning Commission

I realized that you may not grant my request to postpone any decisions on the development project, so I will try to summarize my concerns.

1. My issue is primarily with the Landing's request to reduce the set back of the parking spaces which are otherwise required by code. The area which they seek to get a variance for is right up against 300 feet of my property line. My house is five feet away from the property line and will be up against their proposed parking area. Si
milarly my back yard and garden area, and another cabin will be similarly right up against their proposed parking area. There is a fence on the property line, however the fence is wood and has been knocked down onto my property a few times over the years. I am fearful that cars, particularly in winter, will cause injury to either my guests or family or building because the Landing's cars are parked closer to my property than is required per code.. The Code is for safety. The existing fence would not provide protection against a rogue car, or driver.

2. I believe that their idea of providing a valet service with parking spaces in every inch of permitted space is bizarre. I live next door to the Landing and share a 300 foot property line. I have witnessed first hand their existing problems with parking, not just on the street, but within the existing parking spaces. I have witnessed larger vans and RVs have difficulty maneuvering in the current spaces, however to reduce the number of spaces, and reduce the size length and width of some of the spaces will make parking within the confines of their property lines hazardous. The garbage truck can barely maneuver in their existing space. Add the reality of snow falling on their property and the parking places will be impossible to use as they wish. The parking space requirements are there for a reason, safety.
If there is a catastrophe, natural or not, everywhere close by will be impacted.

3. Lastly, where are they going to put their snow and snow equipment. Currently their tractor and snow removal equipment takes up a large parking area. In looking at what I have seen of their plans, there is no room for snow. In the past, I have let the prior owners of the Landing use part of my land for their snow. I do not have an understanding with the new owners. They are also pushing their snow to the street and across the street on Azure and Stateline, The berms across the street from my house make Azure a one lane road when a snowfall is large. That is the situation now, and yet they are requesting to cover their existing snow area with parking and hotel suites to further magnify the problem with snow storage and removal. Imagine reality - a 12 - 18 feet of snow fall overnight. Their parking lot is full. How will they get rid of it. They will barely be able to move. Also, hauling away the snow on a daily basis will not work in that situation because of the berms and the one lane on Azure or Stateline. It will be extremely disruptive to traffic on Stateline and Azure.

I would like to have the opportunity to review their entire plan for their development as it affects my home in greater detail. However, the lack of the proper required notice has prevented me from doing that.

Sincerely,
Patricia L. Suda Merrikh

Add a Caption

Wednesday • Jan 12, 2022 • 1:02 PM

Adjust

IMG_0765

Apple iPhone 7 Plus

HEIF

Add a Caption

Tuesday • Dec 14, 2021 • 4:55 PM Adjust

IMG_0356

Apple iPhone 7 Plus HEIF

Wide Camera — 28 mm ƒ1.8

12 MP · 4032 × 3024 · 759 KB

ISO80	82mm	0 ev	ƒ1.8	1/15s

100- 01130- 36284

RECEIPT DATE 9/29/2022 No. 211335

RECEIVED FROM Patricia Suda $345-

Three hundred Forty five DOLLARS

○ FOR RENT
○ FOR Appeal Hearing Fee

ACCOUNT	
PAYMENT	345-
BAL. DUE	0

○ CASH
☒ CHECK
○ MONEY ORDER
○ CREDIT CARD

FROM _____ TO _____

BY _____

A-2701
T-46800

Checks.com www.checks.com

11-35/1210 3622

PATRICIA L. SUDA
ATTORNEY AT LAW
4121 AZURE AVE.
SOUTH LAKE TAHOE, CA 96150

9/29 20 22

PAY TO THE ORDER OF City of So Lake Tahoe $ 345.00

Three Hundred forty five 00/100 DOLLARS

Security Features Included. Details on Back.

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BANK OF AMERICA

FOR Appeal 9/15/22 Planning Comm

MP

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043M31223219
US POSTAGE

RAMIAR & PATRICIA L SUDA
MERRIKH
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SOUTH LAKE TAHOE CA 96156

LANDINGS

NIXIE 895 SE 1 2208/09/22
RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD

9304190113402837

NSN
96150>6251

BC: 96150625152 *2941-22255-04-40

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043M31223219
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MERRIKH
PO BOX 1827
SOUTH LAKE TAHOE CA 96156

NIXIE 895 SE 1 2209/07/22
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NO SUCH NUMBER
UNABLE TO FORWARD

9400920841250260

NSN

BC: 96150625152 *2941-22103-02-43

Resolution 2022-014

Adopted by the City of South Lake Tahoe
Planning Commission

September 15, 2022

APPROVING A MAJOR DESIGN REVIEW, SPECIAL USE PERMIT, AND VARIANCE FOR 4104 LAKESHORE BOULEVARD, FILE #20-114, APN 029-602-013

BACKGROUND

A. On August 18, 2022, the City of South Lake Tahoe Planning Commission held a duly noticed public hearing to consider a Design Review Application, Special Use Application, and a Variance Application (File #20-114) for the construction of 14 tourist accommodation units, construction of a storage building and reconfiguration of parking areas at 4104 Lakeshore Boulevard.

B. The Planning Commission took public comment, deliberated, and passed a motion to continue the item and recommended the applicant revise the project to provide adequate snow storage onsite, include an onsite trash enclosure, add bicycle parking, and review options for increasing the number of parking spaces.

C. On September 15, 2022, the City of South Lake Tahoe Planning Commission held a duly noticed public hearing to reconsider the Design Review Application, Special Use Application, and a Variance Application (File #20-114)

D. The City of South Lake Tahoe Planning Commission conducted a public hearing, received public comments, considered the evidence in the record, and deliberated.

E. A public notice was mailed to property owners within 300 feet of the property on September 2, 2022. A notice of the September 2, 2022, Planning Commission Meeting was also published in the Tahoe Daily Tribune on August 5, 2022.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City of South Lake Tahoe Planning Commission:

a. Find the proposed project is exempt from CEQA pursuant to Section 15303, Class 3, New Construction; and Section 15332, Class 32, which consists of projects characterized as in-fill development meeting the conditions described in this section including: (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) the project site has no value, as habitat for endangered, rare or threatened species; (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the site can be adequately served by all required utilities and public services.
b. Approve findings contained in the staff report and grant a use permit to reduce the parking space requirement to 94 onsite parking spaces and two loading spaces.
c. Approve findings contained in the staff report and grant a variance to allow encroachment into the Azure Avenue and Lakeshore Boulevard side street setbacks and rear interior setbacks.
d. Approve Design Review Permit #20-114 as amended by the Planning Commission to revise the site plan to remove snow storage along the southern property line and to install physical barriers.

Adopted by the City of South Lake Tahoe Planning Commission on September 15, 2022 by the following vote:

Yes: Feiger, Roberts and Williams
No: Rahbeck and Wieczorek

Kili Rahbeck
Kili Rahbeck (Sep 21, 2022 09:02 PDT)

Date: Sep 21, 2022

Kili Rahbeck, Chair

Attest:

Sue Blankenship (Sep 21, 2022 08:59 PDT)

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe Planning Commission.

City of South Lake Tahoe
Report to Planning Commission

Meeting Date: September 15, 2022

Title: Major Design Review, Special Use Permit, and Variance for The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Blvd., File # 20-114

Location: 4104 Lakeshore Boulevard

Responsible Staff Members: John Hitchcock, Planning Manager (530) 542-7472

Background:

Diamond Rock Hospitality Company submitted a Design Review, Variance, and Special Use Permit application to the City of South Lake Tahoe to construct nine cabins with 14 hotel units at The Landing at Tahoe Resort and Spa. The new buildings will add a total of 7,149 square feet of gross floor area and increase the number of hotel units from 82 to 96. The additional hotel units will be constructed with TRPA-verified tourist accommodation units previously banked on the property.

The project also involves the addition of exterior stairs to a rooftop deck, which fronts Lakeshore Boulevard. A 3,094 square foot storage building, landscaping, and water quality improvements are proposed as well. Coverage will be relocated within the property, and no new coverage will be created. The property's parking layout will be modified to accommodate the new tourist accommodation buildings, and a total of 88 onsite spaces will be provided.

A Major Design Review application is required for non-residential projects greater than 5,000 square feet. A Special Use application is required when property owners request a reduction in required parking ratios. A variance is required for the parking lot and exterior staircase encroachment into the side street setback.

On October 15, 2022, the Planning Commission held a duly noticed public hearing on the proposed project (see Attachment 02, Planning Commission Staff Report). After taking public comment and hearing from the project applicant, the Planning Commission made a motion to continue the item to the October 13, 2022 meeting with the following recommendations:

1. Revise the plans to show adequate snow storage onsite
2. Include a trash enclosure on the plan set

3. Add bicycle parking
4. Add additional parking

Issue and Discussion:

Snow Storage

The applicant has revised the site plan to show onsite snow storage. Snow is proposed to be stored along the southern and eastern fence line and along Stateline Avenue within the front yard setback. The area dedicated to snow storage is approximately 11,357 square feet, which is likely not adequate for the amount of snow that will fall on site. Moreover, storing snow along the eastern and south fence line will also be limited due to the height of the fence. Any snow storage over six feet in height will impact the adjacent residential properties (see Attachment 03, Revised Site Plan).

Staff is recommending that the applicant be required to enter into a contract to haul snow offsite in addition to the onsite locations designated for snow storage. A condition of approval has been included in the recommended permit to record a deed restriction requiring that the property owner maintain the onsite snow storage areas and a contract to remove any additional snow from the site.

Trash Enclosure

There are currently two trash enclosures located onsite. One enclosure is located in the parking lot, and the other is located along Stateline Avenue in the front yard setback. The plans have been revised to relocate the trash enclosure that currently encroaches into the front yard setback and relocate it outside the setback adjacent to the existing swimming pool restrooms. The new enclosure will accommodate two dumpsters and an existing trash enclosure in the parking lot will be demolished to create additional parking spaces. The new trash enclosure would be accessible from the Azure Avenue driveway entrance.

The City Code does not specify how many dumpsters are required; however, it does require a sufficient amount to accommodate the type of refuse generated by a use. In the event the property is determined to constitute a nuisance because of blowing debris originating from the container, or the container is determined to be insufficient to contain refuse, or is determined to be a hazard to the public health or is otherwise in violation of health codes, the City may order a change in the size of container, and/or increase the frequency of collection, as well as any other alternatives set forth in Section 4.150.150(A) of the City Code.

Bicycle Parking

The Planning Commission asked that bicycle parking be included in the project. The original plans submitted for review did not indicate any proposed bicycle parking. The revised plan indicates existing bike storage adjacent to the porte cochere, however it was not observed during site visits. City staff recommends a permit condition requiring a minimum of eight bicycle parking spaces.

Parking Demand

As discussed in the Planning Commission staff report, August 18, 2022 (see Attachment 02), there are three entrances to the property. The main entrance is from Stateline Avenue, with secondary entrances along Lakeshore Boulevard and Azure Avenue. The entrances along Lakeshore Boulevard and Azure Avenues are currently roped off to prevent vehicular access. The project involves reconfiguring the entrances and parking areas as follows:

1. Removing parking surfaces, including parking spaces located adjacent to Building A.
2. Retaining the existing driveway entrance from Lakeshore Boulevard; however, continue to restrict vehicular traffic
3. Reconstruct the driveway entrance from Azure Avenue and allow vehicular access.
4. Removing 90-degree parking spaces along Stateline Avenue and Azure Avenue and relocating the spaces onsite.
5. Changing the onsite parking layout to 50 tandem and triple valet parking spaces and 38 non-valet parking spaces.
6. Extending the Hill Road pedestrian path to connect to the Building A and the Lakefront Cabins.

Parking demand ratios for different land uses are established in City Code Section 6.10.410. Pursuant to the City Code a total of 102 parking spaces are needed to meet the adopted parking demand ratio. However, an applicant my request a reduction in the parking demand ratio, if a technically adequate parking analysis is submitted and the Planning Commission grants a special use permit. There are currently 71 onsite parking spaces at The Landing hotel, and 17 spaces that encroach into the City right-of-way along Stateline and Azure Avenues. As shown in the plan set, Diamond Rock is proposing to remove and relocate the spaces in the City right-of-way, reconfigure the parking areas on the property, and create 50 valet parking spaces and 38 non-valet parking spaces. The LSC analysis estimated a 22 percent non-auto access rate for The Landing hotel after considering the number of hotel guests that use group travel. LSC concluded this percentage would increase with the addition of micro transit in the Stateline area.

Accordingly, LSC has concluded that 82 parking spaces are needed for guests, and 5 parking spaces are needed for employees for a total of 87 spaces.

During the public hearing, Planning Commissioners expressed concerns about the number of parking spaces not being adequate. They requested that other viable options be evaluated including offsite shared parking or creating additional parking spaces within the Azure Avenue setback.

Offsite shared parking lots are required to be located within a commercial/public service plan area and within 300 feet of the subject parcel. The site is within 300 feet of other tourist accommodation uses in the Tourist Core Area Plan; however, properties in the area do not have excess parking available to accommodate The Landing employees and visitors. Alternatively, shuttle service from an offsite shared parking lot over 300 feet away is an option but has not been pursued by the applicant.

Planning staff has explored the option of creating parking spaces within the Azure Avenue Setback with City Engineering staff. However, there are existing site constraints that would require the parking spaces to encroach into the City right-of-way and/or back into the travel lane to exit parking spaces, creating potential pedestrian and traffic pattern conflicts, similar to those that currently occur along Stateline Avenue. Since signage prohibiting parking is not installed on Azure Avenue, any member of the public may parallel parking within the right-of-way.

Based on feedback from the Planning Commission, the applicant has revised their site plan to create additional onsite parking spaces and to convert all parking spaces to valet format. Parking can be managed onsite safely and efficiently by providing full valet service. The plans were revised to add seven additional spaces for a total of 96 spaces. However, two of those spaces will also be managed as loading spaces near the proposed storage buildings.

<u>Driveways and Parking Dimensions</u>

The proposed parking lot reconfiguration is not entirely in compliance with parking standards (e.g., parking space dimensions, and aisle widths). Aisle width varies from 16 feet at its narrowest up to the required standard 24 feet.

The applicant has submitted a revised plan that shows the triple valet spaces, the tandem valet spaces and the valet spaces along the southern property line meet city standards for size and width (spaces #19 through #58). The valet spaces between Building B and Building C (26 total spaces) vary from eight feet in width to nine feet and 17 feet to 18 feet

in depth. Because of onsite constraints and turning movement, it is not feasible to bring these parking valet parking spaces into compliance with the city standard.

Pursuant to the City Code Section 6.10.350, standards may be modified provided 1) the lesser improvement, 2, will lessen environmental impact) traffic safety for vehicles and pedestrian is enhanced, and the lesser improvement meet the intent of the requirement.

City staff is recommending the Planning Commission grant a special use permit for the reduction in parking and allow a modification to the parking standards to allow a lesser improvement for the 26 parking stalls located between Building B and Building C and allow for a lesser aisle width. The environmental impact of the reconfigured parking lot will be lessened, and vehicle and pedestrian safety will be enhanced by allowing the applicant to remove existing parking located in the City right-of-way. Moreover, by relocating the parking onsite, the applicant can install a 5-foot sidewalk along Stateline Avenue, further enhancing pedestrian safety. In addition, all onsite parking spaces will be converted to valets parking, which will efficiently allow onsite management of parking and thus reduce any potential onsite conflicts as a result of reduced aisle widths, and undersized parking stalls.

ENVIRONMENTAL ANALYSIS

California Environmental Quality Act

This proposed project is categorically exempt from CEQA under Section 15303, Class 3, New Construction, and Section 15332, Class 32, Infill Projects, based on the conditions described below:

1) The proposed addition of new hotel units project is consistent with both the City of South Lake Tahoe General Plan and the Lakeside Park Plan Area.
2) The proposed development is located within the City of South Lake Tahoe on a site less than 5 acres substantially surrounded by urban uses.
3) The site has no value as habitat for endangered, rare or threatened species.
4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
5) The site can be adequately served by all required utilities and public services.

FINDINGS

City of South Lake Tahoe General Plan

The proposed project is consistent with the goals and policies of the City of South Lake Tahoe General Plan, as the City's General Plan supports the provision of tourist uses near highways, transit stops, and other visible locations:

Goal LU-6: To provide tourist-serving uses near highways and other highly visible locations in South Lake Tahoe

Policy LU-4.2: Infill and Reinvestment Promotion – The City shall promote infill and reinvestment to increase density within walking distance of transit stops.

Policy LU-4.4: Development Priority – The City shall give priority to developments on underutilized sites that use existing infrastructure, coverage, and development rights.

Policy LU-6.1: Stateline Node Tourist Center - The City shall establish the Stateline Node as the primary tourist destination for South Lake Tahoe.

Lakeside Park PAS

The Landing Resort is compliant with the permissible uses allowed in the Lakeside Park Plan Area (PAS 089) following the approval of the TRPA Special Use Permit in 2019. The project is consistent with the maximum density for tourist accommodation units. With a parcel size of 2.42 acres, the maximum allowable density is 96 tourist accommodation units.

Citywide Design Standards

The proposed project is consistent with the Citywide design and development standards contained in the City Code Chapters 6.10 and 6.55 provided the applicant meets the conditions of approval addressed in the staff report and included in the City Permit.

Special Use Permit Findings for Tourist Accommodation Use

The Planning Commission may grant a use permit to authorize a special use and structure devoted to such use on a specific parcel within a plan area: provided that such use is allowed by use permit and the following findings are made.

1. Necessary or desirable on a specific parcel.

The tourist accommodation use is necessary and desirable on the specific parcel. The tourist accommodation use is an existing use that was built in 1960 before the incorporation

of the City of South Lake Tahoe. The parcel is located in Plan Area 089, Lakeside, a residential plan area where bed & breakfast, hotels, motels, and other transient dwelling units are permissible with a special use permit. The tourist accommodation use is also adjacent to recreation opportunities and a short distance from the Stateline Node.

2. Not injurious to the neighborhood.

The existing tourist accommodation use is not injurious to the neighborhood. As a result of this proposed project, all parking will be located onsite, and all existing parking spaces in the City right-of-way will be removed, thus removing the traffic and pedestrian conflicts. Moreover, a sidewalk will be constructed the length of Stateline Avenue, which would relocate pedestrian traffic out of vehicle travel lanes and parking areas.

3. Consistent with the intent of this chapter.

The proposed project, as described in the staff report, is consistent with the intent of Section 6.55.620 of the City Code. The chapter allows granting a use permit to authorize a special use on a specified parcel where the applicable plan area statement/area plan includes the use as permissible. Furthermore, the proposed use is consistent with other similar tourist accommodation uses (e.g., Station House Inn, Quality Inn, Parkside Lone Pine Lodge) operating in the area. It is desirable on this specific parcel to provide tourist accommodation use within close proximity to recreation and entertainment opportunities.

4. Consistent with the permitted uses in such plan area.

The subject parcel is located within Plan Area 089, Lakeside Park. Tourist accommodation uses may be approved with a special use permit. The proposed use is consistent with other similar permitted tourist accommodation uses in the area.

<u>Special Use Permit Findings for Parking Ratio Adjustment and Parking Standards Exception</u>

The Planning Commission may grant a special use permit for adjusting the parking demand ratios contained in City Code, provided a technically adequate parking analysis is submitted with the application. The parking analysis is required to include a parking demand ratio estimate, proposed measures or programs (if any) to be incorporated into a project, a schedule of funding and cost of implementation of transportation management plan measures, and any additional information.

As described in the LSC Parking Analysis, the parking demand for this tourist accommodation use is 87 spaces. Pursuant to input from the Planning Commission, the applicant has revised the proposal to add additional parking spaces for a total of 94 and two loading spaces. This reduction is only eight less than the City Code requirement (102 spaces). Furthermore, the applicant has revised its plans to convert all parking spaces to a valet format, allowing onsite parking to be managed efficiently and safely.

5. Adequate off-street parking will be provided for the proposed use as determined by a parking analysis;
6.
The parking analysis submitted by LSC (August 2022) states that 87 parking spaces would be adequate for the proposed tourist accommodation and accessory restaurant uses. LSC concludes that the parking spaces are sufficient due to a significant level of non-motorized access. However, the applicant has revised its plans to add additional parking spaces for a total of 94 valet spaces and two loading spaces. Adding additional parking spaces and converting to valet parking spaces will allow the applicant to manage onsite parking efficiently and safely.

7. The environmental impact of the use will be lessened by the reduction in parking spaces (staff may condition the use permit);

Granting a reduction in parking will lessen the environmental impact of the use. Removing the parking within the right-of-way and relocating the spaces onsite will create an opportunity to construct a pedestrian sidewalk along Stateline Avenue that will reduce pedestrian/traffic conflicts and eliminate parking on unpaved surfaces, thus reducing water quality impacts.

8. Traffic safety for other vehicles and pedestrians will be enhanced by the lesser requirement.

The proposed reconfiguration of the parking lot will improve traffic safety by removing the existing 90-degree hotel parking spaces near the corner of Stateline Avenue and Azure Avenue, requiring drivers to back into the travel lanes.

<u>Findings for Granting a Variance</u>

The Planning Commission may grant a variance to authorize specific exceptions to any regulations of Chapter 6.55. The Planning Commission may vary setback requirements for buildings, structures, and parking pads provided that the Planning Commission finds that because of special circumstances applicable to the property, including size, shape,

topography, location or surroundings, the strict application of the regulation deprives such property of privileges enjoyed by other property in the vicinity and under identical plan area.

The property is an existing developed site with existing buildings/structures and a parking lot that currently does not meet the required setback standards. The property also has existing non-conforming parking spaces located in the City right-of-way along Stateline Avenue and Azure Avenue and within the street corner clear zone. These parking spaces require drivers to back out into the travel lanes creating a traffic and pedestrian safety hazard. In addition, the property does not have an onsite loading space, and delivery offloading is conducted in the City right-of-way.

Granting a variance to allow the applicant to maintain a portion of the parking area that encroaches into the side street setback and rear setback will enable the applicant to relocate the right-of-way parking spaces onsite, thus reducing the traffic/pedestrian safety hazard and allowing for the construction of a pedestrian sidewalk along Stateline Avenue. There is also an existing 6-foot fence that runs the length of the southern property line, thus eliminating any impact from vehicle headlights on the adjacent residential uses.

Granting a variance for the staircase will provide an additional egress and ingress access to the rooftop and give a second point of excavation during an emergency situation.

The City Code requires four onsite loading spaces. However, as described above, site constraints would make it infeasible to add four. Although only two spaces will be used for onsite loading, it will be managed by onsite staff and thus it is anticipated that two spaces are adequate. Moreover, by granting a variance to reduce the requirement would improve the current situation of loading and offloading within the City right-of-way.

Thus, the strict application of the regulation would continue exacerbating the traffic safety hazard along Stateline Avenue and Azure Avenue; on-street parking will continue on unpaved surfaces, and deliveries will continue to occur within the right-of-way. Application of the regulations would also deprive the property owner of providing additional access and egress from the rooftop of Building C to ensure adequate safe access.

PUBLIC NOTICE

A public notice was mailed to property owners within 300 feet of the property on September 2, 2022. A notice of the September 15, 2022 Planning Commission Meeting was published in the Tahoe Daily Tribune on September 2, 2022 *(See Attachments 04)*.

The City has not received any public comments on this application. Any comments received will be transmitted to the Planning Commission and posted on the City website.

Financial Implications:

The construction of 14 new tourist accommodation units would generate TOT revenue for the City.

Policy Implications:

There are no policy implications if the Planning Commission approves the design review, special use permit, and variance for the proposed project. Pursuant to Section 6.10.350 and 6.55.630 of the City Code, the Planning Commission may grant an exception to the adopted parking standards and may grant a variance for encroachment into adopted setback standards.

The proposed project is consistent with adopted General Plan policies as described in the findings section above.

City of South Lake Tahoe
Report to Planning Commission

Meeting Date: August 18, 2022

Title: Major Design Review, Special Use Permit, and Variance for The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Blvd., File # 20-114

Location: 4104 Lakeshore Boulevard

Responsible Staff Members: John Hitchcock, Planning Manager (530) 542-7472

Background:

Diamond Rock Hospitality Company submitted a Design Review, Variance, and Special Use Permit application to the City of South Lake Tahoe to construct nine cabins with 14 hotel units at The Landing at Tahoe Resort and Spa. The new buildings will add a total of 7,149 square feet of gross floor area and increase the number of hotel units from 82 to 96. The additional hotel units will be constructed with TRPA verified tourist accommodation units previously banked on the property.

The project also involves the addition of exterior stairs to a rooftop deck, which fronts Lakeshore Boulevard. A 3,094 square foot storage building, landscaping and water quality improvements are proposed as well. Coverage will be relocated within the property, and no new coverage will be created. The property's parking layout will be modified to accommodate the new tourist accommodation buildings, and a total of 88 onsite spaces will be provided.

A Major Design Review application is required for non-residential projects greater than 5,000 square feet. A Special Use application is required when property owners request a reduction in required parking ratios. A variance is required for the parking lot and exterior staircase encroachment into the side street setback.

The applicant has submitted a separate application to TRPA due to the fact that property is located along the Shorezone and TRPA has retained permitting authority for properties in the Shorezone.

Issue and Discussion:

Project Description

Diamond Rock Hospitality Company is proposing to construct 14 additional tourist units in nine (9) detached cabins on the property, demolish an existing building, construct a new storage building, and reconstruct the parking lot. The nine cabins will be systems-built (modular) buildings. The project also includes a new outside staircase to the event deck above Jimmy's Restaurant. All of

the cabins will have two stories and two hotel units except for Cabin 4, which will only contain one story and one hotel unit.

There are currently 71 existing onsite parking spaces at the property and 17 spaces that encroach into the City right-of-way along Stateline Avenue and Azure Avenue., The applicant is requesting to reconfigure the parking areas and relocate the 17 spaces from the right-of-way to on-site paces, keeping the same total number of spaces for the proposed project. The parking areas will be reconfigured to include 50 valet parking spaces and 38 non-valet parking spaces. More specific information on each item is provided below.

- Construction of 9 detached modular cabins to provide 14 hotel rooms and a storage building.
- A new outside staircase in the Lakeshore Boulevard street side yard setback to access an event deck above the existing restaurant
- Demolition of Building D adjacent to the pool
- Permanent removal and relocation of parking spaces that encroach into the city right-of-way.
- Reconfiguration of parking arrangements to provide 30 triple and 20 tandem valet parking spaces and 38 non-valet parking spaces, for a total of 88 spaces.
- Revegetation and new landscaping adjacent to cabins and along the perimeter of the property.
- Construction of a 5-foot asphalt sidewalk along Stateline Avenue.

Site Description

The property is located at 4104 Lakeshore Blvd at the corner of Stateline Avenue and Lakeshore Boulevard. The main entrance to The Landing hotel is located on Stateline Ave (*See Attachment 02*). The property contains three hotel buildings (Buildings A, B, and C), a pool, a restroom building, and back of house building (Building D) adjacent to the pool area. The accessory restaurant was added to the property several years ago (City Minor Design Review Permit 13-041) in between Buildings B and C. The parcel contains 2.42 acres (105,201 square feet) and 51,917 square feet of gross floor area in Buildings A, B, and C and 3,781 square feet of patio area above the restaurant. Each hotel building contains three stories and there are currently 82 tourist units on the property.

There are 88 parking spaces at the property, including 71 spaces onsite and 17 parking spaces that partially encroach into the City right-of-way along Stateline and Azure Avenues. These parking spaces are configured at 90 degrees and require the driver to back out into the travel lanes, which does not comply with current City Code standards.

Existing Site Factors	
Parcel Size:	2.42 Acres (105,201 SF)
Assessor's Parcel Number	029-602-013
General Plan Land Use Designation	High-Density Residential
Planning Area	Lakeside Park PAS 089
Zoning	Lakeside Park PAS 089

Flood Zone	X Unshaded, Area of Minimal Flood Hazard, FIF 06017C0380F
Airport Land Use Compatibility Plan	Not Applicable

The Landing hotel is surrounded by residential properties to the north (across Stateline Avenue), south, and east. Lakeside Beach is directly west of the property.

Surrounding Land Uses/Zoning			
	General Plan Land	Zoning	Development Status
North	High-Density Resid	Lakeside Park	Single-Family Residential
South	High-Density Resid	Lakeside Park	Single-Family Residential
West	High-Density Resid	Lakeside Park	Lakeside Beach, Lake Tahoe
East	High-Density Resid	Lakeside Park	Single-Family Residential

Project Review

The project review includes the Major Design Review and Variance application for the proposed hotel additions and parking reconfiguration as well as a Special Use Application for the reduced parking request, as further described below.

The City previously issued Minor Design Review Permits for remodeling the hotel and the addition of an accessory restaurant (File 12-139, 13-041, 13-169, and 13-217). In 2019, the City issued another Minor Design Review Permit to allow the conversion of storage areas on the first floor of Building B and the fitness room and business center into five new hotel units (File # 19-018). Diamond Rock used five of 19 banked tourist accommodation units for the conversion, leaving 14 banked TAUs onsite.

Land Uses

The proposed project is the addition of 14 hotel units to The Landing. The hotel currently contains 82 units in three separate buildings (A, B, and C). Fourteen banked TAUs will be converted into the proposed units.

City of South Lake Tahoe General Plan (2011): The South Lake Tahoe General Plan designates this parcel as high-density residential (HDR). The HDR land use designation provides for high-density single-family and multi-family dwellings (8 to 15 dwelling units per acre) and is applied to areas that are currently developed as multi-family and areas near commercial, employment, transit, and public services. The Neighborhood Priority List Chapter of the General Plan recognizes that Lakeside Park consists of single-family and multi-family dwellings and motels. The Neighborhood Priority List for Lakeside Park is to improve the infrastructure, including streets and drainage, and to preserve historic structures and land use patterns.

Lakeside Park Plan Area Statement (PAS 089): The property is located in the Lakeside Park Plan Area. Tourist accommodation uses require a Special Use Permit. To make the property conform with the Lakeside Park Plan Area Statement, TRPA required the owners to apply for a Special Use

Permit in 2019 as part of the request to convert the storage units and fitness room to new hotel units (ERSP2019-0369). As a result, The Landing is now in compliance with the Lakeside Plan Area Statement.

Use findings to grant a City Special Use Permit are provided in the findings section below.

Density

The maximum density for tourist uses in the Lakeside Park Plan Area is 40 units per acre when less than 10% of the units have kitchens. Accordingly, the allowable density based on 40 units per acre would be 96 units (2.42 acres x 40 = 96.8 units). The project would add 14 banked tourist accommodations units for a total of 96 units, which would comply with the maximum allowable density.

Flood Zone

Based on Map 06017C0380F (April 3, 2012), the project is located in Zone X Unshaded, which is an area determined to be outside of the 0.2% annual chance floodplain.

Building Design, Materials, and Color

The nine cabins are systems-built cabins that will have grey vertical wood siding, grey treated wood lumber slats, and dark grey asphalt composition shingle roofs. The cabins also incorporate a 5:12 pitched shed roof, which is consistent with the citywide design standards. The wood lumber slats are designed to provide privacy screening in the back of the cabin and also to provide façade articulation to create visual interest. The building design, materials, and colors are consistent with the standards of the citywide design manual and the design guidelines (https://www.cityofslt.us/871/Design-Guidelines) that encourages the use of natural and natural appearing materials and natural earthtone colors that blend with the natural environment.

The proposed storage building uses the same materials proposed for the cabins; however, the façade facing Azure Avenue architecturally lacks articulation or visual interest. To ensure compatibility with the neighborhood, the City Permit has been conditioned to require the applicant to add architectural articulation to the façade facing Azure Avenue.

Building Placement

The required setbacks for properties located in the Lakeside Park Plan Area are provided below. Diamond Rock is proposing to construct a staircase in front of the restaurant to allow access to the event deck above the restaurant. The proposed staircase landing would encroach into the side street yard setback and would not be compliant with City Code setback standards.

Front Setback	Required Setback	Proposed Setback
Front Setback (Stateline Avenue)	20 feet	All proposed buildings are in compliance with the setback standard.
Side Street Yard (Lakeshore Blvd and Azure Ave)	15 feet	Existing Building C encroaches into the side street setback by three feet, and the patio fronting Lakeshore Boulevard encroaches by 15 feet. The proposed staircase will be constructed in an existing patio that currently encroaches into the side street setback. The staircase itself will encroach into the side street setback along Lakeshore Boulevard by 9.5 feet The proposed reconfigured parking lot encroaches six feet into the side yard setback along Azure Avenue and five feet into the rear setback.
Interior Side Yard	15 feet	All proposed buildings are in compliance with the setback standard.
Rear Setback	15 feet	All proposed buildings are in compliance with the setback standard.

The applicant has requested a variance for the reconfigured parking lot and the proposed rooftop access stairways. The parking area is proposed to encroach into the setback by six feet but does not affect a driveway or street corner vision clearance triangle or create safety hazards. Removing the existing 90-degree hotel parking spaces located near the corner of Stateline and Azure Avenues and relocating them to the interior parking area will improve the overall traffic safety and circulation in the area.

Granting a variance for the staircase will provide an additional egress and ingress access to the rooftop and provide a second point of excavation during an emergency situation. The staircase will be built within the footprint of an existing patio that currently encroaches but is considered legal non-conforming.

Findings to grant a Variance are provided below in the findings section.

<u>Height and Roof Pitch</u>

The maximum allowable height for the cabins will be covered as part of the TRPA review. City Code requires a minimum roof pitch of 5:12 for all tourist accommodation buildings. As shown on the elevations, all of the cabins will have a 5:12 roof pitch. The three lakefront cabins have a height of 28’-1” to 28’-2”. The three poolside cabins range from 18’-2” for the one-story cabin to 27’-7”” for the two-story cabins. The three garden cabins range from 27’-6” to 27’-7”. The storage building is 31’-0” high.
The proposed heights are in compliance with TPRA height standards.

Building	Cross Slope (%)	Max Allowed Height	Proposed Height
Building 1	3.3	31’	28’-1”
Building 2	3.3	31’	28’-1”
Building 3	3.3	31’	28’-2”
Building 4	6	31’-6”	19’-8”
Building 5	3.3	31’	27’-7”
Building 6	3.3	31’	28’-11”
Building 7	3.8	31’	27’-8”
Building 8	0	30’	28’-5”
Building 9	3.1	31’	28’-1”
Storage	3.3	31’	31’-0”

Dumpster Enclosure:

City Code Section 6.10.110 (A5) requires a screened enclosure for dumpsters. There is an existing trash enclosure on the property south of the pool, but the revised plan set shows the enclosure removed for the valet parking spaces.

The City Permit will include a condition of approval to require a dumpster enclosure to be shown on the plan set. The location and design will be reviewed by City staff for compliance with City Code prior to permit acknowledgement.

Fences:

There is an existing 6’ fence between the property and the residential structures to the east and south of the parcel boundary. No additional fencing is proposed.

Landscaping & WELO

The existing landscaping on the property extends into the City Right-of-Way along Lakeshore Blvd. and Stateline Ave. As shown in the landscaping plan, the project includes removing existing parking next to Building A and installing turf and deciduous and evergreen trees. Additional landscaping is proposed along the perimeter of the property and does not encroach into the City right-of-way along Stateline Avenue. Several of the detention areas will be replaced with subsurface infiltration chambers (see Stormwater discussion below).

The proposed landscaping includes a mix of trees, shrubs, perennials, and ornamental grasses. The proposed species are consistent with the TRPA Home Landscaping Guide for Lake Tahoe and Vicinity.

The City permit has been conditioned to require the applicant to submit a landscape/irrigation documentation package that is consistent with the Water Efficient Landscape Ordinance. The documentation package shall be submitted with the building permit application.

Pedestrian Paths

The revised plan set depicts an ADA path of travel on the property as well as the proposed extension of the Hill Road pedestrian path to Building A. The Hill Road pedestrian path between Sunrise Lane to Lakeshore Boulevard is located within undeveloped City right-of-way. The existing path is constructed of asphalt and is deteriorating in certain sections.

The City Permit includes a condition requiring the applicant to obtain an encroachment permit from the Public Works Department and to resurface and bring the path into compliance with the City's Public Infrastructure and Engineering Standards.

Snow Storage

City Code Section 6.10.140 requires developments to provide adequate snow storage areas within the project area. As no snow storage areas are depicted on the plan set, the City Permit will include a condition to revise the plan set to show snow storage areas or provide evidence that the property has entered into a contract for snow removal and storage offsite.

Stormwater

The applicant is proposing a stormwater infiltration system for the proposed development. The City Public Works Department has reviewed the adequacy of the proposed infiltration chambers and has made the following comments.

1. The plans shall be revised to include access for maintenance and pre-treatment as required by TRPA.
2. Pre-treatment is required prior to infiltration.
3. Applicant shall submit the BMP calculator worksheet with the building permit application.

These items have been added as conditions to the City Permit.

Lighting

The plan set depicts black aluminum cylinder down light fixtures that are compliant with City lighting standards.

Parking and Driveway Standards

There are three entrances to the property. The main entrance is from Stateline Avenue, with secondary entrances along Lakeshore Boulevard and Azure Avenue. The entrances along Lakeshore Boulevard and Azure Avenues are currently roped off to prevent vehicular access. The project involves reconfiguring the entrances and parking areas as follows:

1. Removing parking surfaces, including parking spaces located adjacent to Building A.

2. Retaining the existing driveway entrance from Lakeshore Boulevard; however, continue to restrict vehicular traffic
3. Reconstruct the driveway entrance from Azure Avenue and allowing vehicular access.
4. Removing 90-degree parking spaces along Stateline Avenue and Azure Avenue and relocating the spaces onsite.
5. Changing the onsite parking layout to 50 tandem and triple valet parking spaces and 38 non-valet parking spaces.
6. Extending the Hill Road pedestrian path to connect to the Building A and the Lakefront Cabins.

The driveway entrance from Lakeshore Boulevard is only 19.5 wide. The City Code requires a minimum of 20 feet for tourist accommodation uses. The City permit is conditioned to either widen the driveway, or reduce the width and convert the driveway to a pedestrian path.

The driveway entrance from Stateline Avenue is approximately 35 feet wide, which exceeds the maximum width of 30 feet. A maximum width standard is adopted in the City Code to allow the City to adequately and efficiently plough snow located in the City right-of-way. The City permit is conditioned to require the driveway entrance to be reduced to 30 feet.

The Azure Avenue driveway is to be reconfigured. The proposed driveway width is 35 feet. The maximum width permitted for tourist accommodation use is 30 feet measured at the property line. The City permit has been conditioned to require the applicant to reduce the driveway width. Access from Azure will be signed as emergency/employee access only to prevent guests from circumnavigating the check-in process. This restriction would also restrict hotel guests from self-parking in the valet spaces.

The proposed parking lot reconfiguration is not entirely in compliance with parking standards (e.g., parking space dimensions, aisle widths). Aisle width varies from 16.19 feet to 24 feet. All parking spaces are 9 feet wide as required by Code; however, parking depth varies from 17 to 19 feet.

Nineteen of the self-park spaces located along the southern property line are sized 17 feet by 9 feet. Per the City Code, parking spaces adjacent to landscaping may be reduced to 17 feet in length, provided a wheel stop is installed outside the 17 foot stall. The City permit is conditioned to require the installation of wheel stops for these parking spaces. However, the proposed aisle width in this location is only 16 feet and does not meet the City standard.

Twenty of the tandem valet parking spaces along the southern property line are sized 9 feet by 18 feet. Because 10 of the spaces are located adjacent to a landscaped bed, the size can be reduced by one foot to 17 feet deep. As a result of the reduction in size, the ten adjacent tandem spaces can be stripped 9 feet by 19 feet. The City permit is conditioned to require the spaces be reduced to 17 feet next to the landscape bed and wheel stops installed and stripe the adjacent tandem parking 19 feet.

All thirty of the triple valet parking spaces located adjacent to Stateline Avenue are sized 9 feet by 19 feet and meet the City standard. The aisle width in the location (valet parking) also meets the City minimum standard of 24 feet.

Eighteen existing self-parking spaces adjacent to Building B are sized 9 feet by 19 feet and meet the City standard. However, the aisle width is 21 feet and does not meet the minimum City standard.

Through permit conditions, all of the proposed parking spaces can be brought into compliance with the City parking standards. However, in order to accommodate all required parking onsite, and due to site constraints, the property cannot meet the minimum aisle width standard of 24 feet.

Pursuant to the City Code Section 6.10.350, standards may be modified provided 1) environmental impact will be lessened by the lesser improvement, 2) traffic safety for vehicles and pedestrian is enhanced, and the lesser improvement meet the intent of the requirement.

The environmental impact of the reconfigured parking lot will be lessened, and vehicle and pedestrian safety will be enhanced by allowing the applicant to remove existing parking located in the City right-of-way and allowing a reduction in the aisle width for the self-parked spaces. Moreover, by relocating the parking onsite, the applicant can install a 5-foot sidewalk along Stateline Avenue, further enhancing pedestrian safety.

Loading Areas

City Code requires loading spaces for hotels based on the gross floor area of a building. Based on the total gross floor area of 58,475 of gross floor area for Buildings A, B, C, and the nine cabins, four loading spaces are required. City Code Section 6.10.410.G requires four loading spaces for gross floor area of 40,001 to 60,000 square feet.

Due to site constraints there is inadequate room for four loading spaces while maintaining the required parking spaces. The applicant has informed staff that deliveries are offloaded along Stateline Avenue within the right-of-way. Although the site cannot accommodate four spaces, the City Permit has been conditioned to require the applicant to incorporate one loading space.

Parking Ratios:

Parking demand ratios for different land uses are established in City Code Section 6.10.410. As required by City Code Section 6.10.350 (B), if an applicant proposes a reduced the number of parking spaces for a proposed project, a technically adequate parking analysis must be submitted with a Special Use Application. There are currently71 onsite parking spaces at The Landing hotel, and 17 spaces that encroach into the City right-of-way along Stateline and Azure Avenues. As shown in the plan set, Diamond Rock is proposing to remove and relocate the spaces in the City right-of-way and reconfigure the parking areas on the property and create 50 valet parking spaces and 38 non-valet parking spaces.

In order to request a reduction in parking requirements, the applicant submitted a parking analysis prepared by LSC Transportation Consultants in April 2020 (*See Attachment 04).* The LSC analysis estimated a 22 percent non-auto access rate for The Landing hotel after considering the number of hotel guests that use group travel. LSC concluded this percentage would increase with the addition of micro transit in the Stateline area. Accordingly, LSC has concluded that 82 parking spaces are needed for guests, and 5 parking spaces are needed for employees for a total of 87 spaces.

As shown in the proposed parking plan, the parking spaces will be reconfigured for 50 valet parking spaces and 38 non-valet parking spaces for a total of 88 spaces.

The required findings for a Special Use Permit to reduce the required parking ratios are provided under the Findings section of this staff report.

Pedestrian Circulation and Public Improvements

Stateline Avenue provides direct access from the Casino Core/Heavenly Village area to Lakeside Beach and Lake Tahoe. As such, a high volume of pedestrian traffic along Stateline Avenue has created pedestrian/traffic conflicts due to the lack of public sidewalks. Pursuant to Section 6.10.180 of the City Code, public improvements in the street right-of-way can be required if the city engineer determines that the offsite improvements are necessary for the orderly development of the area.

To improve pedestrian safety and access to Lake Tahoe and reduce traffic conflicts, the City Permit has been conditioned to require the applicant to construct a sidewalk within the public right-of-way along Stateline Avenue from Azure Avenue to Lakeshore Boulevard. The City Permit will require the applicant to coordinate with the Public Works Department to design and construct a sidewalk that is consistent with the City's Public Infrastructure Engineering Standards.

ENVIRONMENTAL ANALYSIS

California Environmental Quality Act

This proposed project is categorically exempt from CEQA under Section 15303, Class 3, New Construction, and Section 15332, Class 32, Infill Projects, based on the conditions described below:

1) The proposed addition of new hotel units project is consistent with both the City of South Lake Tahoe General Plan and the Lakeside Park Plan Area.
2) The proposed development is located within the City of South Lake Tahoe on a site less than 5 acres substantially surrounded by urban uses.
3) The site has no value as habitat for endangered, rare or threatened species.
4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
5) The site can be adequately served by all required utilities and public services.

FINDINGS

City of South Lake Tahoe General Plan

The proposed project is consistent with the goals and policies of the City of South Lake Tahoe General Plan, as the City's General Plan supports the provision of tourist uses near highways, transit stops, and other visible locations:

Goal LU-6: To provide tourist-serving uses near highways and other highly visible locations in South Lake Tahoe

Policy LU-4.2: Infill and Reinvestment Promotion – The City shall promote infill and reinvestment to increase density within walking distance of transit stops.

Policy LU-4.4: Development Priority – The City shall give priority to developments on underutilized sites that use existing infrastructure, coverage, and development rights.

Policy LU-6.1: Stateline Node Tourist Center - The City shall establish the Stateline Node as the primary tourist destination for South Lake Tahoe.

Lakeside Park PAS

The Landing Resort is compliant with the permissible uses allowed in the Lakeside Park Plan Area (PAS 089) following the approval of the TRPA Special Use Permit in 2019. The project is consistent with the maximum density for tourist accommodation units. With a parcel size of 2.42 acres, the maximum allowable density is 96 tourist accommodation units.

Citywide Design Standards

The proposed project is consistent with the Citywide design and development standards contained in the City Code Chapters 6.10 and 6.55 provided the applicant meets the conditions of approval addressed in the staff report and included in the City Permit.

Special Use Permit Findings for Tourist Accommodation Use

The Planning Commission may grant a use permit to authorize a special use and structure devoted to such use on a specific parcel within a plan area: provided that such use is allowed by use permit and the following findings are made.

1. Necessary or desirable on a specific parcel.

The tourist accommodation use is necessary and desirable on the specific parcel. The tourist accommodation use is an existing use that was built in 1960 before the incorporation of the City of South Lake Tahoe. The parcel is located in Plan Area 089, Lakeside, a residential plan area where

bed & breakfast, hotels, motels, and other transient dwellings units are permissible with a special use permit. The tourist accommodation use is also adjacent to recreation opportunities and a short distance from the Stateline Node.

2. Not injurious to the neighborhood.

The existing tourist accommodation use is not injurious to the neighborhood. As a result of this proposed project, all parking will be located onsite, and all existing parking spaces in the City right-of-way will be removed, thus removing the traffic and pedestrian conflicts. Moreover, a sidewalk will be constructed the length of Stateline Avenue, which would relocate pedestrian traffic out of vehicle travel lanes and parking areas.

3. Consistent with the intent of this chapter.

The proposed project, as described in the staff report, is consistent with the intent of Section 6.55.620 of the City Code. The chapter allows granting a use permit to authorize a special use on a specified parcel where the applicable area/area plan includes the use as permissible. Furthermore, the proposed use is consistent with other similar tourist accommodation uses (e.g., Station House Inn, Quality Inn, Parkside Lone Pine Lodge) operating in the area. It is desirable on this specific parcel to provide tourist accommodation use within close proximity to recreation and entertainment opportunities.

4. Consistent with the permitted uses in such plan area.

The subject parcel is located within Plan Area 089, Lakeside Park. Tourist accommodation uses may be approved with a special use permit. The proposed use is consistent with other similar permitted tourist accommodation uses in the area.

<u>Special Use Permit Findings for Parking Ratio Adjustment</u>

The Planning Commission may grant a Special Use Permit for adjusting the parking demand ratios contained in City Code, provided a technically adequate parking analysis is submitted with the application. The parking analysis is required to include a parking demand ratio estimate, proposed measures or programs (if any) to be incorporated into a project, a schedule of funding and cost of implementation of transportation management plan measures, and any additional information.

As discussed in this staff report, there are 71 parking spaces on the property, and this Special Use Permit would allow the property owner to reconfigure the parking to 50 valet parking spaces and 38 spaces to non-valet parking for a total of 88 spaces. With the increase in hotel units, City Code would normally require 99 spaces for the hotel units and 6 spaces for employees. It should be noted that the existing restaurant is considered an accessory use but is open to the public and onsite parking is required. City Code Section requires the following findings for requests to reduce the parking ratios for different land uses:

5. Adequate off-street parking will be provided for the proposed use as determined by a parking analysis;

The parking analysis submitted by LSC (August 2022) states that 87 parking spaces would be adequate for the proposed tourist accommodation and accessory restaurant uses. LSC concludes that the parking spaces are sufficient due to a significant level of non-motorized access.

6. The environmental impact of the use will be lessened by the reduction in parking spaces (staff may condition the use permit);

Granting the reduction in parking will lessen the environmental impact of the use. Removing the parking located within the right-of-way and relocating the spaces onsite will create an opportunity to construct a pedestrian sidewalk along Stateline Avenue that will reduce pedestrian/traffic conflicts and would eliminate parking on unpaved surfaces, thus reducing water quality impacts.

7. Traffic safety for other vehicles and pedestrians will be enhanced by the lesser requirement.

The proposed reconfiguration of the parking lot will improve traffic safety by removing the existing 90-degree hotel parking spaces near the corner of Stateline Avenue and Azure Avenue, requiring drivers to back into the travel lanes.

<u>Findings for Granting a Variance</u>

The Planning Commission may grant a variance to authorize specific exceptions to any regulations of Chapter 6.55. The Planning Commission may vary setback requirements for buildings, structures, and parking pads provided that the Planning Commission finds that because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the regulation deprives such property of privileges enjoyed by other property in the vicinity and under identical plan area.

The property is an existing developed site with existing buildings/structures and a parking lot that currently does not meet the required setback standards. The property also has existing non-conforming parking spaces located in the City right-of-way along Stateline Avenue and Azure Avenue and within the street corner clear zone. These parking spaces require drivers to back out into the travel lanes creating a traffic and pedestrian safety hazard. In addition, the property does not have an onsite loading space and delivery offloading is conducted in the City right-of-way.

Granting a variance to allow the applicant to maintain a portion of the parking area that encroaches into the side street setback and rear setback will enable the applicant to relocate the right-of-way parking spaces onsite, thus reducing the traffic/pedestrian safety hazard and allowing for the construction of a pedestrian sidewalk along Stateline Avenue. There is also an existing 6-foot fence that runs the length of the southern property line, thus eliminating any impact from vehicle headlights on the adjacent residential uses.

Granting a variance for the staircase will provide an additional egress and ingress access to the rooftop and give a second point of excavation during an emergency situation.

The City Code requires four onsite loading spaces. However, as described above, site constraints would make it infeasible to add four. By granting a variance to reduce the requirement to one loading space would improve the current situation of loading and offloading within the City right-of-way.

Thus, the strict application of the regulation would continue exacerbating the traffic safety hazard along Stateline Avenue and Azure Avenue; on-street parking will continue on unpaved surfaces and deliveries would continue to occur in the right of way. Application of the regulations would also deprive the property owner of providing additional access and egress from the rooftop of Building C to ensure adequate safe access.

PUBLIC NOTICE

A public notice was mailed to property owners within 300 feet of the property on August 5, 2022. A notice of the August 18, 2022 Planning Commission Meeting was published in the Tahoe Daily Tribune on August 5, 2022 *(See Attachments 05)*.

The City has not received any public comments on this application. Any comments received will be transmitted to the Planning Commission and posted on the City website.

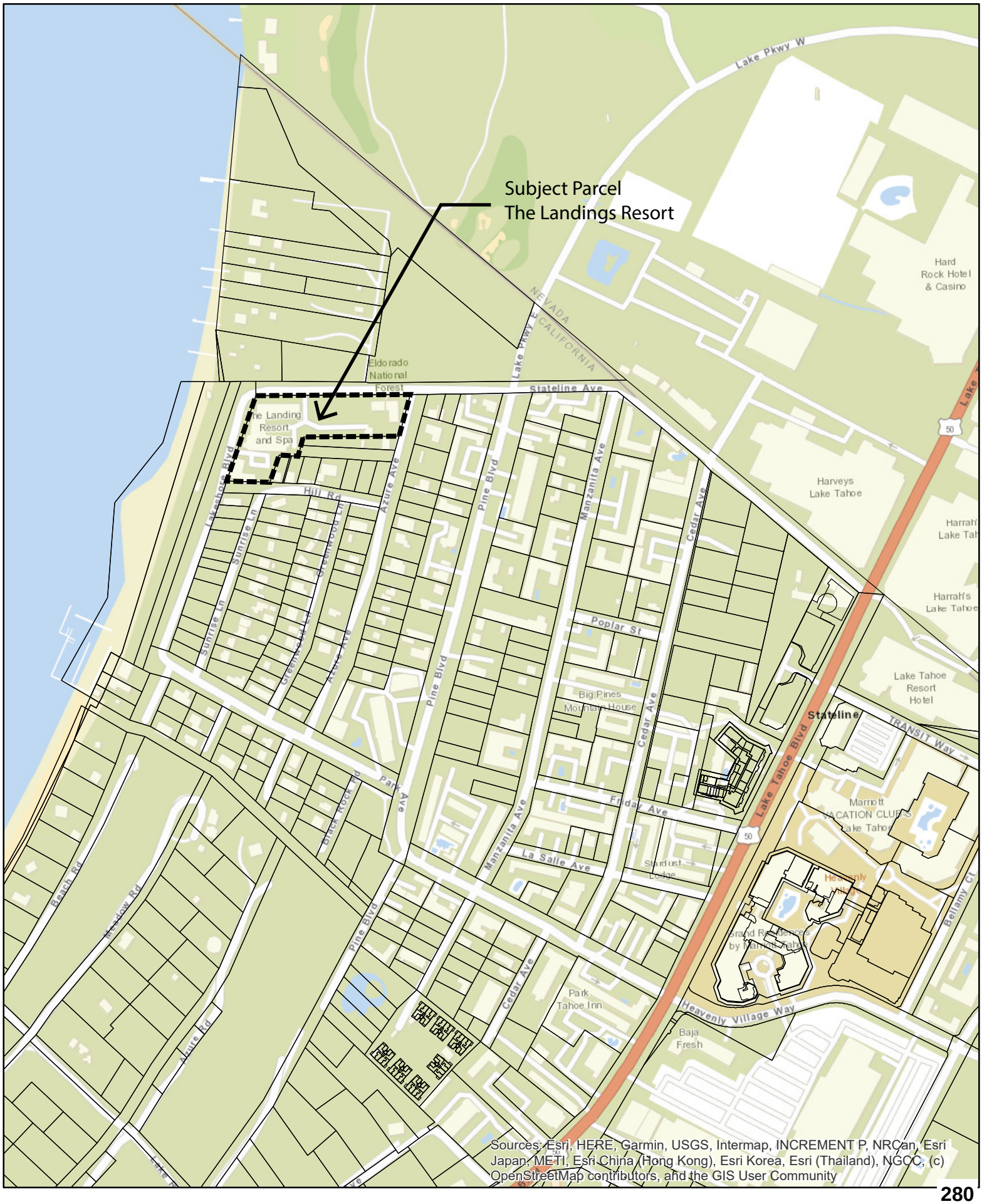
Financial Implications:

The construction of 14 new tourist accommodation units would generate TOT revenue for the City.

Policy Implications:

None.

ATTACHMENT 02



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

089
LAKESIDE PARK

PLAN DESIGNATION:

Land Use Classification	RESIDENTIAL
Management Strategy	MITIGATION
Special Designation	NONE

DESCRIPTION:

Location: This is a residential/recreation area on the California side of South Stateline and is located on TRPA maps H-16 and H-17.

Existing Uses: This area includes some motels, the Lakeside Marina and beach, and older residences. The area is 95 percent built out.

Existing Environment: The land classification of this area is a mixture of high and low hazard. The shorezone tolerance district is 1. Land coverage and disturbance is high.

PLANNING STATEMENT: This area should continue as a residential/recreation area while improving lake access opportunities.

PLANNING CONSIDERATIONS:

1. There is a disturbed barrier beach with littoral drift problems.
2. This area contains Scenic Shoreline Unit 31.
3. The USFS has identified bald eagle habitat in this Plan Area.

SPECIAL POLICIES:

1. The Lakeside Marina harbor and adjacent barrier should be reviewed to determine whether or not significant littoral drift problems exist. If a significant littoral drift problem does exit, then reasonable alternatives should be reviewed. Any alternative to mitigate a significant littoral drift problem should receive appropriate private and public financial assistance to accomplish this goal.
2. Restoration of the barrier beach/SEZ area should be a high priority.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List: The following list of permissible uses is applicable throughout the Plan Area.

Residential	Multiple family dwelling (S), and single family dwelling (A).
Tourist Accommodation	Bed and breakfast facilities (S), hotels, motels, and other transient dwelling units (S).
Commercial	Eating and drinking places (S), and vehicle storage and parking (S).
Public Service	Churches (A), collection stations (S), cultural facilities (A), day care centers/pre-schools (S), local assembly and entertainment (S), local post office (A), local public health and safety facilities (A), social service organizations (A), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).
Recreation	Day use areas (A), participant sports facilities (S), sport assembly (S), beach recreation (A), boat launching facilities (S), outdoor recreation concessions (A), marinas (S), riding and hiking trails (S), and visitor information center (S).
Resource Management	Reforestation (A), sanitation salvage cut (A), management thinning (A), timber stand improvement (A), tree farms (A), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection ad suppression (A), fuels treatment (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

Shorezone: Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with Chapter 18. The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance District 1

Primary Uses	Water oriented outdoor recreation concessions (A), beach recreation (A), waterborne transit (A), boat launching facilities (S), tour boat operations (A), safety and navigation facilities (A), and marinas (S).
Accessory Structures	Buoys (A), piers (S), fences (S), boat ramps (S), floating docks and platforms (A), shoreline protective structures (S), and water intake lines (A).

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

USE	MAXIMUM DENSITY
Residential	
Single Family Dwelling	1 unit per parcel
Multiple Family Dwellings	15 units per acre
Tourist Accommodation	
Bed and Breakfast	10 units per acre
Hotel, Motel and other Transient Units	
• with less than 10% of units with kitchens	40 units per acre
• with 10% or more units with kitchens	15 units per acre

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL:. The maximum community noise equivalent level for this Plan Area is 55 CNEL.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time.

SUMMER DAY USES **0 PAOT** WINTER DAY USES **0 PAOT** OVERNIGHT USES **0 PAOT**

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by Volume IV of the Water Management Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in Volume III of the Water Quality Management Plan.

LSC TRANSPORTATION CONSULTANTS, INC.

2690 Lake Forest Road, Suite C
P. O. Box 5875
Tahoe City, CA 96145
(530) 583-4053
FAX (530) 583-5966
Email: lsc@lsctahoe.com
Website: www.lsctrans.com

August 1, 2022

Cody O'Kelly, Principal
OCG Design Construct Manage

RE: The Landing Lake Tahoe - Parking and VMT Analysis

Dear Mr. O'Kelly:

Per your request, LSC Transportation Consultants, Inc. has conducted a parking and VMT (vehicle miles traveled) evaluation for the proposed improvements to The Landing Lake Tahoe Resort and Spa located at 4104 Lakeshore Boulevard in South Lake Tahoe, California. The proposed project would add 14 new guest rooms for a total of 96 rooms, increase the size of the restaurant, and revise the parking layout. This report presents the calculation of the parking demand of the resort as a whole with the proposed improvements, including consideration for non-auto access. Then the VMT is evaluated for the proposed improvements.

Parking Demand

The standard parking rates were obtained from the South Lake Tahoe City Code Section 6.10.410. The hotel currently includes 82 rooms which will increase to 96 rooms with the renovation. Also on site are a restaurant, spa, pool and meeting areas. The definition of a hotel (land use code 310) in the Institute of Traffic Engineers Parking Generation 5th Edition is as follows "*A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops*." Therefore, The Landing Lake Tahoe Resort and Spa meets the definition of a hotel and the parking rates and associated parking demand are shown in Table 1.

The project area has a significant level of non-motorized access due to its location close to nearby destinations, flat topography and presence of pedestrian and bicycle amenities. Most of this type of non-auto travel will occur after guests of the hotel have parked their cars at the hotel. Due to the non-auto travel options after guests arrive at the hotel, a significant number of people can also arrive at the hotel via non-auto modes (since they don't need a car once they arrive). This would include groups traveling in vans or buses or one car arriving but using

multiple rooms. For the year 2019, the hotel records indicate that group travel (which is a group which books 6 or more rooms) booked 12 percent of the rooms.

Next, data was obtained from the hotel for the month of February 2020 (prior to the impacts of COVID-19) detailing the number of rooms booked and the number of cars parked in the onsite parking lot each night. This data shows that an average of 51 percent of the occupied rooms didn't have a car associated with them. Upon further review, hotel staff indicated guests parallel park along Stateline Avenue (approximately 17 spaces available) as well. Street parking is allowed year-round on the south side of Stateline where these 17 spaces are. Adding these spaces with the spaces counted in the hotel parking area reduces the 'rooms without a car' to 17 percent as shown in the bottom of Table 2. Based on these two data points: 12 percent of people are group travel and 17 percent access the room without a car it would be reasonable to assume a 15 percent non-auto access rate for the hotel rooms, as shown in Table 1.

Employees also would have a significant amount of non-auto travel to/from work at The Landing. While the Tahoe Regional Planning Agency (TRPA) conducts travel surveys, there are not enough recent survey responses for work trips in the Stateline area to determine a non-auto usage. Therefore, US Census 'Journey to Work' data was used to determine the percent of workers who travel to/from work via non-auto modes. Data from the 2018 American Community Survey 5-year estimates (2014-2018) was reviewed for Stateline, Nevada and South Lake Tahoe, California with a resulting a non-auto mode share of 22 percent. This percent could increase in the future with the addition of micro transit in the Stateline general area.

Applying the non-auto reductions to the parking demand results in a total of 87 parking spaces, as shown in Table 1. Of these, 82 vehicles are generated by guests and the remaining 5 vehicles generated by employees. Upon review of existing documents for the US 50/South Shore Community Revitalization Project, no employee parking is designated in these plans so all employees will be expected to park on-site. And no spaces will be designated for either employees or guests.

Existing Parking Supply

The existing parking supply for The Landing Lake Tahoe Resort and Spa is 88 parking spaces. As the anticipated parking demand after reductions is 87 parking spaces, the existing parking supply is adequate.

VMT Screening Analysis

Vehicle miles traveled was evaluated in accordance with TRPA's "Project Impact Assessment Guidelines" (TRPA June 2021). Per TRPA standards, this analysis focuses on VMT generated within the Tahoe Basin only. The project VMT was evaluated using the online *Project Impact Analysis Tool* by TRPA. The tool shows the project being within ½ mile of a Town or Regional Center and the VMT being lower than 1,300, therefore the project is considered a low VMT project and is screened from requiring further analysis.

VMT and Mitigation Fee Calculation

Next the VMT is calculated for the proposed 14 TAUs based on the number of daily trips, the non-auto percent, and the zone average trip length, as shown in Table 3. First the trips were divided by trip type as each trip type has a different non-auto percentage. The non-auto percentages are the same as the parking study with the addition of the 'tourist – local trips' rate which was obtained from the TRPA survey data for visitors stay at hotels in the Stateline area. The resulting daily trips with the non-auto reduction is 63 daily trips. Using the zone average trips length from the PIA tool for the project area the total VMT would be 313 daily VMT and the total mobility mitigation fee for the project would be $61,410.60.

Conclusions

The following conclusions are made based on this analysis:

- The total parking demand including reductions for non-auto is 87 parking spaces.
- As the existing parking supply is 88 spaces, there is sufficient parking provided.
- The total VMT for the project is 313 daily VMT which makes it a low VMT project and is therefore screened from further analysis.
- The mobility mitigation fee for the project is $61,410.60.

Please contact our office at (530) 583-4053 with any questions or comments pertaining to this analysis.

Respectfully Submitted,

LSC Transportation Consultants, Inc.

by_____

Leslie Suen, PE, Associate
LSC Transportation Consultants, Inc.

Enclosure: Tables 1 – 3

Table 1: The Landing Resort Parking Demand

Descripti	Quantity	Units	Parking Ratio Category	South Lake Tahoe Parking Rate[1]		Non-Auto Reduction	Required Parking Spaces
Hotel	96	Rooms	Hotel, motel and other transient dwelling units	1.00	per room	15%	82
	35	Employees		0.17	employee	22%	5
						Total Demand	**87**
						Parking Supply	**87**
						Parking Surplus	**0**

Note 1: South Lake Tahoe Code - Section 6.10.410

Source: LSC Transportation Consultants, Inc.

Table 2: The Landing Resort Hotel Parking Data

Date	Total Number of Cars Parked	Total Number of Cars Parked plus 17 On-street Spaces	Rooms occupied	Rooms with No Cars	% of Rooms with No Cars Daily	% of Rooms with No Cars Weekend	% of Rooms with No Cars Including the Additional 17 On-Street Spaces
Sunday, February 2, 2020	49	66	41	(8)	-20%		0%
Monday, February 3, 2020	14	31	30	16	53%		0%
Tuesday, February 4, 2020	10	27	29	19	66%		7%
Wednesday, February 5, 2020	11	28	30	19	63%		7%
Thursday, February 6, 2020	17	34	37	20	54%		8%
Friday, February 7, 2020	37	54	57	20	35%	35%	5%
Saturday, February 8, 2020	44	61	70	26	37%	37%	13%
Sunday, February 9, 2020	1	18	35	34	97%		49%
Monday, February 10, 2020	29	46	30	1	3%		0%
Tuesday, February 11, 2020	13	30	39	26	67%		23%
Wednesday, February 12, 2020	7	24	38	31	82%		37%
Thursday, February 13, 2020	10	27	48	38	79%		44%
Friday, February 14, 2020	22	39	71	49	69%	69%	45%
Saturday, February 15, 2020	37	54	79	42	53%	53%	32%
Sunday, February 16, 2020	48	65	79	31	39%		18%
Monday, February 17, 2020	20	37	46	26	57%		20%
Tuesday, February 18, 2020	29	46	46	17	37%		0%
Wednesday, February 19, 2020	30	47	53	23	43%		11%
Thursday, February 20, 2020	28	45	58	30	52%		22%
Friday, February 21, 2020	37	54	71	34	48%	48%	24%
Saturday, February 22, 2020	61	78	82	21	26%	26%	5%
Sunday, February 23, 2020	25	42	42	17	40%		0%
Monday, February 24, 2020	11	28	18	7	39%		0%
Tuesday, February 25, 2020	6	23	10	4	40%		0%
Wednesday, February 26, 2020	1	18	4	3	75%		0%
Thursday, February 27, 2020	7	24	81	74	91%		70%
Friday, February 28, 2020	19	36	62	43	69%	69%	42%
Saturday, February 29, 2020	65	82	82	17	21%	21%	0%
Maximum	**66**				**97%**	**69%**	**70%**
Average	**24**				**51%**	**45%**	**17%**

Source: LSC Transportation Consultants, Inc.

Table 3: The Landing Resort VMT Analysis

Land Use	Quantity	Daily Trip Rate	Daily Trips	Non-Auto percent	Daily Trips with Reductions	Zone Average Trip Length (miles)	Daily VMT
Tourist Accommodation Units	14	8.36	117				
Service Trips			4	0%	4		
Employee Trips			15	22%	12		
Tourist - Basin Access Trips			11	15%	9		
Tourist - Local Trips			87	56%	38		
		TOTAL	**117**		**63**	**4.97**	**313**
					Mobility Mitigation Fee per VMT		$ 196.20
					Total Mobility Mitigation Fee		$ 61,410.60

Source: LSC Transportation Consultants, Inc.

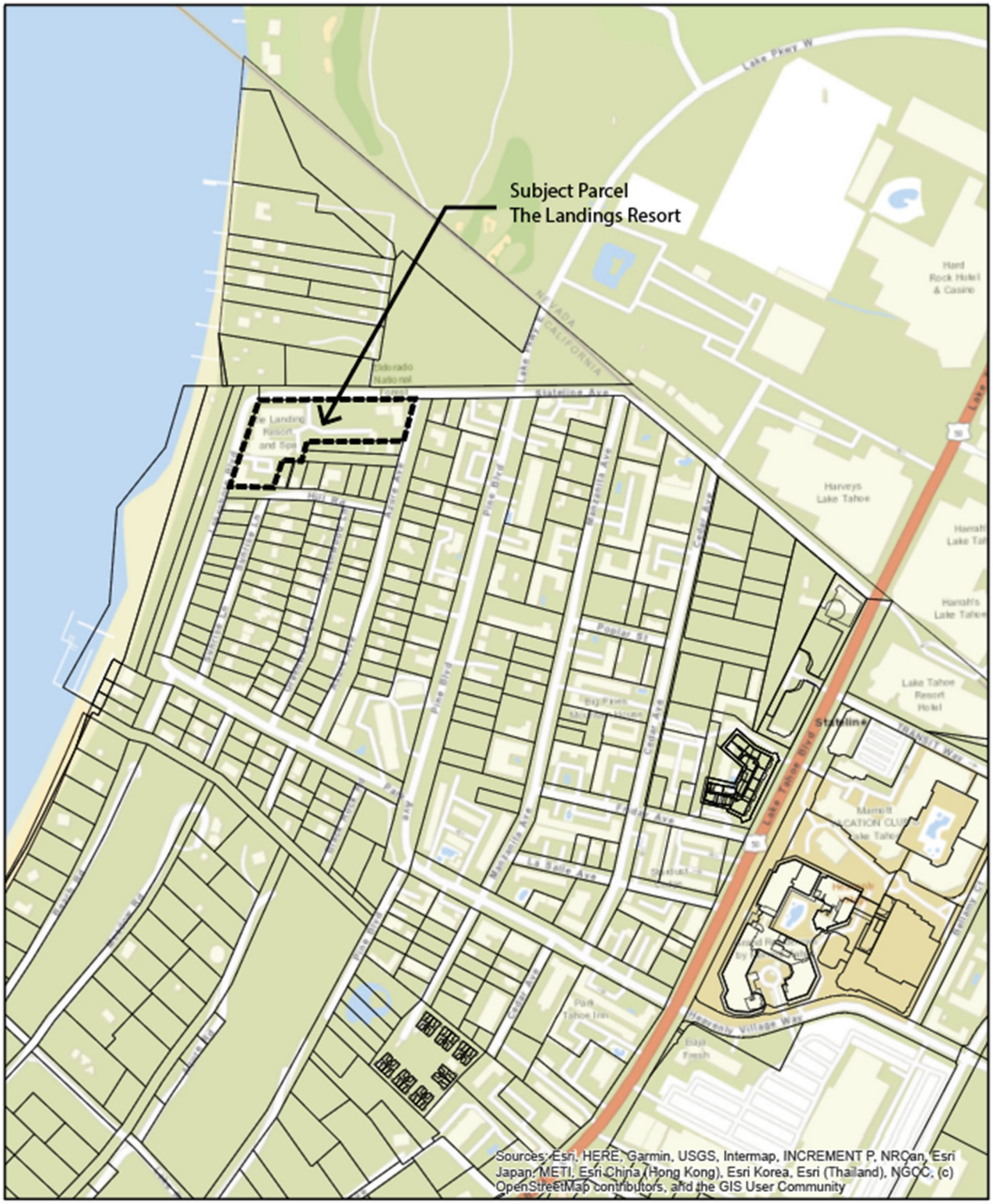
NOTICE OF A PUBLIC HEARING
CITY OF SOUTH LAKE TAHOE CITY COUNCIL MEETING

NOTICE IS HEREBY GIVEN that the City of South Lake Tahoe Planning Commission will conduct a public hearing on **August 18, 2022, at 3:00 p.m.,** or as soon thereafter as possible, at City Hall, City Council Chambers, 1901 Lisa Maloff Way (formerly Airport Road), South Lake Tahoe. Beginning at **2:00 p.m.** Alaska Standard Time, Commissioner Feiger will be participating via teleconference from11414 Dawn Street, Anchorage, AK, to consider the following agenda item:

Major Design Review, Special Use Permit and Variance, The Landings at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114

Summary: Diamond Rock Hospitality Company submitted a development application to the City of South Lake Tahoe to construct 9 cabins with 14 hotel units at The Landing at Tahoe Resort and Spa. The new buildings will add a total of 7,149 square feet of gross floor area and increase the number of hotel units from 82 to 96. The additional hotel units will be constructed with TRPA verified tourist accommodation units banked on the property. (John Hitchcock, jhitchcock@cityofslt.us).

All interested persons are invited to attend and speak on the projects or may write their comments to the City Planning Division. Pursuant to Government Code Section 65009(b)(2), if you challenge the application in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City Planning Division at, or prior to, the Public Hearing. Any written correspondences should be directed to the South Lake Tahoe Development Services Department, 1052 Tata Lane, South Lake Tahoe, CA 96150. Staff reports will be available three days prior to the hearing and can be downloaded from the City of South Lake Tahoe website (https://www.cityofslt.us/84/Watch-City-CouncilCommission-Meetings). For any questions, please contact the Planning Division at (530) 542-7472 or the staff planner listed above.


Subject Parcel
The Landings Resort
Lake Pkwy W
Hard Rock Hotel & Casino
Harveys Lake Tahoe
Hampton Inn & Suites Lake Tahoe
Hampton Inn & Suites Lake Tahoe
Lake Tahoe Resort Hotel
Stateline
Lake Tahoe Blvd
Stateline Ave
Pine Blvd
Cedar Ave
Poplar St
Fairway Ave
La Salle Ave
Heavenly Village Way
Park Tahoe Inn
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

CITY OF
SOUTH LAKE TAHOE

MAJOR DESIGN REVIEW AND SPECIAL USE PERMIT

Project Name:	**The Landing at Tahoe Resort and Spa**
File:	**20-114**
Location:	**4104 Lakeshore Blvd.**
Project APN:	**029-602-013**
Owner(s):	**Diamond Rock Hospitality Company**
Applicant:	**Kara Thiel, Feldman Thiel LLP**

CONDITIONS of APPROVAL

General:

1) This major design review, special use permit and variance is for the addition of nine (9) new cabins with 14 tourist units, one (1) storage building, reconfiguration and striping of the parking lot, and installation of landscaping at an existing tourist accommodation use located in the Lakeside Park Plan Area.

2) This special use permit grants a reduction in parking for a total of 88 off-street parking spaces.

3) The permit grants a variance for the parking lot to encroach 9.5 feet into the Azure Avenue side street setback.

4) This permit grants a variance to allow the proposed staircase to encroach 8.5 feet into the Lakeshore Boulevard side street setback.

5) The City will file a Notice of Exemption, pursuant to Section 15062 of the CEQA Guidelines, with the County Clerk's Office for posting, within five days of project approval, as required by CEQA. The filing of a Notice of Exemption and the posting on the list of notices start a 35-day statute of limitations period on legal challenges to the City's decision that the project is exempt from CEQA. If a Notice of Exemption is not filed, a 180-day statute of limitations will apply.

6) This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, the City may rescind this approval or take other appropriate action. Approval of this permit is only for what is described in this permit based on the plan submittals.

7) The permittee shall obtain all necessary City of South Lake Tahoe building or other City improvement permits prior to commencement of any construction if applicable for this project. An encroachment permit is required for any work in the City right-of-way.

8) The permittee shall add additional architectural articulation to the façade of the storage building facing Azure Avenue.

9) The permitee shall revise the site plan as follows:

   a) Include an onsite dumpster/trash enclosure.
   b) Add wheel stops to the 19 self-park spaces located along the southern property line
   c) Add wheel stops to the 10 tandem valet spaces along the southern property line and reduce the parking space to 17 feet.
   d) Restripe the 10 tandem spaces from 18 feet to 19 feet.
   e) Include one loading space.
   f) The permittee shall revise the site plan to indicate snow storage locations. Alternatively, the permittee may provide evidence that the property owner has entered into a contract for snow removal and offsite storage.
   g) The permittee shall revise the site plan to reduce the width of the Azure Avenue driveway to 30 feet measured at the property line.
   h) The permittee shall revise the site plan to reduce the width of the Stateline Avenue driveway entance to 30 feet.
   i) The permittee shall revise the site plan to increase the width of the Lakeshore Boulevard driveway to 20 feet or reduce the driveway width and convert it to a pedestrian path.

10) The permittee shall submit a $5,000 security deposit. The security deposit is refundable upon completion of a final inspection.

11) The permitee shall submit a landscape/irrigation documentation package that is consistent with the Water Efficient Landscape Ordinance. The documentation package shall be submitted with the Building Permit application.

12) The permittee shall revise the BMP plan to include access to the infiltration gallery for maintenance and pre-treatment.

13) The permittee shall submit a BMP calculator worksheet with the Building Permit Application. The BMP worksheet shall reference the 2012 Soils Hyrdo Report for groundwater depth.

14) The BMP Plan shall be revised to require pre-treatment prior to infiltration.

15) The permittee shall construct a sidewalk along Stateline Avenue in the City right-of-way. The permittee shall coordinate with the Public Works Department to design, engineer, and construct a sidewalk that is consistent with the City's Public Infrastructure Engineering Standards.

16) A Building Certificate of Occupancy shall not be issued until the public improvement in the City right-of-way is constructed.

17) The permittee shall coordinate with Public Works to repave the Hill Road pedestrian path and bring it into compliance with the City's Public Infrastructure Engineering Standards.

18) The owner or authorized representative shall acknowledge this permit and the conditions contained within by satisfying all conditions of approval and signing below.

CITY APPROVAL: Having made the finding that the project is consistent with all applicable City-wide Design Standards, City-wide Parking, Driveway and Loading Standards, and the City Code, the City approves the project, subject to the conditions of approval listed in this permit.

City Approval Signature Date

PERMITTEE'S 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 responsible for agents' and employees' compliance with the permit conditions. 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 owner or authorized representative Date

CITY ACKNOWLEDGEMENT: The permittee has complied with all conditions of approval.

City Acknowledgment Signature Date

CITY APPEAL OPPORTUNITY

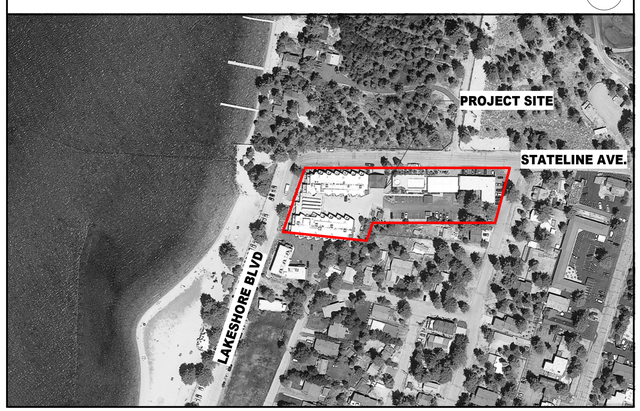
Pursuant to Section § 2.35 of the City Code, should the applicant disagree with any member of a city commission or city staff decision or conditions of this permit, they may appeal to the City Council by filing a written notice of appeal with the city clerk. A completed appeal form available through the City Clerk's Office, 1901 Lisa Maloff Way (formerly Airport Road), along with the appeal fee, must be filed with the Clerk's office within fifteen days from the date of this decision.

Z-0.00 TITLE PAGE

THE LANDING LAKE TAHOE RESORT AND SPA

4104 LAKESHORE BOULEVARD
SOUTH LAKE TAHOE, CALIFORNIA 96150

PROJECT LOCATION



Sheet Number	Sheet Name
Z-4.14	BLDG HEIGHT ELEVATION- 9
Z-0.00	TITLE PAGE
Z-1.00	SITE PLAN
Z-1.31	PLANS_BUILDING- 1, 2, 3
Z-1.32	PLANS_BUILDING- 4
Z-1.33	PLANS_BUILDING- 5
Z-1.34	PLANS_BUILDING- 6
Z-1.36	PLANS BUILDING- 7, 8
Z-1.37	PLANS_BUILDING- 9
Z-1.38	PLANS_BUILDING- STORAGE
Z-2.30	ELEVATIONS_BUILDINGS- 1, 2, 3
Z-2.31	ELEVATIONS_BUILDING- 4
Z-2.32	ELEVATIONS_BUILDING- 5
Z-2.33	ELEVATIONS_BUILDINGS- 6
Z-2.34	ELEVATIONS_BUILDINGS- 7, 8
Z-2.35	ELEVATIONS_BUILDING- 9
Z-2.36	ELEVATION_BUILDING- STORAGE
Z-4.10	BLDG HEIGHT ELEVATIONS- 1, 2
Z-4.11	BLDG HEIGHT ELEVATIONS- 3, 4
Z-4.12	BLDG HEIGHT ELEVATIONS- 5, 6
Z-4.13	BLDG HEIGHT ELEVATIONS- 7, 8

Sheet Number	Sheet Name
Z-5.10	BLDG HEIGHT CALC_ STORAGE
Z-5.11	BLDG HEIGHT CALC- 1, 2, 3
Z-5.12	BLDG HEIGHT CALC- 4, 5, 6
Z-5.13	BLDG HEIGHT CALC- 7, 8, 9
C1.0	CIVIL TITLE SHEET
C3.0	EXISTING CONDITIONS & BMP PLAN
C3.1	PROPOSED OVERLAY & DEMO PLAN
C4.0	OVERALL SITE PLAN
C5.0	OVERALL SITE UTILITY PLAN
C6.0	OVERALL SITE GRADING PLAN
D1.1	BMP DETAILS
D1.2	DETAILS
D1.3	DETAILS
D1.4	DETAILS
L0-1	COVERAGE PLAN
L0-2	OVERALL SITE PLAN
L0-3	SITE PLAN
L0-4	SITE PLAN
L2-1	PLANTING PLAN
L2-2	PLANTING PLAN

TOTAL SHEETS: 41

359 DESIGN

THE LANDING AT TAHOE

TITLE PAGE

22/07/01

PROJECT TEAM

OWNER
DIAMONDROCK HOSPITALITY COMPANY
2 BETHESDA METRO CENTER, SUITE 1400
BETHESDA, MARYLAND 20814
CONTACT: JOSH PERLMAN
JOSH.PERLMAN@DRHC.COM
202.815.8291

ARCHITECTURE
359 DESIGN, LLC
3459 RINGSBY CT. UNIT 307
DENVER, COLORADO 80216
CONTACT: WILL HENTSCHEL
WHENTSCHEL@356DESIGN.CO
303.884.9131

PROJECT DESCRIPTION

THIS PROJECT IS LOCATED AT THE LANDING AT TAHOE IN HEAVENLY, CALIFORNIA. IT IS PART OF A LARGER EXISTING TOURIST SITE WITH EXISTING HOTEL BUILDINGS A, B, AND C. THE PROPOSED BUILDINGS CONSIST OF 14 GUEST UNITS IN 9 DIFFERENT CABINS AND ONE STORAGE BUILDING. THREE CABINS ARE GROUPED IN THREE DIFFERENT LOCATIONS ON THE SITE: LAKEFRONT CABINS, POOLSIDE CABINS, AND GARDEN CABINS.

THE CABINS ARE SYSTEMS-BUILT BUILDINGS WITH R-1 OCCUPANCY. THE GUESTS ARE TRANSIENT IN NATURE.

PROJECT DATA

ASSESSOR PARCEL NUMBER

029-602-013

GROSS AREA PER BUILDING

PROPOSED NEW BUILDINGS

BUILDING 1: 780 GROSS SF
BUILDING 2: 780 GROSS SF
BUILDING 3: 780 GROSS SF
BUILDING 4: 390 GROSS SF
BUILDING 5: 780 GROSS SF
BUILDING 6: 780 GROSS SF
BUILDING 7: 953 GROSS SF
BUILDING 8: 953 GROSS SF
BUILDING 9: 953 GROSS SF
STORAGE BUILDING: 3,094 SF

TOTAL PROPOSED NEW BUILDINGS

10,243 GROSS SF

EXISTING BUILDING A

LEVEL 1: 3,040
LEVEL 2: 3,040
LEVEL 3: 3,040
TOTAL: 9,120

EXISTING BUILDING B & C

LEVEL 1: 11,673
LEVEL 2: 15,526
LEVEL 3: 15,526
TOTAL: 42,725

ROOF PATIO: 3,781

ZONING DISTRICT

EXISTING

RESIDENTIAL

PROPOSED

RESIDENTIAL

BUILDING HEIGHT

TRPA CODE OF ORDINANCES ALLOWABLE HEIGHT

TABLE 37.4.1-1:
5:12 SLOPE/ 0% ACROSS SITE: 30' -0"
TABLE 37.5.2:
TOURSIST ACCOMMODATION ADDITIONAL 4'-0"

TOTAL HEIGHT ALLOWED WITH WORST CASE 0% SLOPE IS 34'-0"

PROPOSED

ASSSUME WORST CASE 0% SLOPE UNITS
FROM NATURAL GRADE: 32' -6"

PARCEL SIZE

105,201 SF

PARCEL VERIFIED LAND CAPABILITY DISTRICT AND ALLOWABLE COVERAGE BY DISTRICT

RE: SITE COVERAGE L0.01

GENERAL NOTES

1. CONTRACTOR TO ISSUE COMPLETE SET OF CONTRACT DOCUMENTS TO EACH SUBCONTRACTOR FOR COORDINATION OF WORK AND DESCRIPTION OF SCOPE
2. ALL CONTRACT DOCUMENTS ARE COMPLEMENTARY AND WHAT IS CALLED FOR BY ONE WILL BE AS BINDING AS IF CALLED FOR BY ALL DOCUMENTS
3. ALL WORK SHALL BE PERFORMED AND OVERSEEN BY THE GENERAL CONTRACTOR WHO IS TO MAINTAIN CONTROL OVER ALL CONSTRUCTION MEANS, TECHNIQUES, SEQUENCES, AND PRCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK REQUIRED BY THE OMISSIONS OF THE WORK REQUIRED BY THE CONTRACT DOCUMENTS
4. THERE SHALL BE NO SUBSTITUTION OF MATERIALS WHERE A MANUFACTURER OR PRODUCT IS SPECIFIED IN THE DRAWINGS. WHERE THE TERM "OR EQUAL" IS USED OR INFERRED, THE ARCHITECT SHALL DETERMINE EQUALITY BASED ON INFORMATION SUBMITTED BY THE CONTRACTOR
5. DIMENSIONS FOR ROUGH OPENINGS ARE PROVIDED ON THE DRAWINGS TO SHOW INTENT AND ARE SUBJECT TO CHANGE PER PRODUCTS SELECTED FOR INSTALLATION. AN EXAMPLE IS WINDOW AND DOOR ROUGH OPENINGS WHICH WILL REQUIRE REVISION PER MANUFACTURER'S REQUIREMENTS AND CAN VARY GREATLY BETWEEN MANUFACTURERS
6. ALL INCIDENTAL PRODUCTS AND ACCESSORIES FOR COMPLETE SYSTEM INSTALLATIONS THAT ARE NOT SPECIFIED OR SHOWN BY THE CONTRACT DOCUMENTS BUT ARE REQUIRED FOR A COMPLETE AND FINISHED ASSEMBLY ARE TO BE PROVIDED AND COORDINATED BY THE GENERAL CONTRACTOR
7. DO NOT SCALE DRAWINGS
8. LARGE SCALE DETAILS SHALL GOVERN OVER SMALL SCALE DETAILS
9. REFER TO STRUCTURAL DRAWINGS FOR ALL REINFORCING
10. ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND NON-STRUCTURAL SYSTEMS, COMPONENTS AND ELEMENTS PERMANENTLY ATTACHED TO STRUCTURES, INCLUDING SUPPORTING STRUCTURES AND ATTACHMENTS AND NON-BUILDING STRUCTURES THAT ARE SUPPORTED BY OTHER STRUCTURES, SHALL MEET THE REQUIREMENTS PER 2015 IBC CHAPTER 16 AND ASCE 7-10 SECTION CHAPTER 13 COORDINATE DESIGN WITH ARCHITECT AND ENGINEER OF RECORD
11. PROVIDE ALL NECESSARY BLOCKING IN WALLS AND CEILINGS FOR GRAB-BARS, FIXTURES, TELEVISIONS, ACCESSORIES, CABINETRY, COUNTERTOPS, SHELVES, CLOSET RODS, AND DECORATIVE ITEMS
12. DOORS ARE TO BE 6" FROM OPENING ON HINGE SIDE TO PERPENDICULAR WALL AS A STANDARD UNLESS OTHERWISE NOTED OR OTHERWISE REQUIRED TO BE CENTERED BETWEEN OBSTACLES
13. THERE SHALL BE NO EXPOSED PIPE, DUCTWORK, OR SERVICE LINES. ALL SERVICES SHALL BE CONCEALED OR FURRED UNLESS NOTED OTHERWISE
14. SIZING OF ALL EQUIPMENT, WINDOWS AND DOORS, ETC. ARE TO BE VERIFIED IN FIELD PRIOR TO INSTALLATION

COORDINATION OF GRIDLINES

AB	ANCHOR BOLT		
ACT	ACOUSTIC CEILING TILE	MEM	MEMBRANE
AFF	ABOVE FINISH FLOOR	MFR	MANUFACTURER
ALUM	ALUMINUM	MIN	MINIMUM
AP	ACCESS PANEL	MR	MOISTURE RESISTANT
APPROX	APPROXIMATE	MTL	METAL
ARCH	ARCHITECTURAL	NIC	NOT IN CONTRACT
ASSOC	ASSOCIATED	NO	NUMBER
BD	BOARD	NOM	NOMINAL
BLDG	BUILDING	NTS	NOT TO SCALE
BLK	BLOCK	OA	OVERALL
BO	BOTTOM OF	OAM	OVERALL MASONRY
BOT	BOTTOM	OC	ON CENTER
BRG	BEARING	OH	OVERHEAD
BSMT	BASEMENT	ORD	OVERFLOW ROOF DRAIN
CJ	CONTROL JOINT	OS	OVERFLOW SCUPPER
CL	CENTERLINE	OPG	OPENING
CLG	CEILING	OPOI	OWNER PROVIDED OWNER INSTALLED
CLR	CLEAR	OPCI	OWNER PROVIDED CONTRACTOR INSTALLED
CMU	CONCRETE MASONRY UNIT	PC	PRECAST
COL	COLUMN	PF	PREFINISHED
CONC	CONCRETE	PJ	PANEL JOINT
CONT	CONTINUOUS	PL	PLATE
COVR	COVER	PLAM	PLASTIC LAMINATE
CPT	CARPET	PLMG	PLUMBING
CT	CERAMIC TILE	PNL	PANEL
CTR	CENTER	PT	PRESSURE TREATED
DEC	DETENTION EQUIPMENT CONTRACTOR	PTD	PAPER TOWEL DISPENSER
DET	DETENTION	REINF	REINFORCED
DEMO	DEMOLITION	REQ	REQUIRED
DIA	DIAMETER	REV	REVISED
DIM	DIMENSION	RD	ROOF DRAIN
DF	DRINKING FOUNTAIN	RM	ROOM
DGB	DETENTION GRAB BAR	RO	ROUGH OPENING
DR	DOOR	SAP	SECURE PANEL ACCESS
DWG	DRAWING	SC	SEALED CONCRETE
EA	EACH	SCHED	SCHEDULED
EJ	EXPANSION JOINT	SEC	SECURITY
ELEC	ELECTRICAL	SECT	SECTION
ELEV	ELEVATOR	SHT	SHEET
EQ	EQUAL	SHWR	SHOWER
EQUIP	EQUIPMENT	SK	SINK
ER	EPOXY RESIN	SPEC	SPECIFICATIONS
EXT	EXTERIOR	SS	STAINLESS STEEL
FD	FLOOR DRAIN	STL	STEEL
FDN	FOUNDATION	STIFF	STIFFENER
FE	FIRE EXTINGUISHER	STRUCT	STRUCTURAL
FF EL	FINISH FLOOR ELEVATION	T&G	TONGUE AND GROOVE
FIN	FINISH	TO	TOP OF
FRT	FIRE RESISTANT TREATED	TOF	TOP OF FOOTING
FLR	FLOOR	TPH	TOILET PAPER HOLDER
FS	FOOD SERVICE	TS	TUBE STEEL
FT	FOOT	TYP	TYPICAL
FTG	FOOTING	UNO	UNLESS NOTED OTHERWISE
FUT	FUTURE	VAR	VARIES
GA	GUAGE	VB	VAPOR BARRIER
GC	GENERAL CONTRACTOR	VCT	VINYL COMPOSITE TILE
GL	GLASS	VERT	VERTICAL
GR	GRADE	VIF	VERIFY IN FIELD
GYP BD	GYPSUM BOARD	VT	VINYL TILE
HC	HOLLOW CORE	VTR	VENT THROUGH ROOF
HT	HEIGHT	VWC	VINYL WALL COVERING
HM	HOLLOW METAL	W	WITH
HORIZ	HORIZONTAL	WC	WATER CLOSET
INT	INTERIOR	WD	WOOD
INSUL	INSULTATION	WDW	WINDOW
JAN	JANITOR	WP	WATERPROOF
JST	JOIST	WT	WALL TYPE
LAV	LAVATORY	WWF	WELDED WIRE FABRIC
MAX	MAXIMUM		
MECH	MECHANICAL		

SYMBOLS

- ROOM NAME / XXXXX — ROOM NAME/NUMBER
- X — EXISTING COLUMN CENTERLINE
- X — COLUMN CENTERLINE
- X — ACCESSORY
- 01 / A0.X — BUILDING WALL SECTION
- A0.X / X — ELEVATION
- 01 / A0.X — SECTION DETAIL
- 01 / A0.X / X — PLAN, BLOW-UP DETAIL
- +9'-0" — CEILING HEIGHT
- A1 — PARTITION TYPE WITH NO SOUND ATTENUATION
- A1s — PARTITION TYPE WITH SOUND ATTENUATION
- BUILDING EXPANSION JOINT

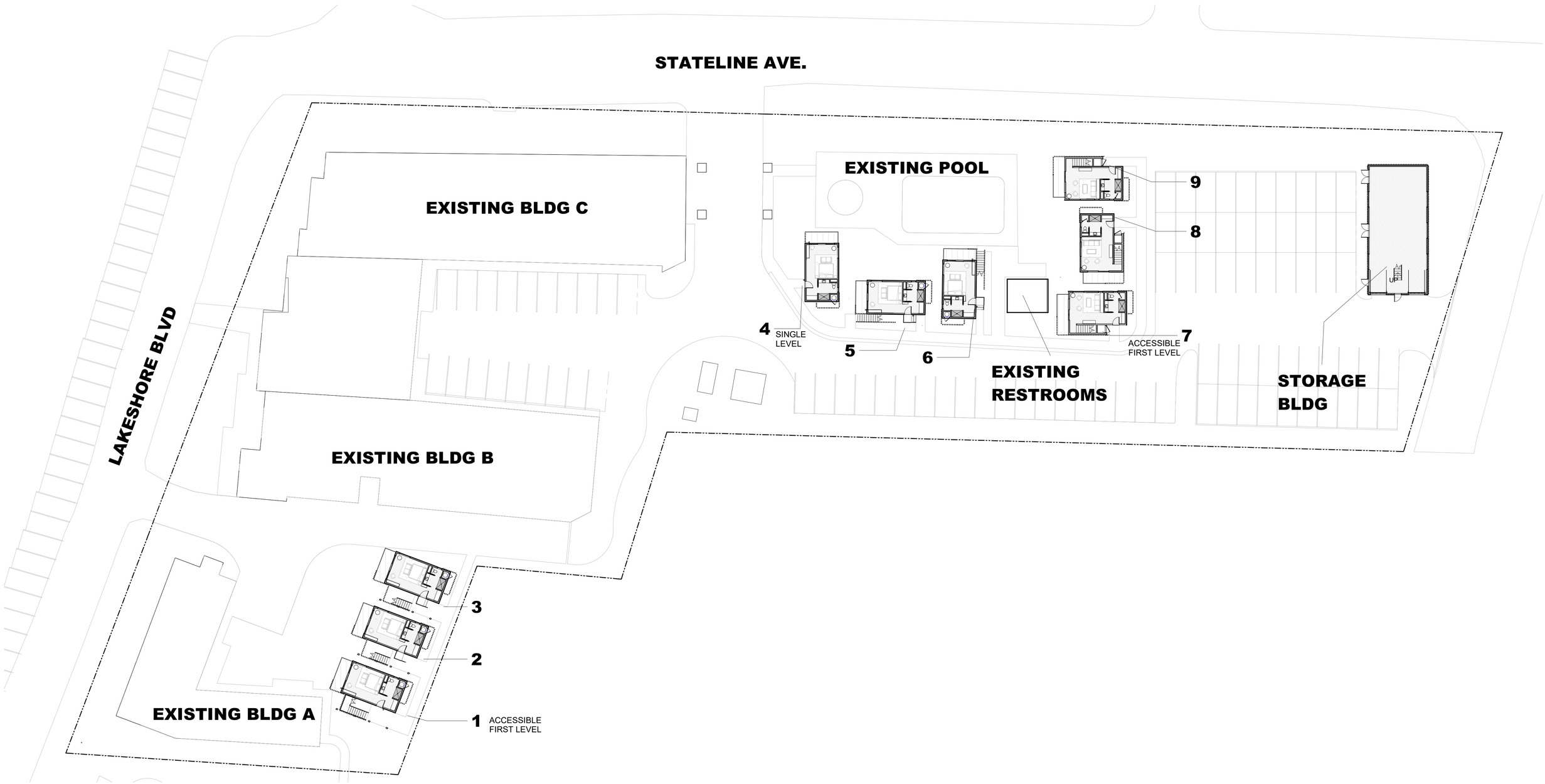
MATERIALS

- CONCRETE/ PRECAST CONCRETE
- SOIL
- SAND, EIFS FINISH COAT
- BRICK
- CMU
- STONE
- FIBERGLASS BATT INSULATION
- XPS RIGID INSULATION
- FOIL-FACED POLYISO RIGID INSULATION
- ccSPF - CLOSED CELL SPRAY POLYISO FOAM INSULATION
- GYPSUM BOARD OR FIBERGLASS-REINFORCED GYPSUM BOARD
- PLYWOOD
- COVER BOARD

CEILING SYMBOLS

- GYP BD CEILING
- SUPPLY AIR
- RETURN AIR
- EXHAUST AIR
- ACCESS PANEL
- TROFFER LIGHT
- SUSPENDED LIGHT
- SUSPENDED FLUORESCENT LIGHT
- CHANDELIER
- WALL MOUNTED FLUORESCENT FIXTURE
- BATHROOM FAN
- SD — SMOKE DETECTOR
- S — SPEAKER
- PROJECTOR
- WALL WASHER
- PENDANT TYPE LIGHT FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- RECESSED CAN LIGHT
- STRIP LIGHT

Z-1.00 SITE PLAN



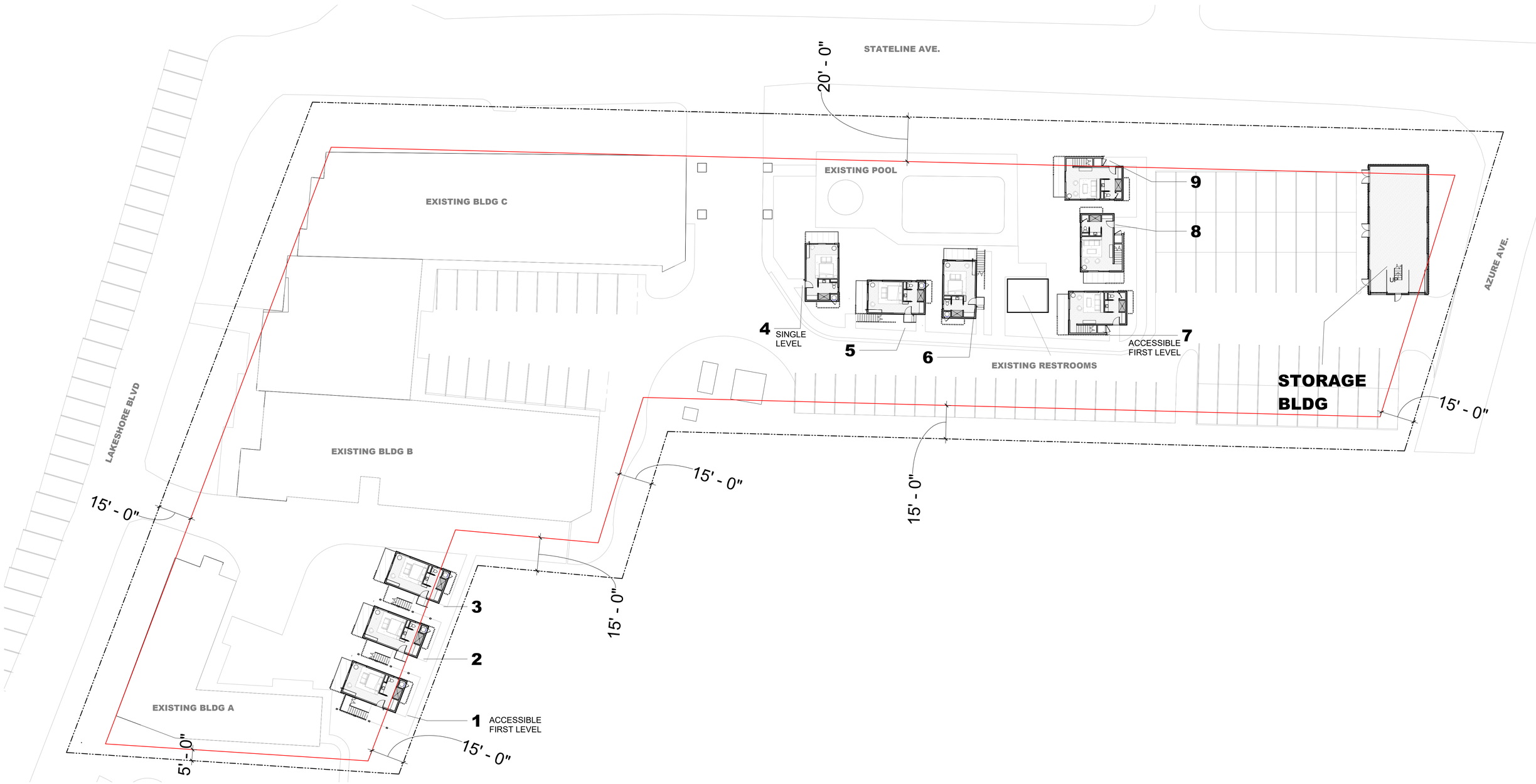
1 SITE PLAN
3/64" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

SITE PLAN
22/07/01

Z-6.1 EXISTING DESIGN



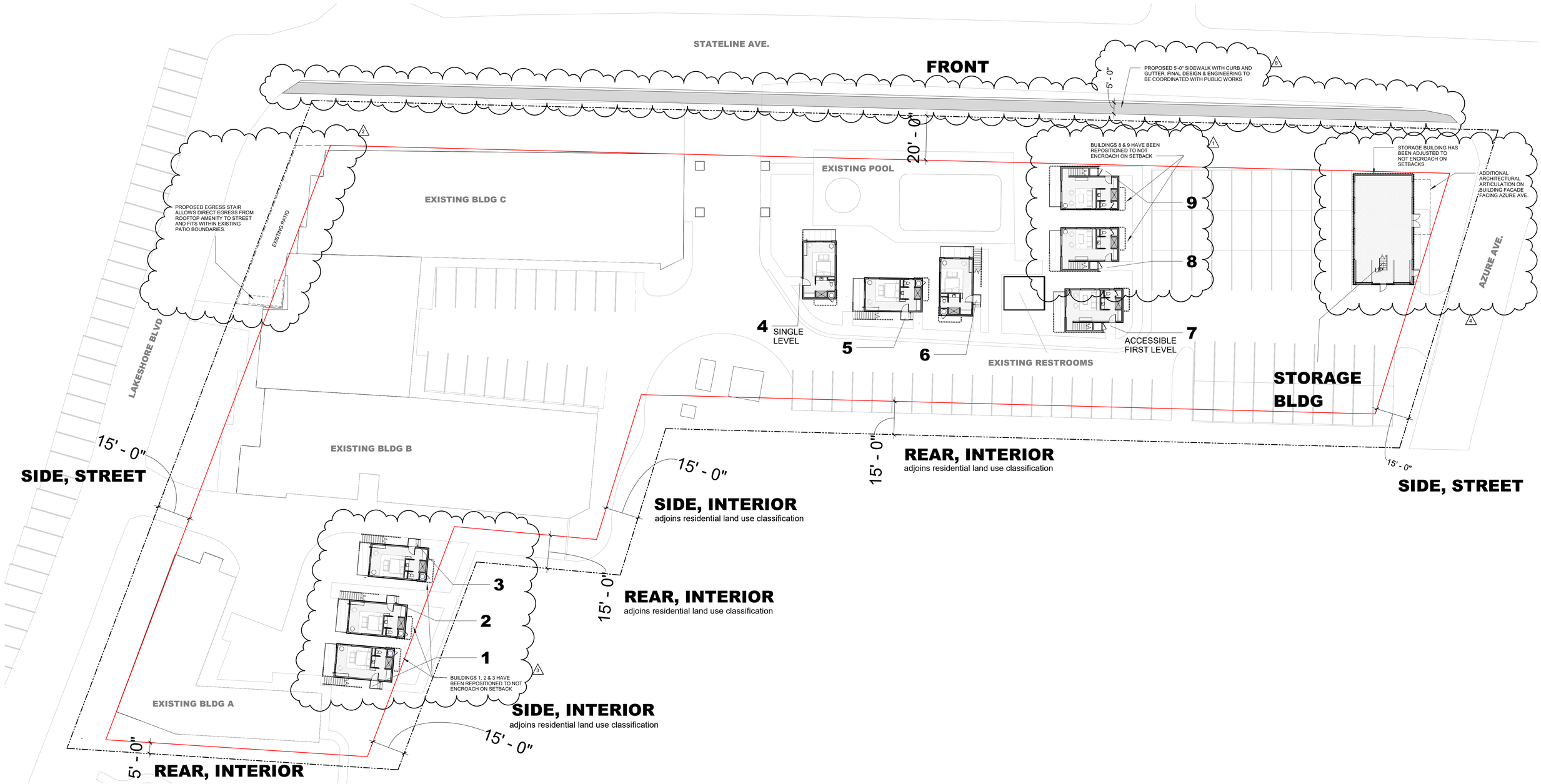
1 SITE PLAN
3/64" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

EXISTING DESIGN
07/27/2022

Z-6.2 PROPOSED REVISIONS



1 SITE PLAN
3/64" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

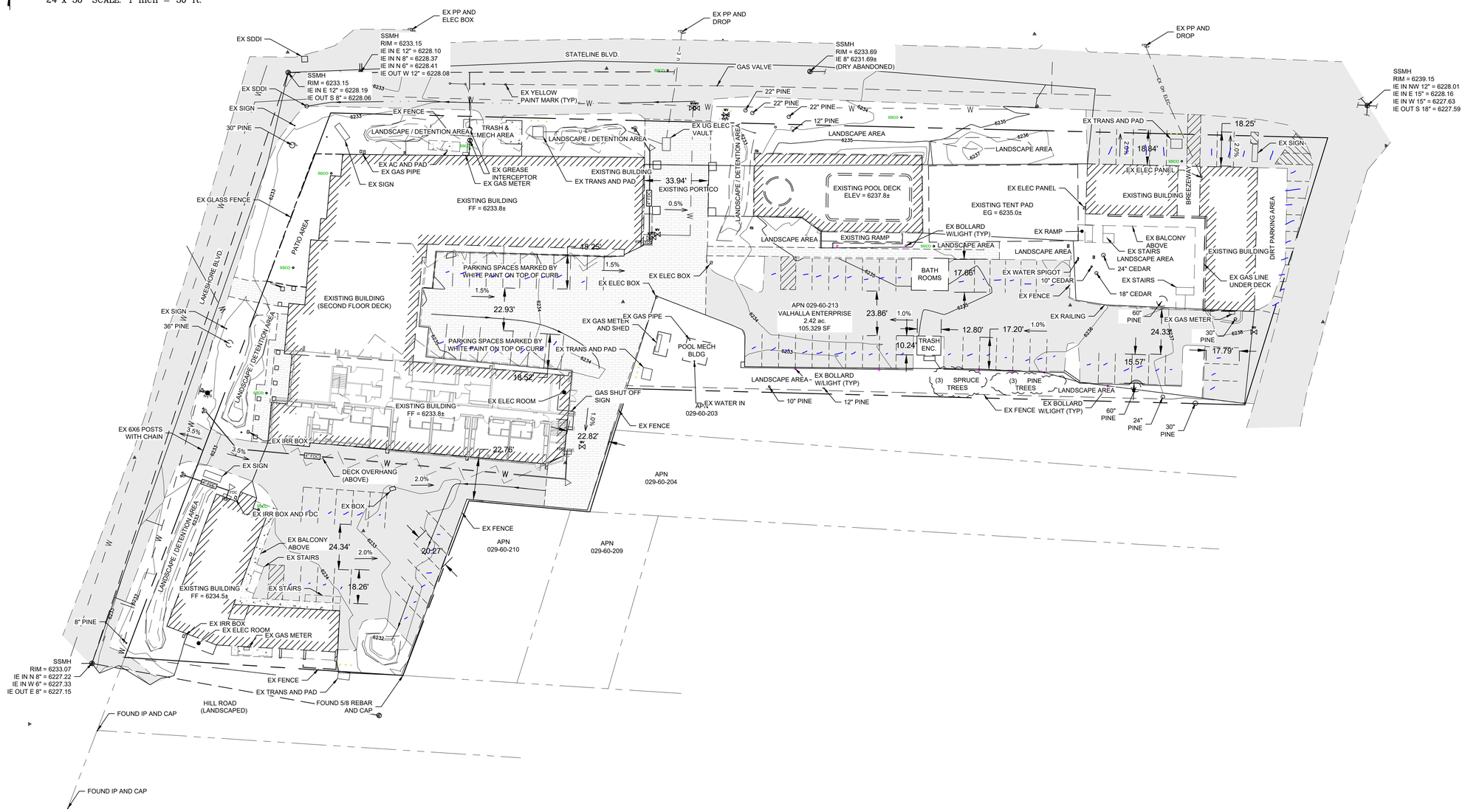
PROPOSED REVISIONS
07/27/2022

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

24"x 36" SCALE: 1 inch = 30 ft.



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THE LANDING RESORT CABINS

DIAMOND ROCK RESORTS

SOUTH LAKE TAHOE, CA

REGISTERED PROFESSIONAL ENGINEER
DAVID L. HAGA
No. C 65760
Exp. 9/30/23
STATE OF CALIFORNIA

4/1/2022

ISSUE DATE:

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

TRPA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 0000

EXISTING CONDITIONS

SHEET NUMBER

C 3.0

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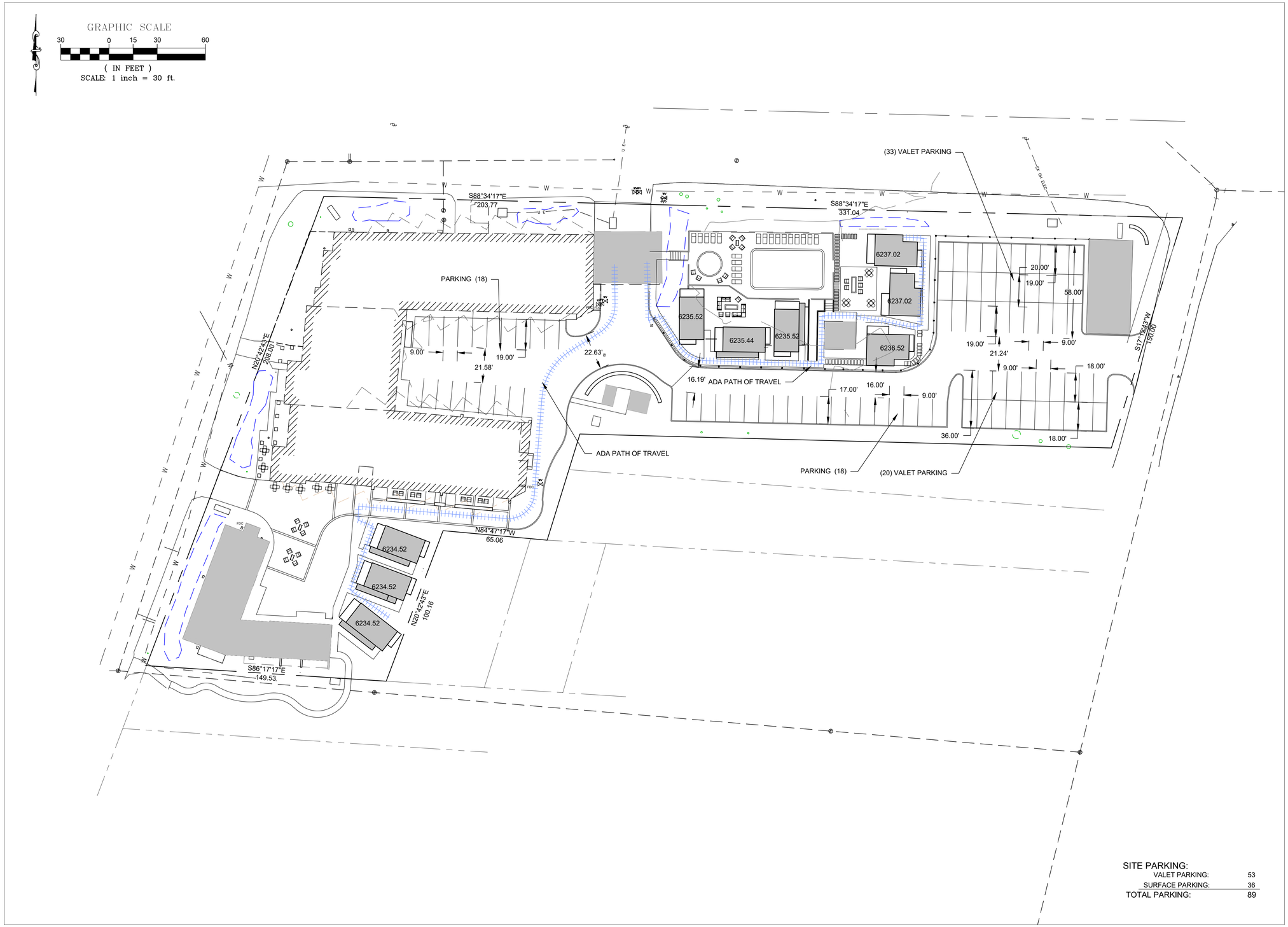

SITE PARKING:

VALET PARKING:	53
SURFACE PARKING:	36
TOTAL PARKING:	89

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REGISTERED PROFESSIONAL ENGINEER
DAVID L. HAGLE
No. C 65760
Exp. 9/30/23
STATE OF CALIFORNIA

4/7/2022

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OVERALL SITE PLAN

SHEET NUMBER

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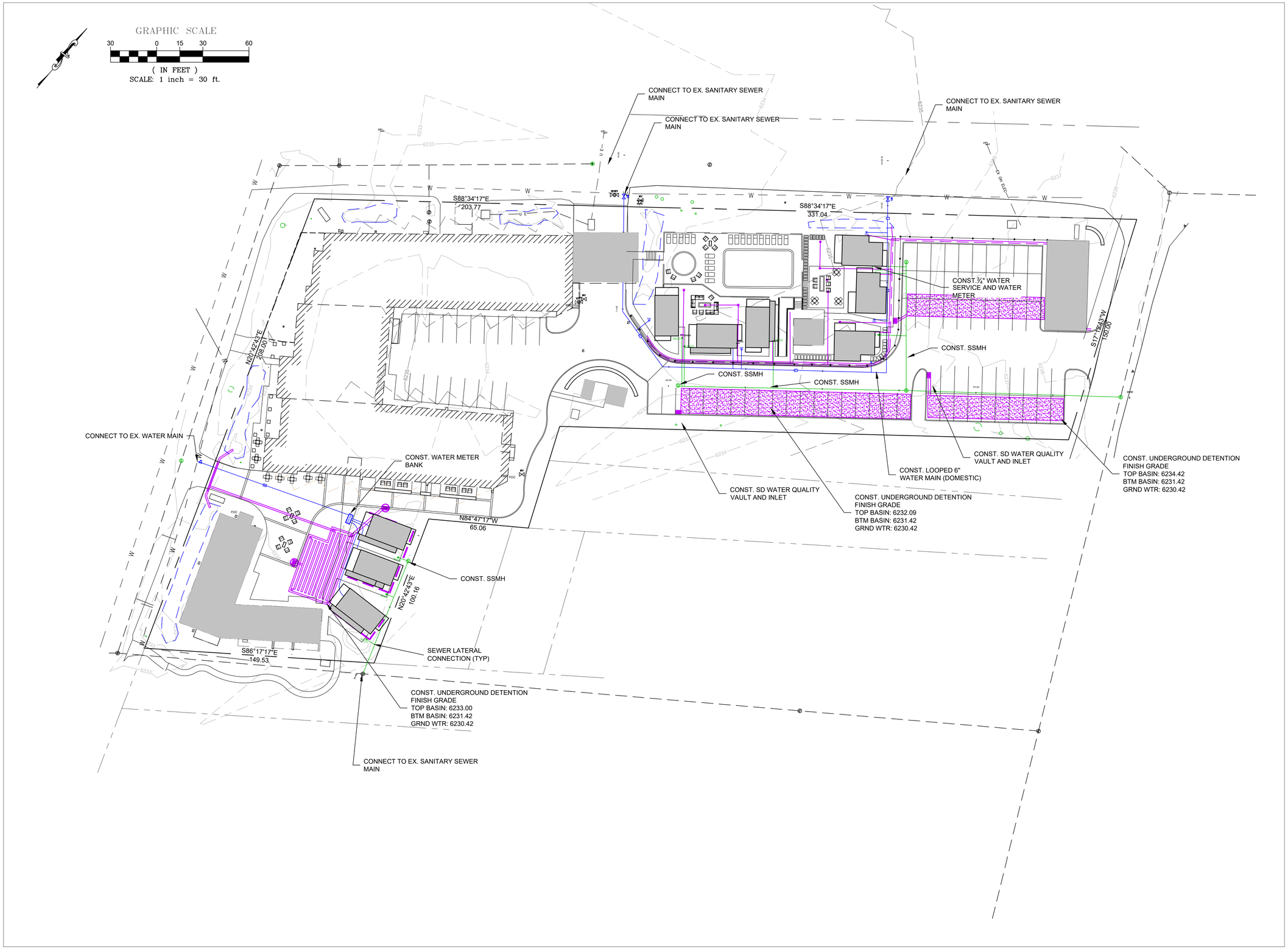

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STATE OF CALIFORNIA

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OVERALL SITE UTILITY PLAN

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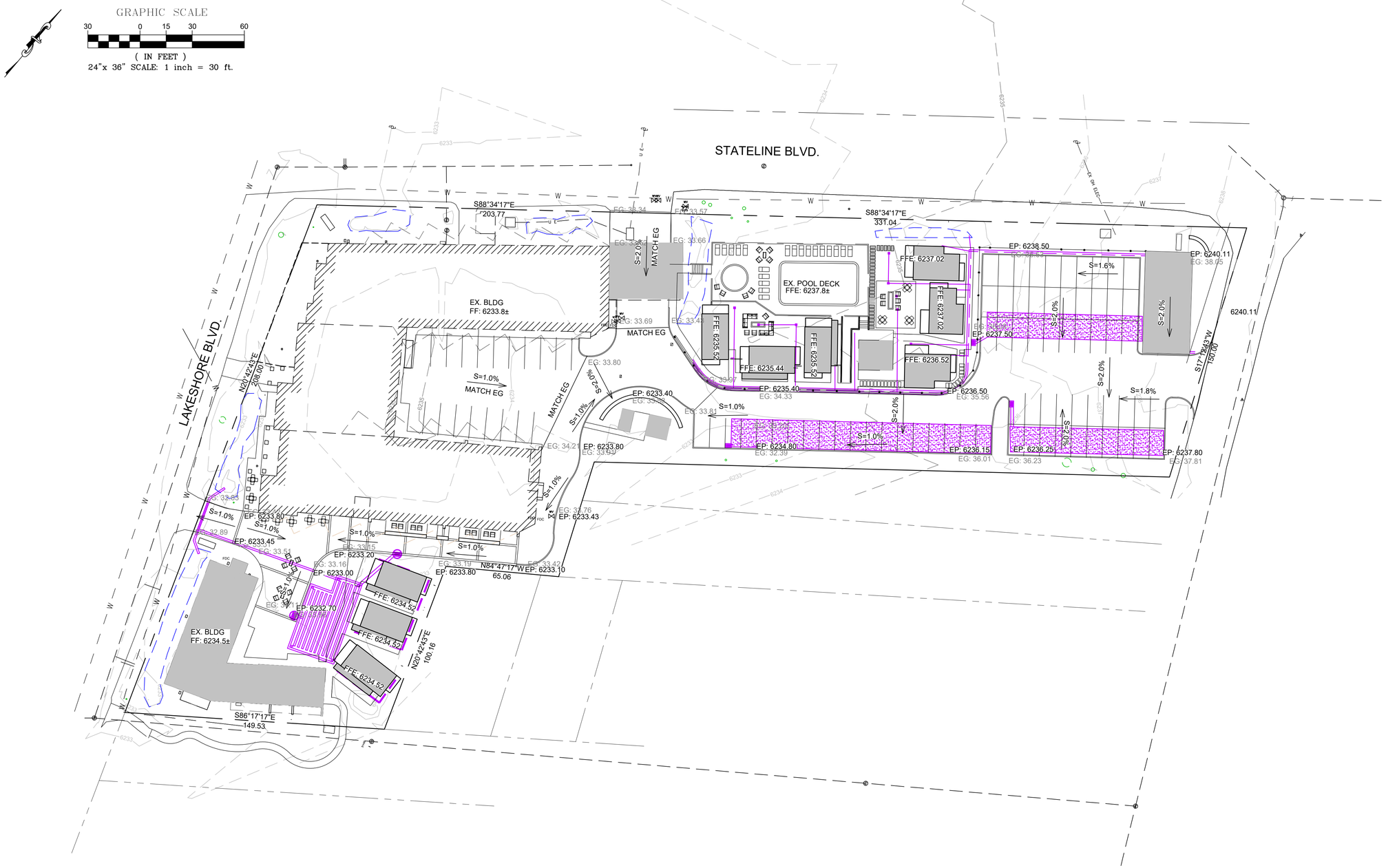

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DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

REGISTERED PROFESSIONAL ENGINEER
DAVID L. HAGA
No. C 65760
Exp. 9/30/23
STATE OF CALIFORNIA
4/1/2022

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OVERALL SITE GRADING PLAN

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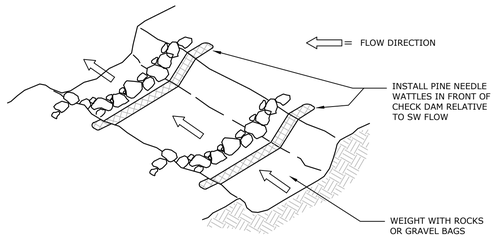
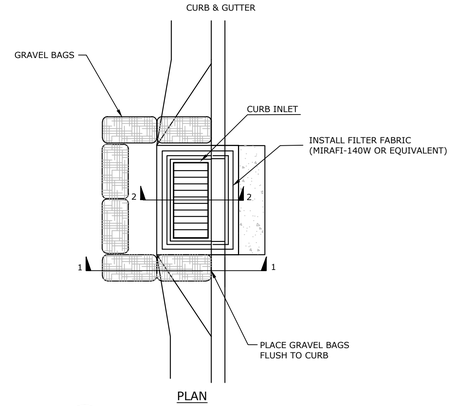
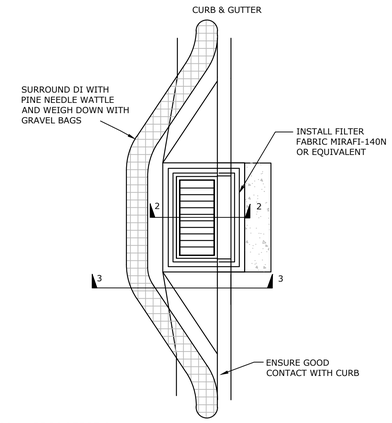


NOTES:
1. CONSTRUCT CHECK DAMS OF ROCK OR GRAVEL BAGS PLACED ACROSS A NATURAL OR MAN MADE CHANNEL OR DRAINAGE DITCH.
2. NOT TO BE USED IN LIVE STREAMS.
3. CHECK DAMS SHALL BE PLACED AT A DISTANCE AND HEIGHT TO ALLOW SMALL POOLS TO FORM BEHIND THEM.
4. ROCK SHALL BE PLACED INDIVIDUALLY BY HAND OR BY MECHANICAL METHODS.
5. INSTALL ALONG A LEVEL CONTOUR.
6. REMOVE SEDIMENT WHEN DEPTH REACHES ONE-THIRD OF THE CHECK DAM HEIGHT.
7. REMOVE CHECK DAM AND ACCUMULATED SEDIMENT WHEN CHECK DAMS ARE NO NO LONGER NEEDED.

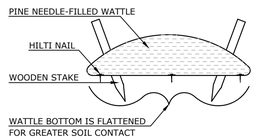
1 C7.0 C7.0 ROCK / FILTER ROLL CHECK DAM



2 C7.0 C7.0 DROP INLET PROTECTION



3 C7.0 C7.0 DROP INLET PROTECTION

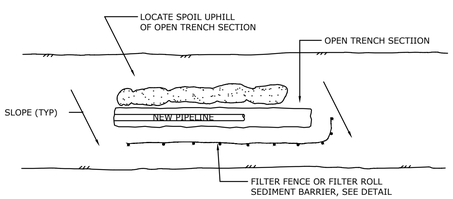


PINE NEEDLE WATTLE SPECIFICATIONS:

WATTLES SHALL BE MADE FROM CLEAN PINE NEEDLES, FREE FROM GARBAGE, SEDIMENT OR OTHER DELETERIOUS MATERIALS. WATTLE MAY EITHER BE WRAPPED AND STAKED TO THE SOIL SURFACE OR NEEDLES CAN BE LAID IN A WINDROW AND COVERED WITH COIR FABRIC AND STAKED IN PLACE. IN EITHER CASE, THE BOTTOM OF THE WATTLE SHALL HAVE AT LEAST EIGHT INCHES OF PINE NEEDLES IN CONTACT WITH THE SURFACE. BERMS CAN BE AS WIDE AS 24 TO 36 INCHES IN ORDER TO INCREASE FILTRATION CAPACITY. COVER FABRIC SHALL CONSIST OF COIR (COCONUT) DeKoWe 900 OR EQUIVALENT. STAKES CAN CONSIST OF POINTED WOOD STAKES OR METAL SPIKES DRIVEN INTO THE SOIL AT 60 DEGREES FROM THE HORIZONTAL PLANE SO THAT THE TOP OF THE COIR MATERIAL IS STRETCHED TIGHTLY OVER THE TOP SURFACE OF THE PINE NEEDLES AND DEEPLY ENOUGH SO THAT LATERAL FORCE CANNOT LOOSEN THE STAKES. A MINIMUM OF EIGHT INCHES SOIL PENETRATION IS GENERALLY SUFFICIENT EXCEPT IN EXTREMELY LOOSE AND UNCONSOLIDATED SOILS.

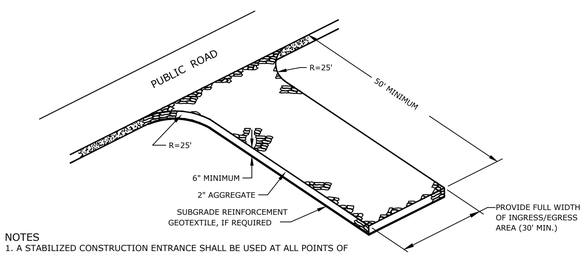
OTHER FASTENERS/HOLD DOWNS
-GRAVEL BAGS, LARGE ROCKS.
-HILTI NAILS IF IN ASPHALT.

5 C7.0 C7.0 PINE NEEDLE WATTLE DETAIL



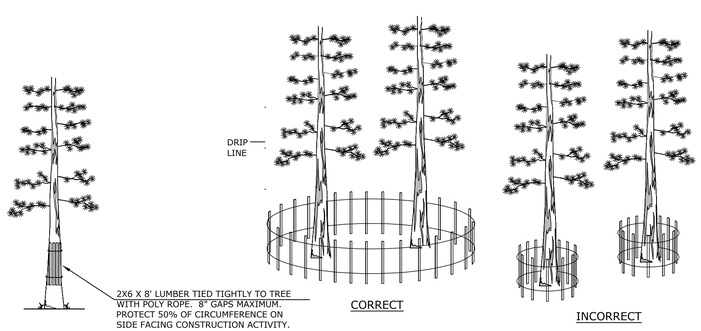
NOTE: RELOCATE FILTER FENCE / FILTER ROLL SEDIMENT BARRIER AS NECESSARY

6 C7.0 C7.0 TYPICAL OPEN TRENCH DETAIL



NOTES
1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE USED AT ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS.
2. THE AGGREGATE SHALL BE 2 IN. CRUSHED ROCK OR 1 TO 3 IN. DIAMETER WASHED WELL-GRADED GRAVEL.
3. THE ENTRANCE SHALL BE PROPERLY GRADED TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.
4. THE ENTRANCE SHALL BE CONSTRUCTED ON LEVEL GROUND.
5. PERIODIC TOP DRESSING WITH ADDITIONAL CRUSHED ROCK SHALL BE PROVIDED TO ENSURE THE INTEGRITY OF THE ENTRANCE DURING CONSTRUCTION.
6. THE ENTRANCE SHALL BE INSPECTED DAILY DURING CONSTRUCTION AND AFTER EACH RAINFALL.
7. CRUSHED ROCK MATERIAL SHALL BE ADDED WHEN SURFACE VOIDS ARE FILLED WITH FINE SOIL.
8. ALL SEDIMENT DEPOSITS ON ADJACENT PAVED ROADWAYS SHALL BE REMOVED WITHIN 24 HOURS.
9. THE CRUSHED ROCK AND GEOTEXTILE SHALL BE REMOVED AT COMPLETION OF CONSTRUCTION.

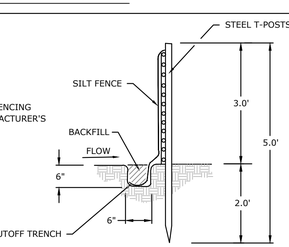
7 C7.0 C7.0 CONSTRUCTION ENTRANCE

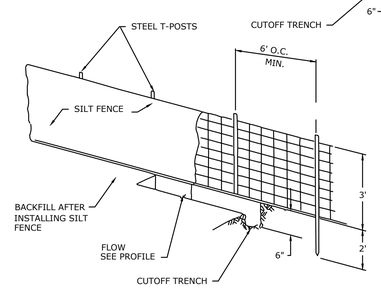


INDIVIDUAL TREE PROTECTION

9 C7.0 C7.0 TREE PROTECTION FENCING DETAIL

NOTE: THE CONTRACTOR MAY USE MANUFACTURED SILT FENCING IN LIEU OF THE ABOVE, SUBJECT TO SUBMITTAL OF MANUFACTURER'S DATA SHEETS TO THE ENGINEER FOR APPROVAL.





8 C7.0 C7.0 SILT FENCE DETAIL

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THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

REGISTERED PROFESSIONAL ENGINEER DAVID L. HAGEN No. C 85760 Exp. 9/30/23 STATE OF CALIFORNIA

4/7/2022

ISSUE DATE:

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

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PROJECT NUMBER: 0000

BMP DETAILS

SHEET NUMBER
D 1.1

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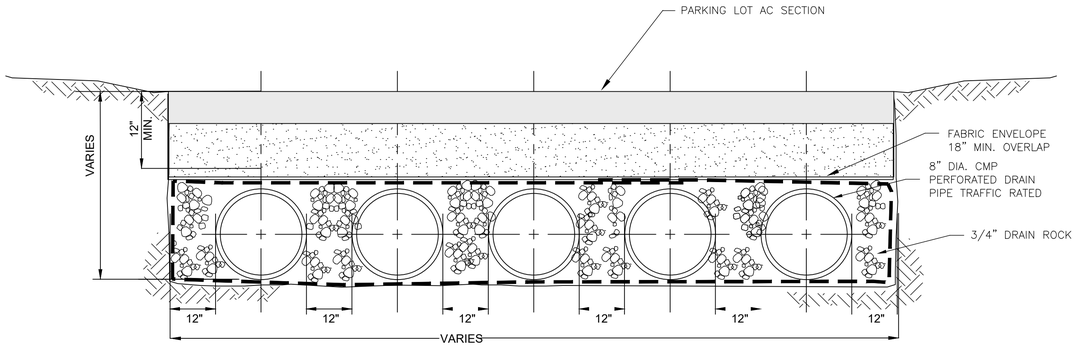


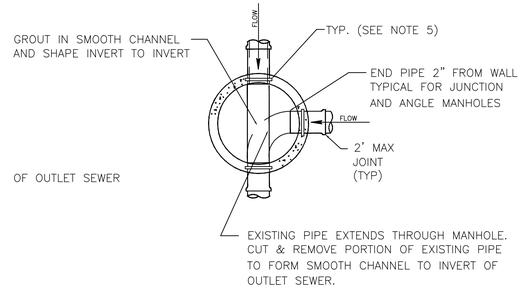
NOTES:

1. REFER TO "CONTECH CONSTRUCTION PRODUCTS INC." WATER DETENTION AND RECHARGE SYSTEMS FOR SPECIFICATIONS, OR EQUVALENT, APPROVED BY THE ENGINEER.
2. THE USE OF PRE-MANUFACTURED WATER DETENTION UNITS REQUIRES THE APPROVAL OF THE ENGINEER.
3. IF PRE-MANUFACTURED UNIT IS USED, REFER TO MANUFACTURER'S SPECIFICATIONS FOR CONSTRUCTION OF UNDERGROUND INFILTRATION BASINS.
4. ALSO SEE CITY OF SOUTH LAKE TAHOE SD-70, SHEET C12

UNDERGROUND INFILTRATION BASIN

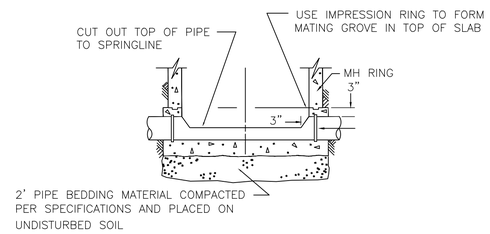
N.T.S.

2



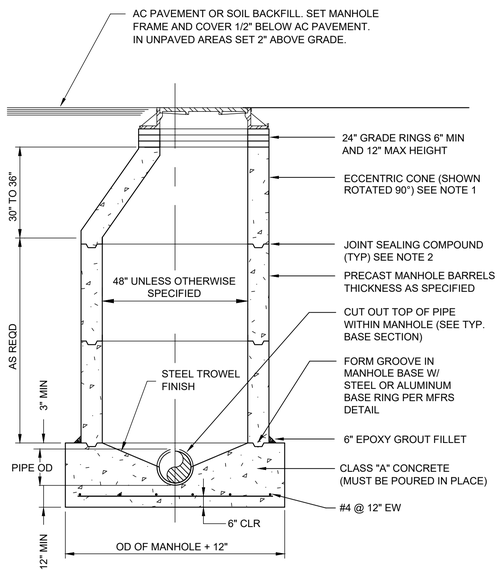
TYPICAL SECTION – BRANCH INLET

NOT TO SCALE



TYPICAL SECTION – MANHOLE BASE

NOT TO SCALE



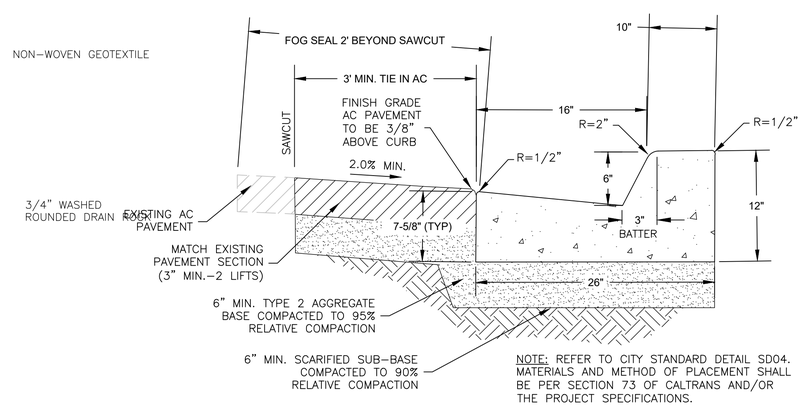
NOTES:

1. LOCATE MANHOLE COVER ON DOWNSTREAM SIDE OF MANHOLE. 24" MANHOLE FRAME AND COVER TO BE A 1032 DL SUPPLY - STAMPED "STPUD" ON TOP.
2. JOINT SEALING COMPOUND SHALL BE QUIK-SEAL BY ASSOCIATED CONCRETE PRODUCTS; RAM-NEK BY K.T. SNYDER COMPANY; OR APPROVED EQUAL.
3. FOR SHALLOW MANHOLES, THE CONTRACTOR SHALL SUBSTITUTE A PRECAST CONCRETE MANHOLE CAP, DESIGNED FOR H-20 TRAFFIC LOADING, IN LIEU OF THE ECCENTRIC CONE. THE 24-INCH OPENING SHALL BE LOCATED IN THE CENTER OF THE MANHOLE CAP. PROVIDE A DESIGN SUBMITTAL, PREPARED AND SEALED BY A QUALIFIED REGISTERED ENGINEER, DEMONSTRATING COMPLIANCE WITH THE REQUIRED LOADING CRITERIA.
4. FOR MANHOLE PENETRATIONS MAKE TRANSITION FROM DIFFERING PIPE MATERIALS AT THE CENTER OF THE MANHOLE, PROVIDING A 12"-LONG U-SHAPED OPEN CHANNEL TRANSITION SECTION OF HAND- FORMED CONCRETE TO PROVIDE A UNIFORM TRANSITION BETWEEN THE TWO PIPE MATERIALS.
5. ALL MANHOLE PIPE PENETRATIONS SHALL BE PROVIDED WITH A FLANGE, OR OTHER SUBSTANTIAL DEVICE WELDED ONTO OR CAST INTEGRALLY WITH THE PIPE. SUCH DEVICE SHALL BE SUBJECT TO THE ENGINEER'S REVIEW AND SHALL BE ADEQUATE TO RESTRAIN LATERAL MOVEMENT DUE TO TEMPERATURE DIFFERENTIALS IN THE PIPE. FOR MANHOLES WITH PVC PIPE CONNECTIONS, FOR A WATERTIGHT SEAL TO BE ACHIEVED THE CONTRACTOR SHALL UTILIZE A FLEXIBLE ELASTOMERIC GASKET MATERIAL CAPABLE OF ACCOMMODATING THE DIFFERENTIAL THERMAL EXPANSION AND CONTRACTION BETWEEN THE CONCRETE AND PVC PIPE.
6. MANHOLE BASES SHALL BE CAST IN PLACE ONLY.

SEWER & STORM DRAIN MANHOLE

N.T.S.

3

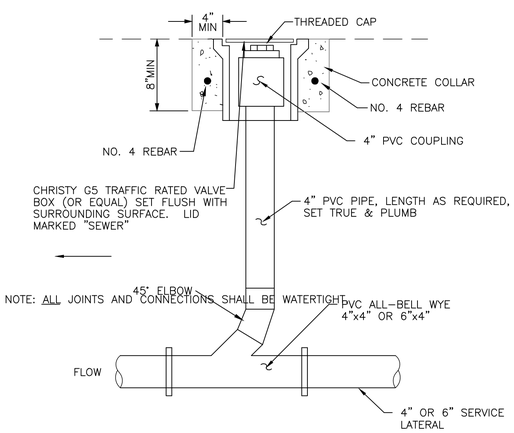


NOTE: REFER TO CITY STANDARD DETAIL SD04. MATERIALS AND METHOD OF PLACEMENT SHALL BE PER SECTION 73 OF CALTRANS AND/OR THE PROJECT SPECIFICATIONS.

VERTICAL CURB & GUTTER

N.T.S.

4



SEWER CLEANOUT

N.T.S.

8

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THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

REGISTERED PROFESSIONAL ENGINEER
DAVID J. HAGER
No. C 65760
Exp. 9/30/23
STATE OF CALIFORNIA

4/7/2022

ISSUE DATE:

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

TRPA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 0000

DETAILS

SHEET NUMBER

D 1.2

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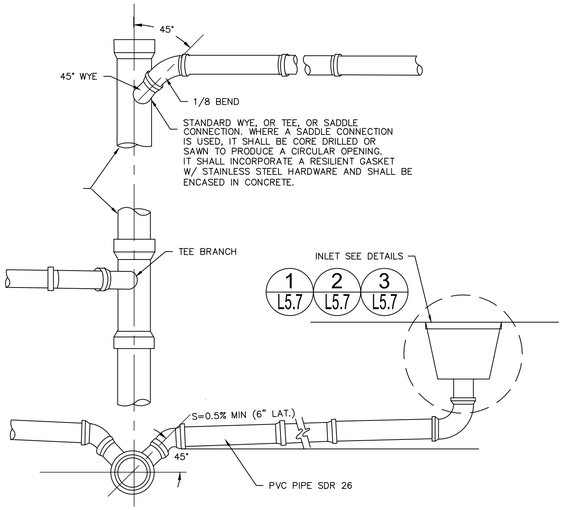
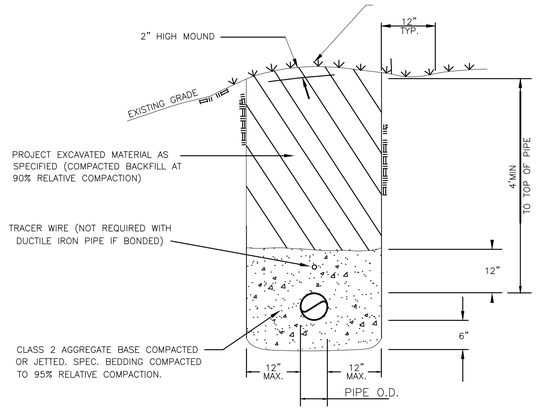


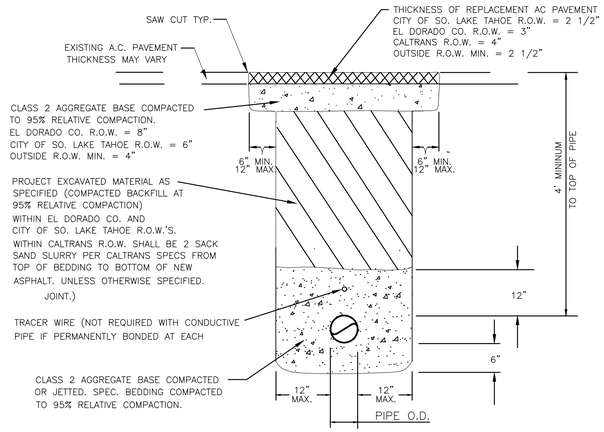
NOTES: 1) ALL JOINTS AND CONNECTIONS SHALL BE WATERTIGHT.

STORM DRAIN LATERAL 6

N.T.S.



UNPAVED AREAS

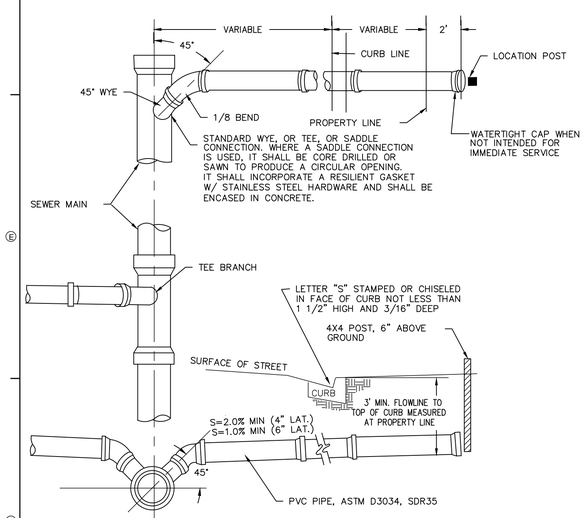


NOTES:
1. ALL A.C. PAVEMENT REPLACMENT EXCEEDING 2 1/2" SHALL BE PLACED IN TWO EQUAL LIFTS.
2. CONTRACTOR PAY ITEM FOR TRENCH WIDTH AND PAVEMENT REPLACEMENT SHALL BE MAXIMUM TRENCH WIDTH PLUS 12" SAWCUT. TRENCH WIDTH AND PAVEMENT REPLACEMENT EXCEEDING MAXIMUM AS DESCRIBED HEREIN AND IN THE SPECIFICATIONS SHALL BE COMPLETED AT NO ADDITIONAL EXPENSE TO THE CONTRACT.

PAVED AREAS

TRENCH DETAILS 9

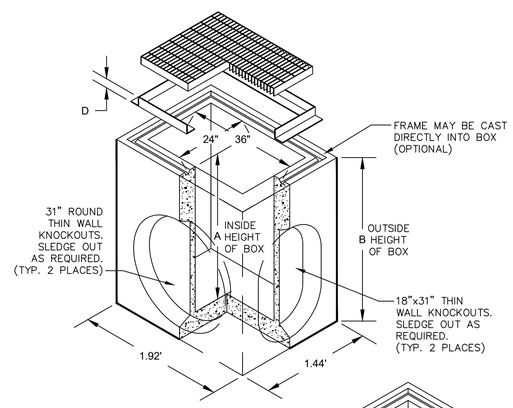
N.T.S.



NOTES: 1) ALL JOINTS AND CONNECTIONS SHALL BE WATERTIGHT.
2) ALL BUILDING SEWERS SHALL HAVE A MIN. GROUND COVER OF TWO FEET (2') OVER THE TOP OF PIPE

SEWER LATERAL 7

N.T.S.



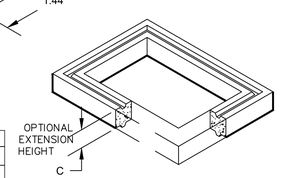
EXTENSION		
MODEL NO.	C	WEIGHT
RS243606	6"	450 LBS.
RS243612	12"	900 LBS.

DROP INLET			
MODEL NO.	A	B	*WEIGHT
DI243636	36"	42"	3028 LBS.
DI243648	48"	54"	3889 LBS.
DI243660	60"	66"	5611 LBS.
DI243672	72"	78"	6472 LBS.

UP TO 6'-0" INSIDE DEPTH

*BOX ONLY

FRAME AND GRATE			
MODEL NO.	RATING	D	WEIGHT
SG2436-DIP	PEDESTRIAN	1 1/2"	63 LBS.
SG2436-DIT	TRAFFIC	3"	177 LBS.

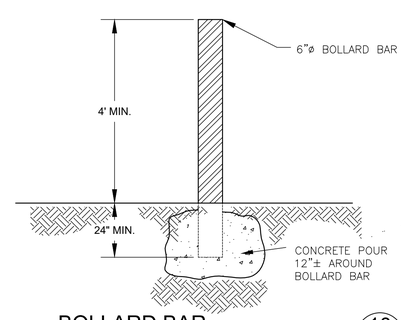


JENSEN PRECAST

24" X 36" DRAIN INLET

JENSEN PRECAST 24"x36" DROP INLET 5

N.T.S.



BOLLARD BAR 10

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THE LANDING RESORT CABINS
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SOUTH LAKE TAHOE, CA

REGISTERED PROFESSIONAL ENGINEER DAVID L. HAGA No. C 65760 Exp. 9/30/23 STATE OF CALIFORNIA

4/7/2022

ISSUE DATE:

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DRAWN: REVIEWED:

TRPA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 0000

DETAILS

SHEET NUMBER

D 1.3

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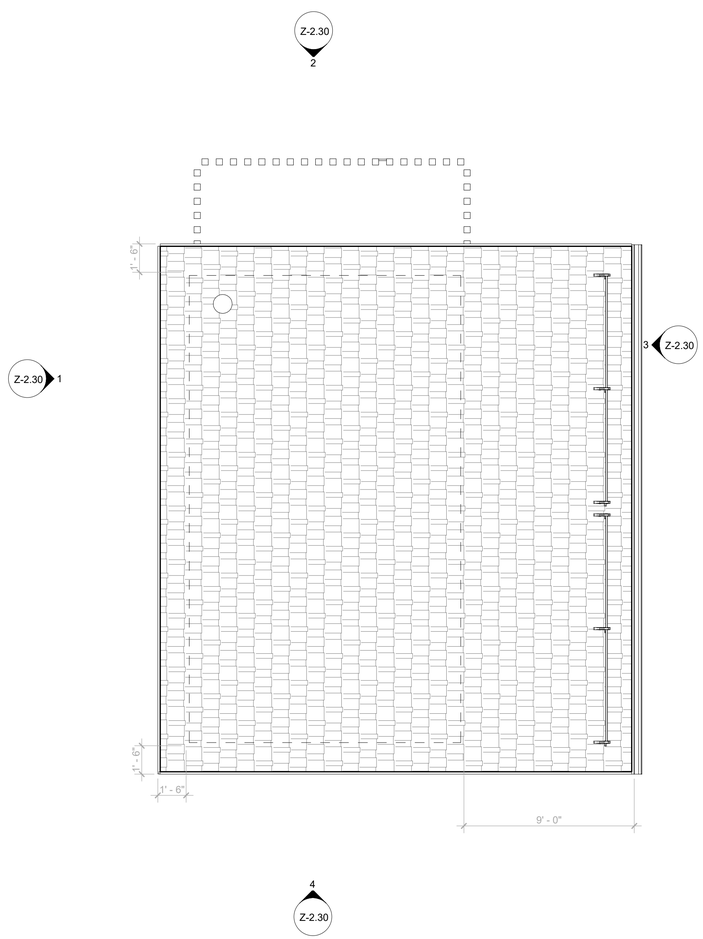
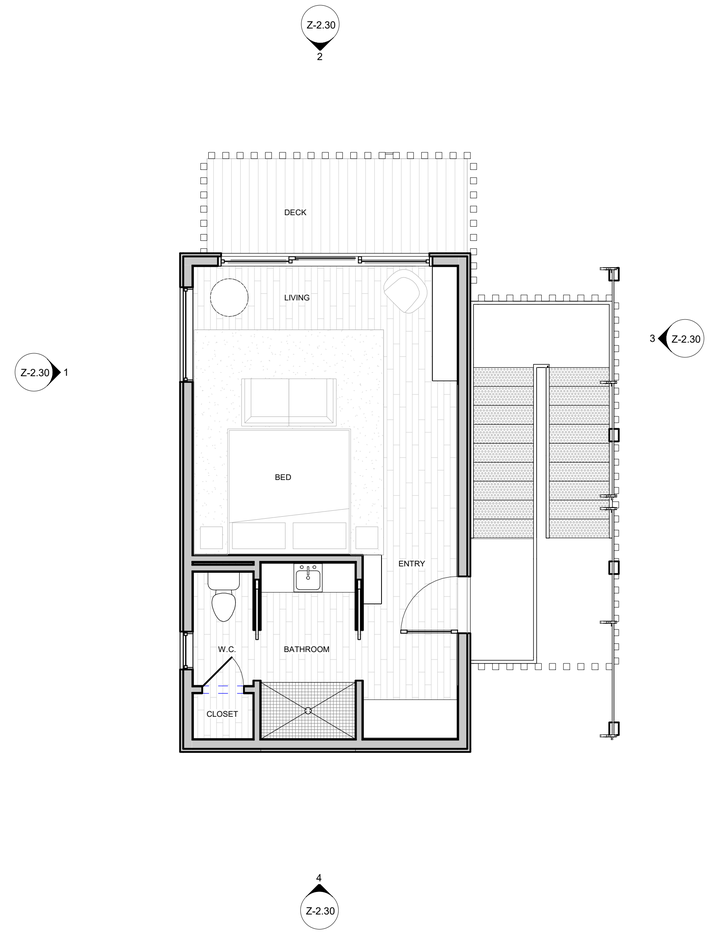
Z-1.31 PLANS_BUILDING- 1, 2, 3

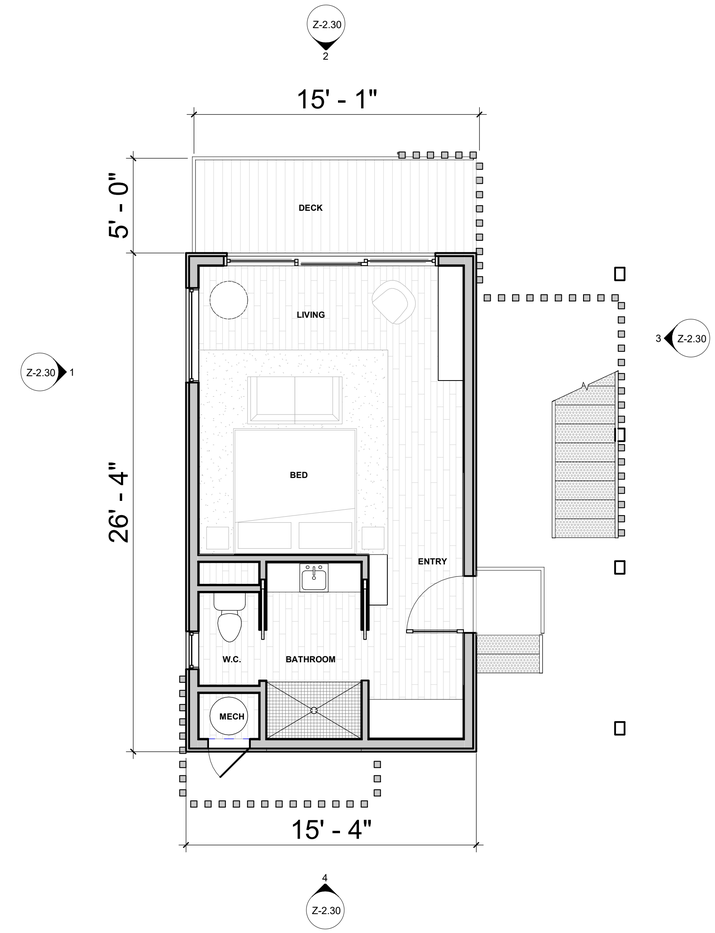


3 **BUILDING 1, 2, 3 - ROOF LEVEL**
1/4" = 1'-0"



2 **BUILDING 1, 2, 3, - LEVEL 2**
1/4" = 1'-0"

NET SF: 349 SF
GROSS SF: 390 SF



1 **BUILDING 2, 3 - LEVEL 1**
1/4" = 1'-0"

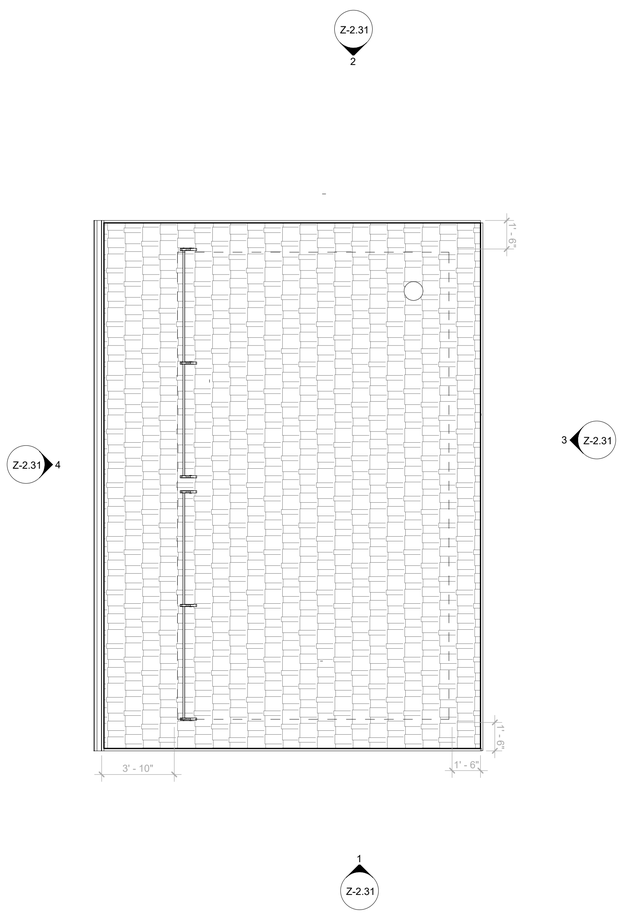
NET SF: 349 SF
GROSS SF: 390 SF

BUILDING SF
BUILDING NET : 698 sf
BUILDING GROSS; 780 SF

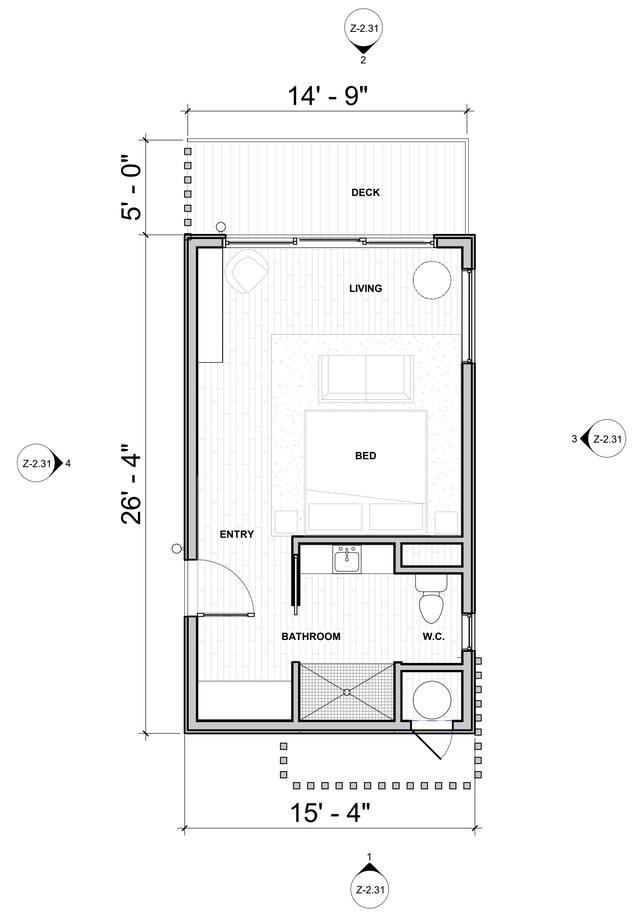
359 DESIGN

THE LANDING AT TAHOE
PLANS_BUILDING- 1, 2, 3
22/07/01

Z-1.32 PLANS_BUILDING- 4



2 **BUILDING 4- ROOF LEVEL**
1/4" = 1'-0"



1 **BUILDING 4- LEVEL 1**
1/4" = 1'-0"

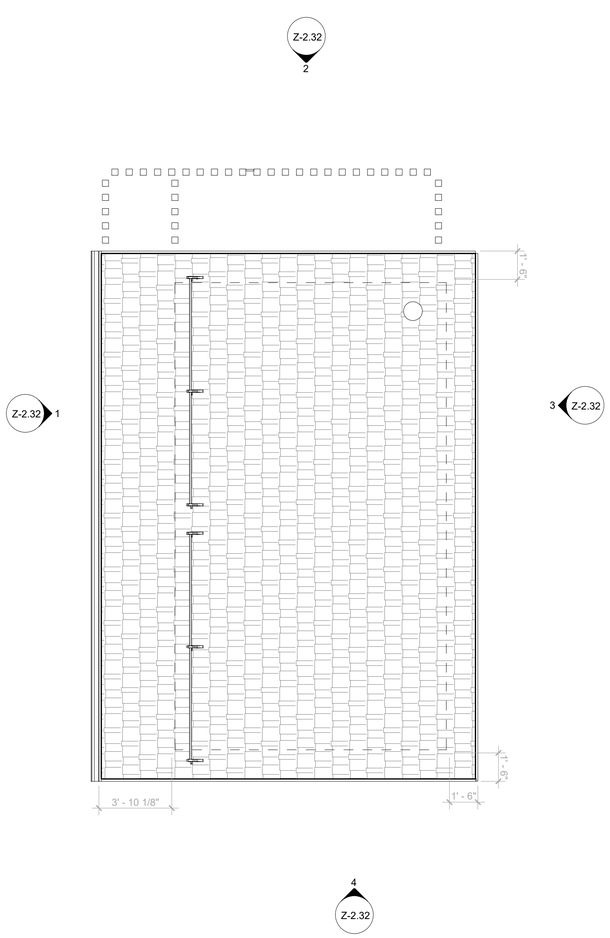
NET SF: 349 SF
GROSS SF: 390 SF

BUILDING SF
BUILDING NET SF: 349 SF
BUILDING GROSS SF: 390 SF

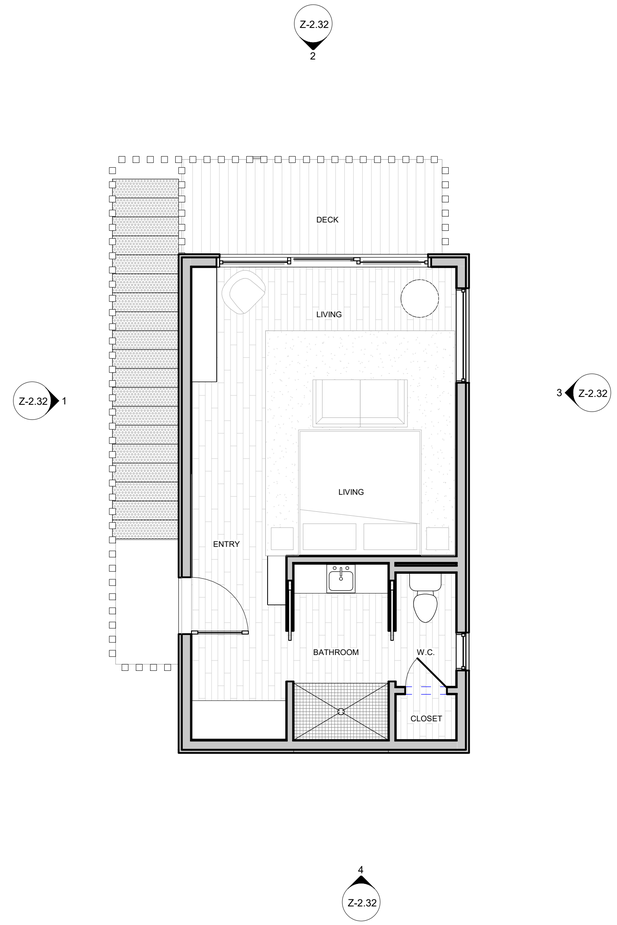
359 DESIGN

THE LANDING AT TAHOE
PLANS_BUILDING- 4
22/07/01

Z-1.33 PLANS_BUILDING- 5

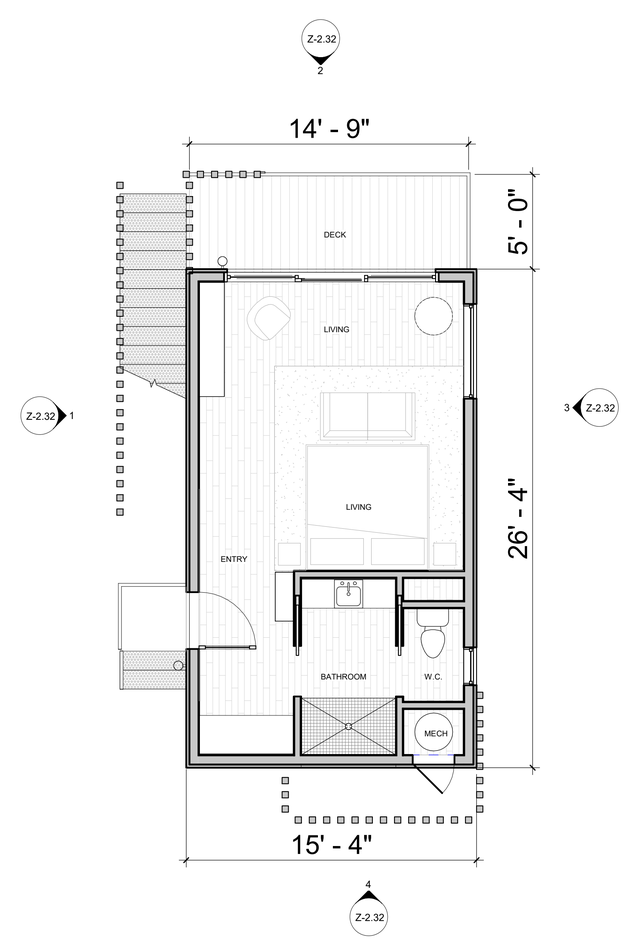


3 **BUILDING 5- ROOF LEVEL**
1/4" = 1'-0"



2 **BUILDING 5- LEVEL 2**
1/4" = 1'-0"

NET SF: 349 SF
GROSS SF: 390 SF



1 **BUILDING 5- LEVEL 1**
1/4" = 1'-0"

NET SF: 349 SF
GROSS SF: 390 SF

BUILDING SF
BUILDING NET : 698 sf
BUILDING GROSS; 780 SF

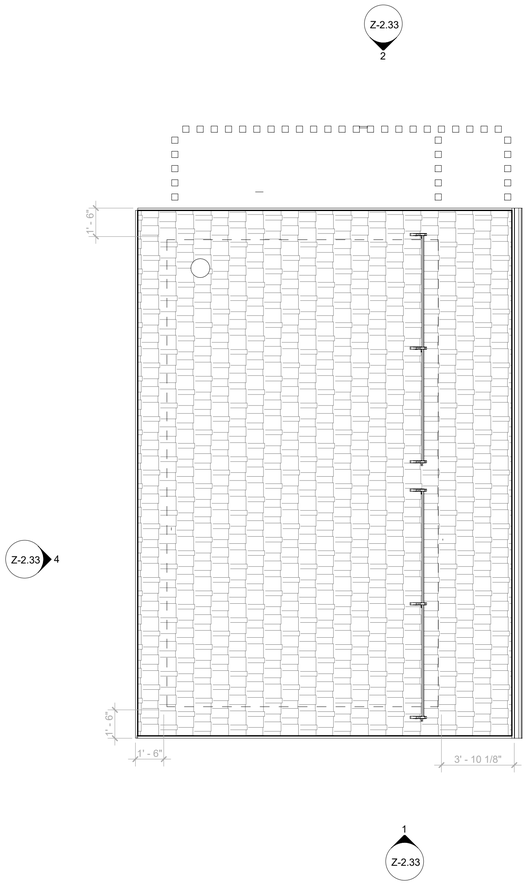
359 DESIGN

THE LANDING AT TAHOE

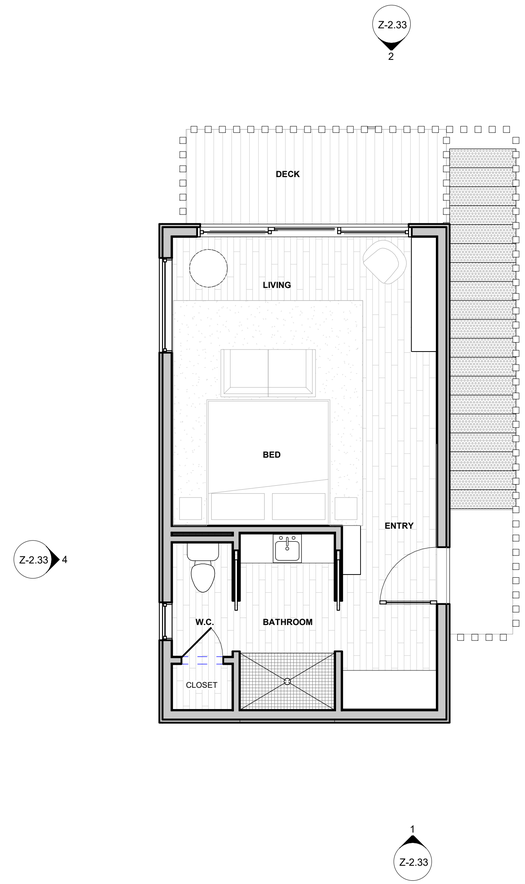
PLANS_BUILDING- 5

22/07/01

Z-1.34 PLANS_BUILDING- 6

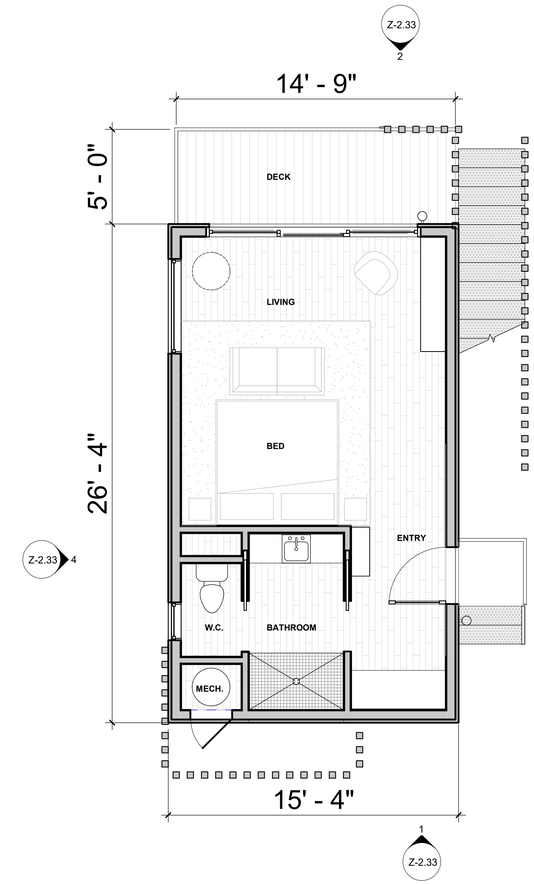


3 **BUILDING 6- ROOF LEVEL**
1/4" = 1'-0"



2 **BUILDING 6- LEVEL 2**
1/4" = 1'-0"

NET SF: 349 SF
GROSS SF: 390 SF



1 **BUILDING 6- LEVEL 1**
1/4" = 1'-0"

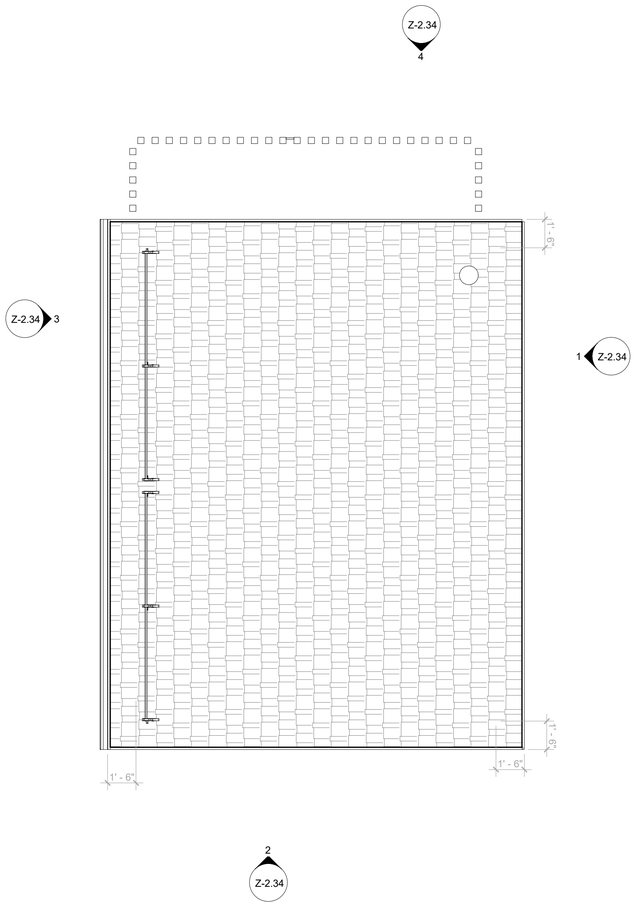
NET SF: 349 SF
GROSS SF: 390 SF

BUILDING SF
BUILDING NET SF: 698 SF
BUILDING GROSS SF: 780 SF

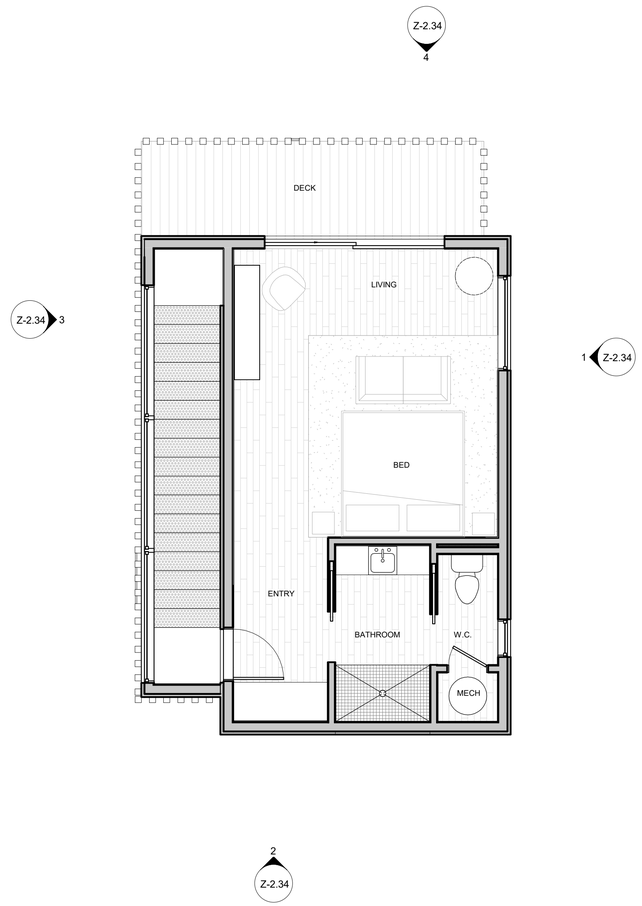
359 DESIGN

THE LANDING AT TAHOE
PLANS_BUILDING- 6
22/07/01

Z-1.36 PLANS BUILDING- 7, 8

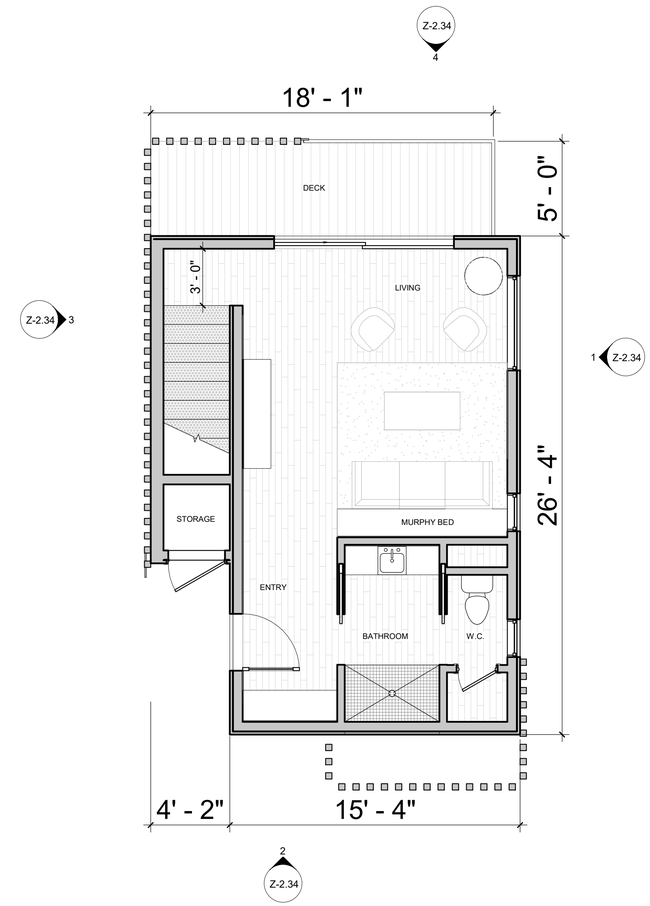


3 **BUILDING 7, 8 - ROOF LEVEL**
1/4" = 1'-0"



2 **BUILDING 7, 8 - LEVEL 2**
1/4" = 1'-0"

NET SF: 447 SF
GROSS SF: 492 SF



1 **BUILDING 7, 8 - LEVEL 1**
1/4" = 1'-0"

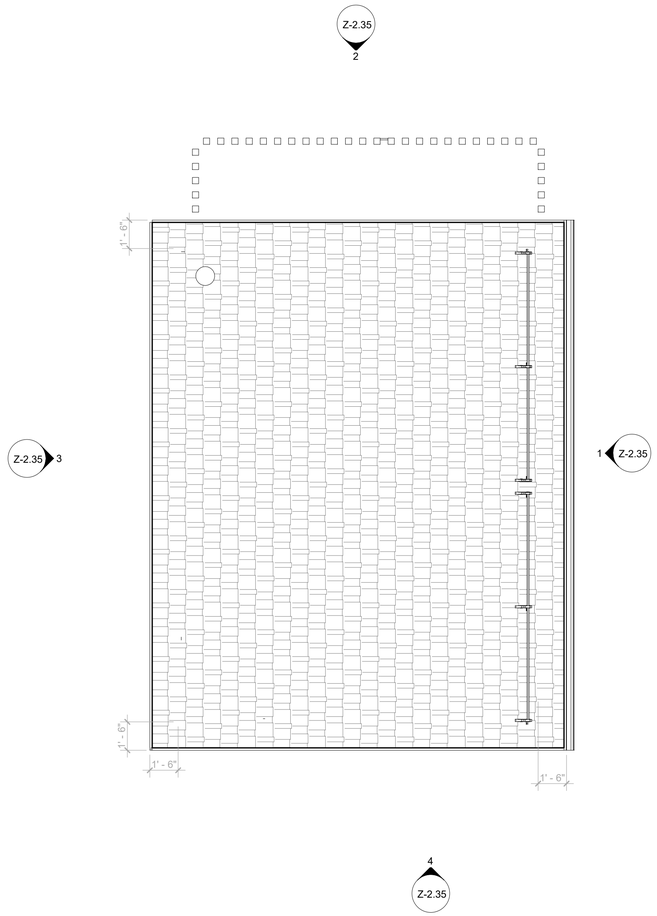
NET SF: 416 SF
GROSS SF: 461 SF

BUILDING SF
BUILDING NET SF: 863 SF
BUILDING GROSS SF: 953 SF

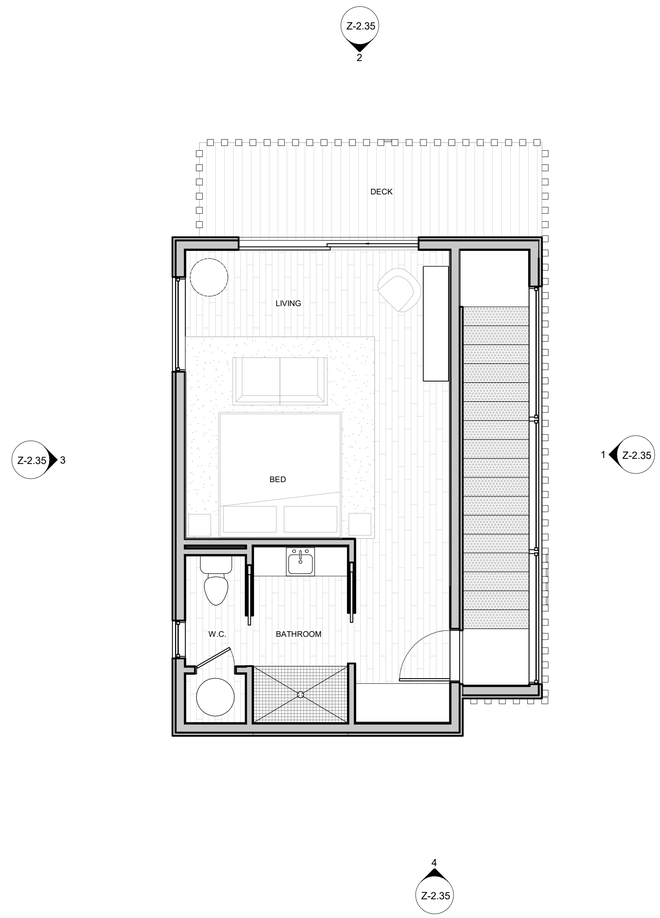
359 DESIGN

THE LANDING AT TAHOE
PLANS BUILDING- 7, 8
22/07/01

Z-1.37 PLANS_BUILDING- 9

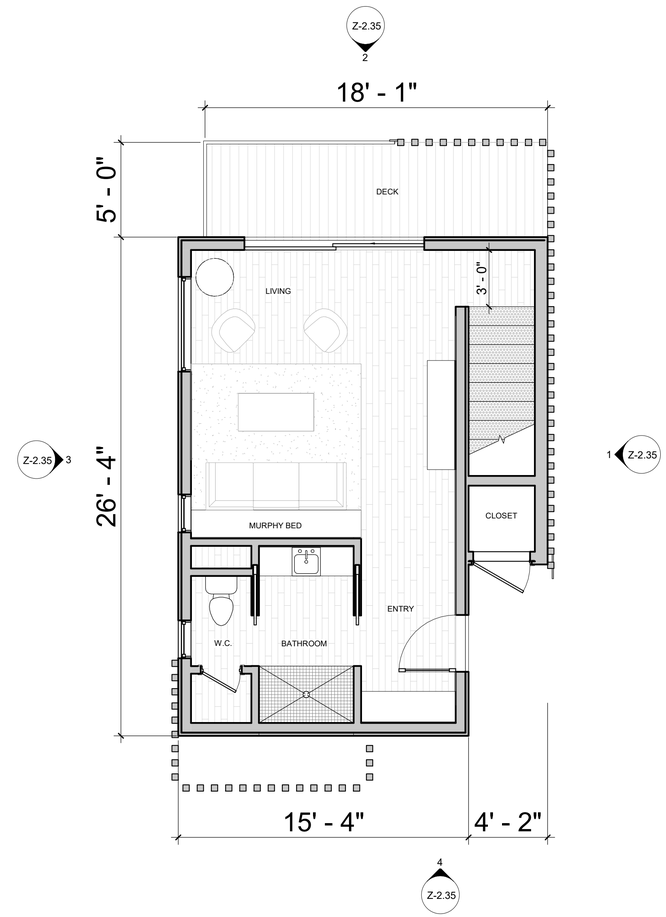


3 **BUILDING 9 - ROOF LEVEL**
1/4" = 1'-0"



2 **BUILDING 9 - LEVEL 2**
1/4" = 1'-0"

NET SF: 447 SF
GROSS SF: 492 SF



1 **BUILDING 9 - LEVEL 1**
1/4" = 1'-0"

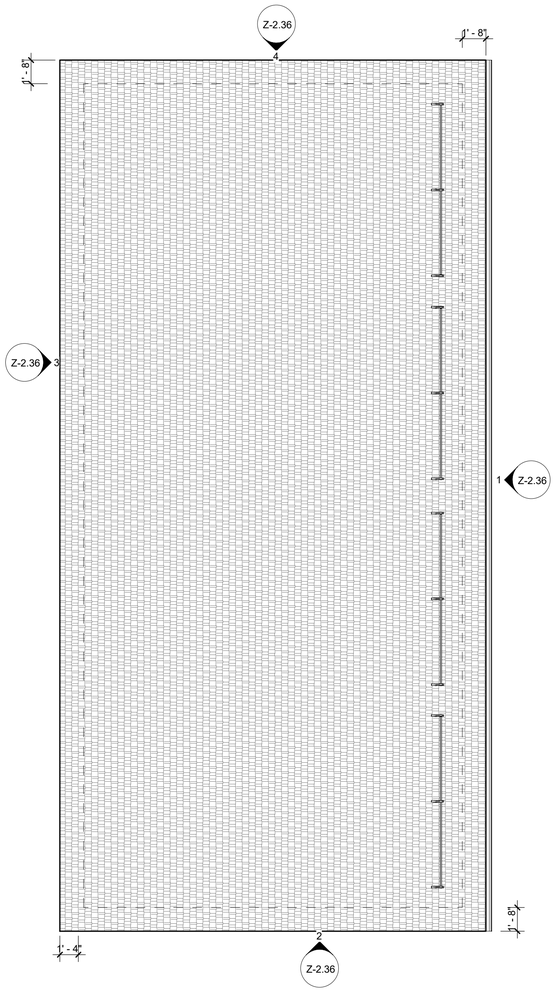
NET SF: 416 SF
GROSS SF: 461 SF

BUILDING SF
BUILDING NET SF: 863 SF
BUILDING GROSS SF: 953 SF

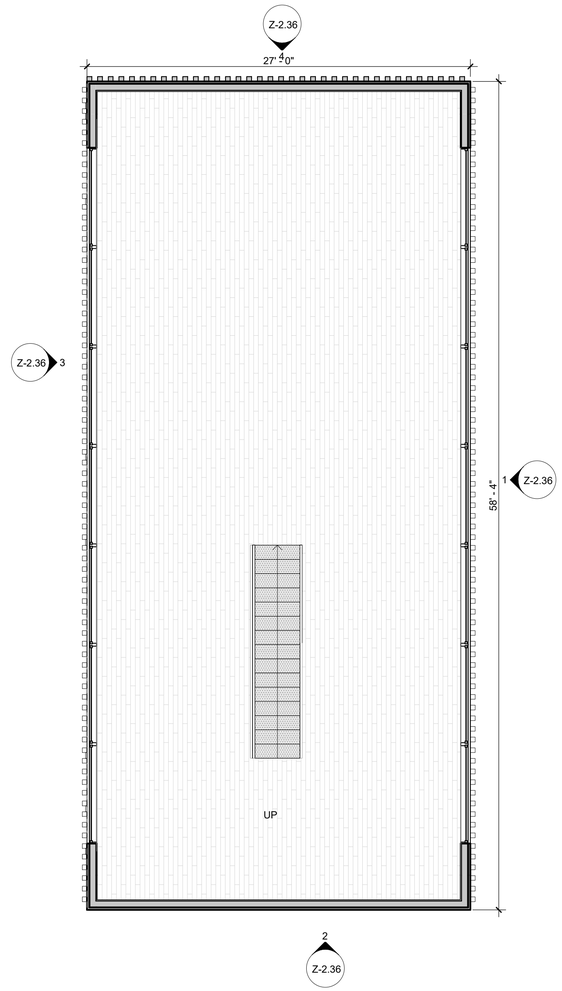
359 DESIGN

THE LANDING AT TAHOE
PLANS_BUILDING- 9
22/07/01

Z-1.38 PLANS_BUILDING- STORAGE

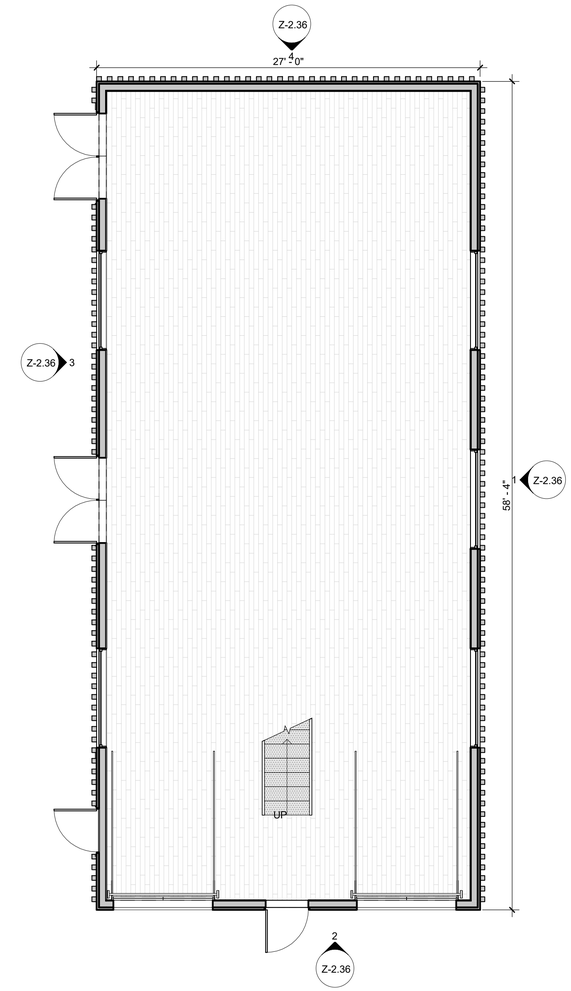


3 **STORAGE BUILDING - ROOF**
3/16" = 1'-0"



2 **STORAGE BUILDING - LEVEL 2**
3/16" = 1'-0"

NET SF: 1461 SF
GROSS SF: 1547 SF



1 **STORAGE BUILDING - LEVEL 1**
3/16" = 1'-0"

NET SF: 1461 SF
GROSS SF: 1547 SF

BUILDING SF
BUILDING NET SF: 2922 SF
BUILDING GROSS SF: 3094 SF

359 DESIGN

THE LANDING AT TAHOE
PLANS_BUILDING- STORAGE
22/07/01

Z-2.30 ELEVATIONS_BUILDINGS- 1, 2, 3

VERTICAL WOOD SIDING
Grey

TREATED WOOD LUMBER
Grey

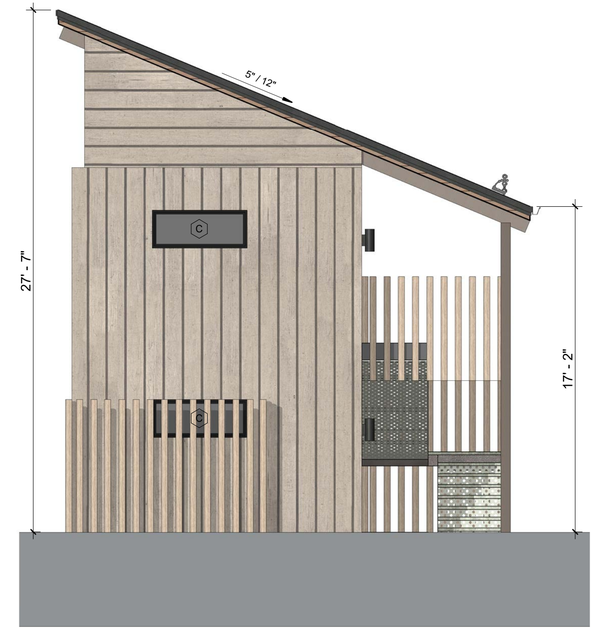
ASPHALT SHINGLE ROOF
Non-reflective Slate/Dark Grey

ALUMIMUM CYLINDER DOWN LIGHT
Black Finish

1 BUILDING 1, 2, 3 - ELEVATION A
1/4" = 1'-0"

2 BUILDING 1, 2, 3 - ELEVATION B
1/4" = 1'-0"

3 BUILDING 1, 2, 3 - ELEVATION C
1/4" = 1'-0"



4 BUILDING 1, 2, 3 - ELEVATION D
1/4" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

ELEVATIONS_BUILDINGS- 1, 2, 3

22/07/01

Z-2.31 ELEVATIONS_BUILDING- 4

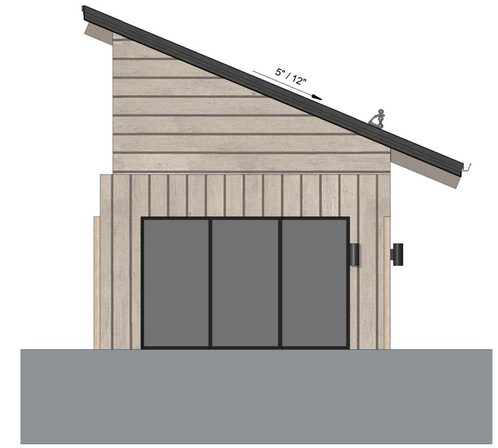
VERTICAL WOOD SIDING
Grey

TREATED WOOD LUMBER
Grey

ASPHALT SHINGLE ROOF
Non-reflective Slate/Dark Grey

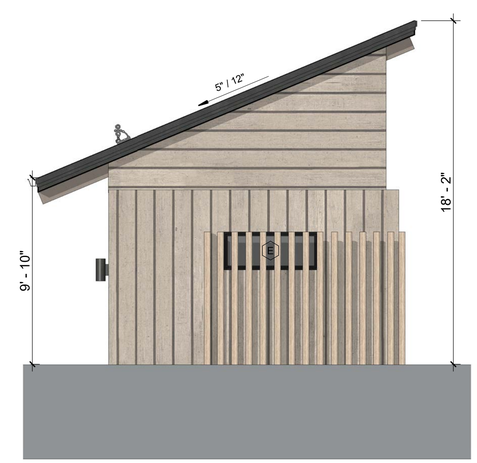
ALUMIMUM CYLINDER DOWN LIGHT
Black Finish

4 BUILDING 4- ELEVATION C
1/4" = 1'-0"



2 BUILDING 4- ELEVATION B
1/4" = 1'-0"

3 BUILDING 4- ELEVATION A
1/4" = 1'-0"



1 BUILDING 4- ELEVATION D
1/4" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

ELEVATIONS_BUILDING- 4

22/07/01

Z-2.32 ELEVATIONS_BUILDING- 5

VERTICAL WOOD SIDING
Grey

TREATED WOOD LUMBER
Grey

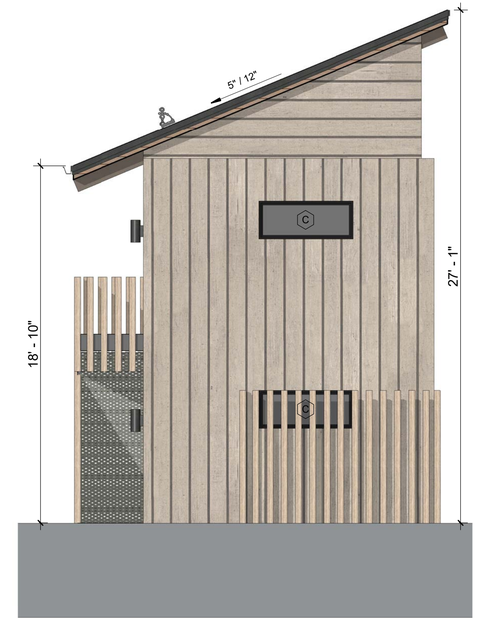
ASPHALT SHINGLE ROOF
Non-reflective Slate/Dark Grey

ALUMIMUM CYLINDER DOWN LIGHT
Black Finish

1 BUILDING 5 - ELEVATION A
1/4" = 1'-0"

2 BUILDING 5 - ELEVATION B
1/4" = 1'-0"

3 BUILDING 5 - ELEVATION C
1/4" = 1'-0"



4 BUILDING 5 - ELEVATION D
1/4" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

ELEVATIONS_BUILDING- 5

22/07/01

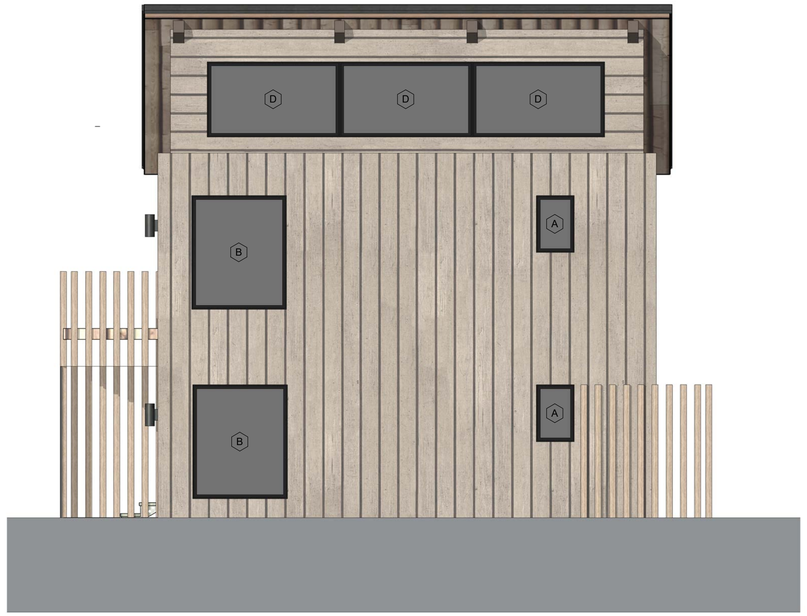
Z-2.33 ELEVATIONS_BUILDINGS- 6

VERTICAL WOOD SIDING
Grey

TREATED WOOD LUMBER
Grey

ASPHALT SHINGLE ROOF
Non-reflective Slate/Dark Grey

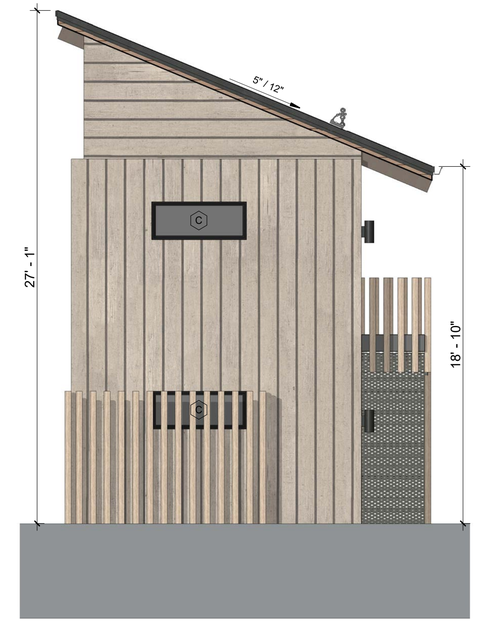
ALUMIMUM CYLINDER DOWN LIGHT
Black Finish



4 BUILDING 6 - ELEVATION A
1/4" = 1'-0"

2 BUILDING 6 - ELEVATION B
1/4" = 1'-0"

3 BUILDING 6 - ELEVATION C
1/4" = 1'-0"



1 BUILDING 6 - ELEVATION D
1/4" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

ELEVATIONS_BUILDINGS- 6

22/07/01

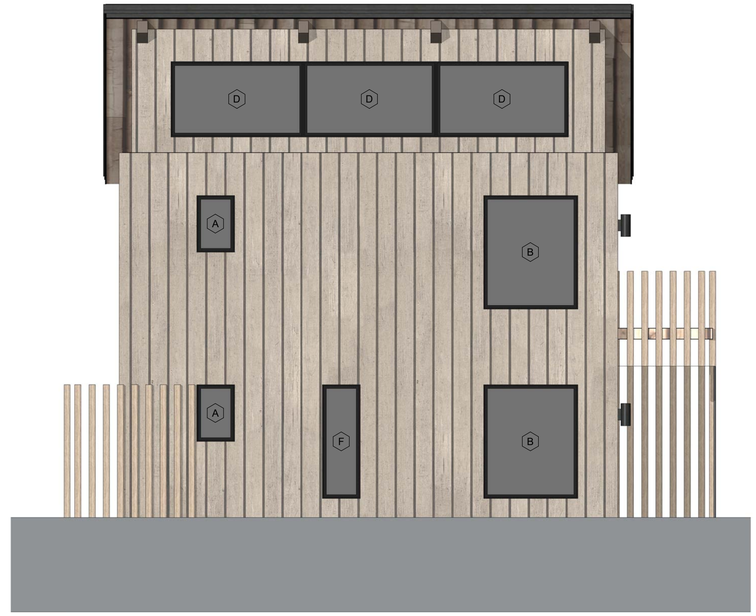
Z-2.34 ELEVATIONS_BUILDINGS- 7, 8

VERTICAL WOOD SIDING
Grey

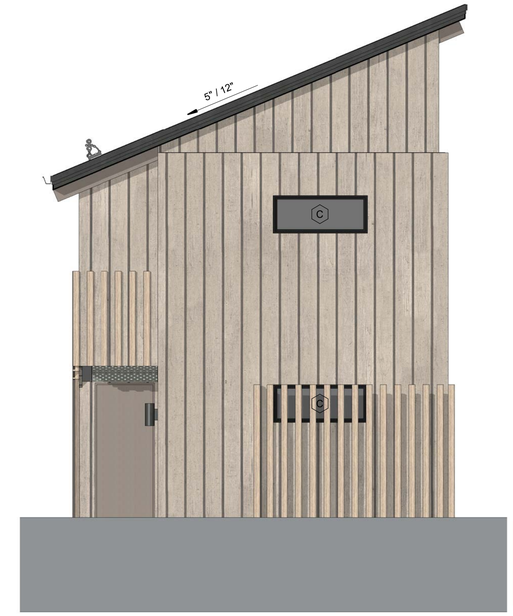
TREATED WOOD LUMBER
Grey

ASPHALT SHINGLE ROOF
Non-reflective Slate/Dark Grey

ALUMIMUM CYLINDER DOWN LIGHT
Black Finish

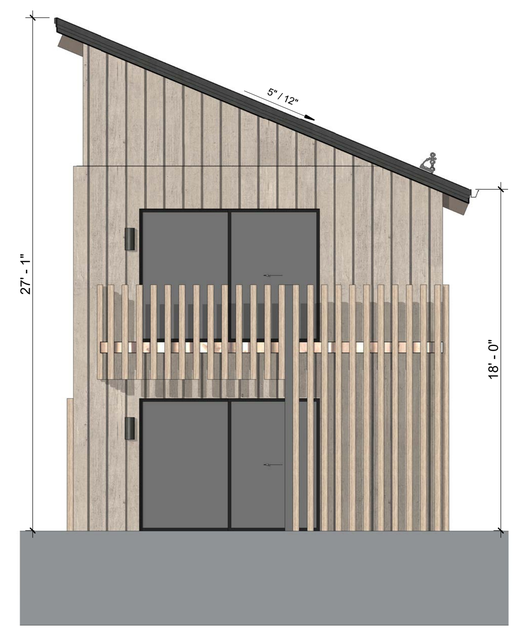


1 BUILDINGS 7, 8 - ELEVATION A
1/4" = 1'-0"



2 BUILDINGS 7, 8 - ELEVATION B
1/4" = 1'-0"

3 BUILDINGS 7, 8 - ELEVATION C
1/4" = 1'-0"



4 BUILDINGS 7, 8 - ELEVATION D
1/4" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

ELEVATIONS_BUILDINGS- 7, 8

22/07/01

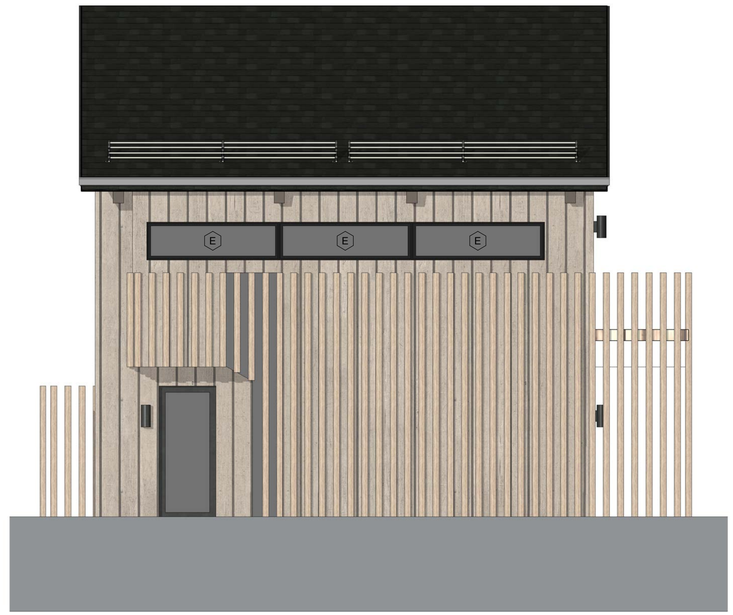
Z-2.35 ELEVATIONS_BUILDING- 9

VERTICAL WOOD SIDING
Grey

TREATED WOOD LUMBER
Grey

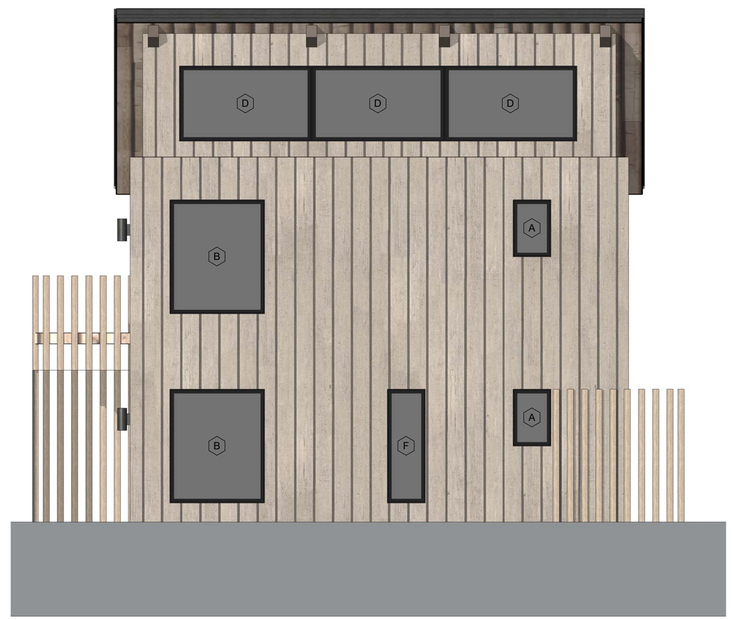
ASPHALT SHINGLE ROOF
Non-reflective Slate/Dark Grey

ALUMIMUM CYLINDER DOWN LIGHT
Black Finish

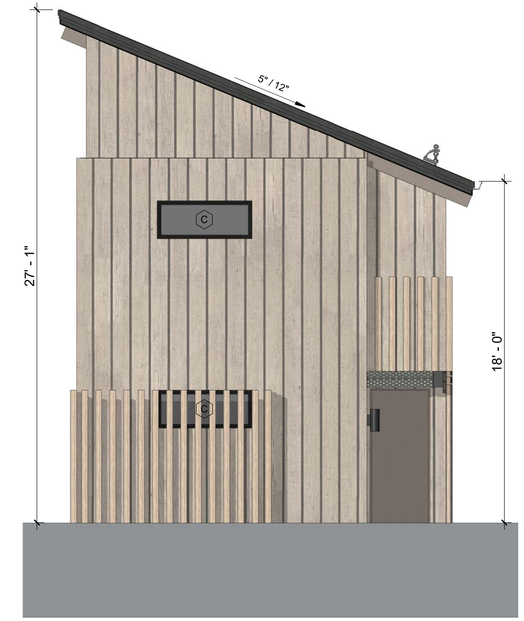


1 BUILDING 9 - ELEVATION A
1/4" = 1'-0"

2 BUILDING 9 - ELEVATION B
1/4" = 1'-0"



3 BUILDING 9 - ELEVATION C
1/4" = 1'-0"



4 BUILDING 9 - ELEVATION D
1/4" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

ELEVATIONS_BUILDING- 9
22/07/01

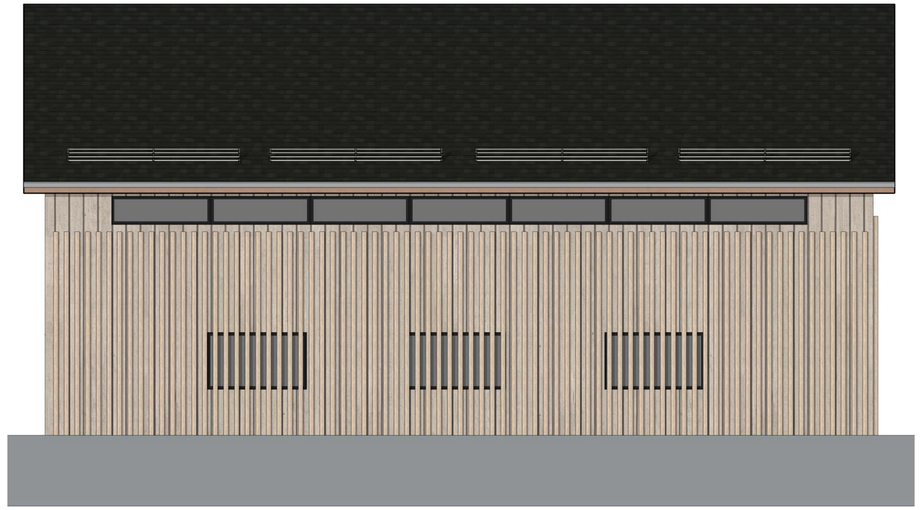
Z-2.36 ELEVATION_BUILDING- STORAGE

VERTICAL WOOD SIDING
Grey

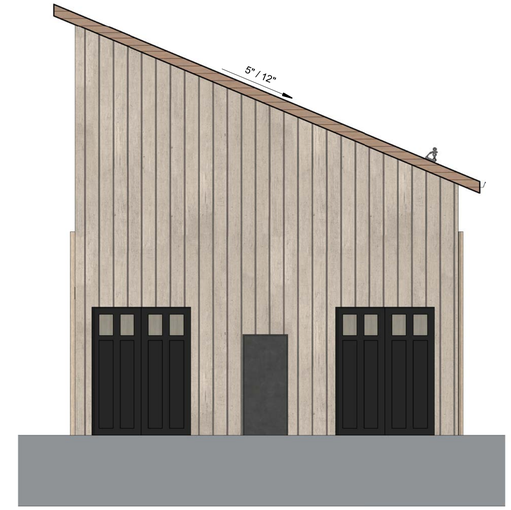
TREATED WOOD LUMBER
Grey

ASPHALT SHINGLE ROOF
Non-reflective Slate/Dark Grey

ALUMIMUM CYLINDER DOWN LIGHT
Black Finish

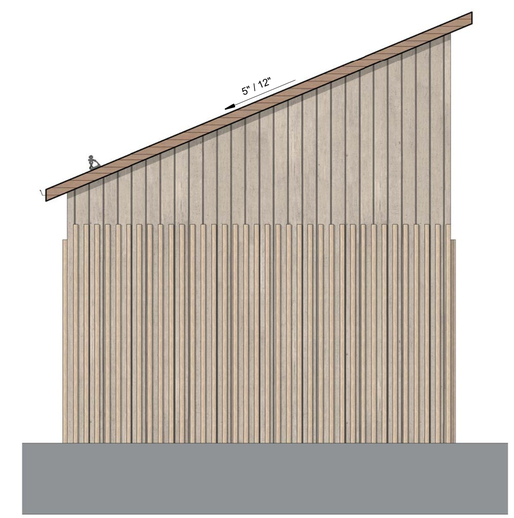


1 STORAGE BUILDING- ELEVATION A
3/16" = 1'-0"



2 STORAGE BUILDING- ELEVATION B
3/16" = 1'-0"

3 STORAGE BUILDING- ELEVATION C
3/16" = 1'-0"



4 STORAGE BUILDING- ELEVATION D
3/16" = 1'-0"

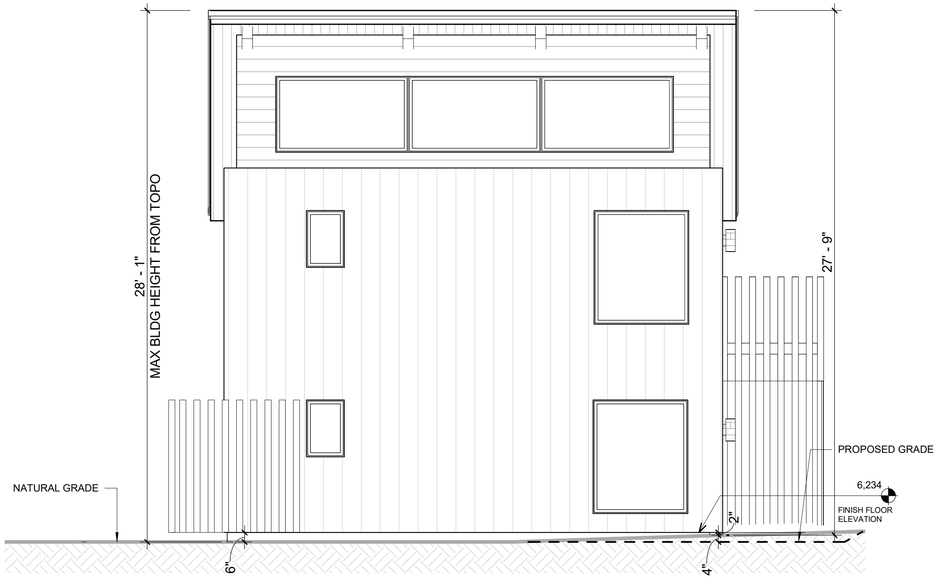
359 DESIGN

THE LANDING AT TAHOE

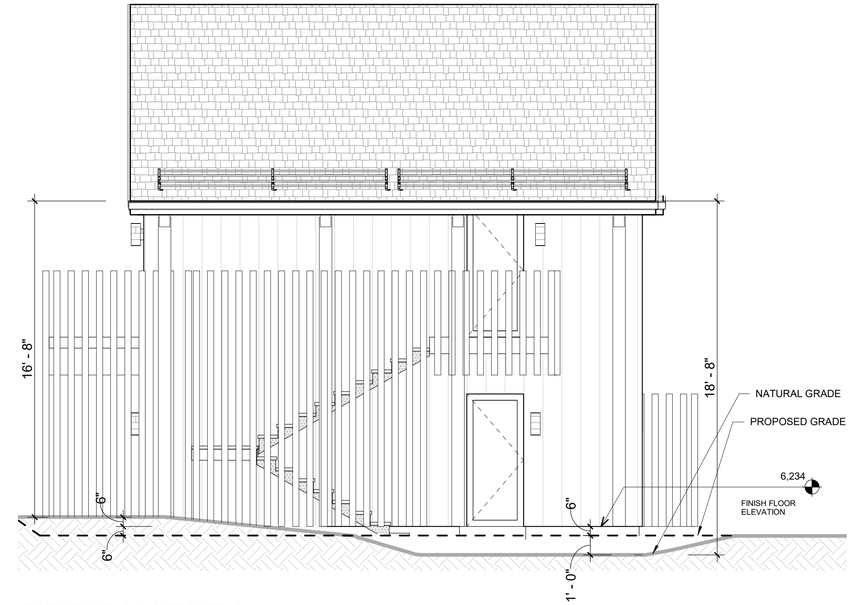
ELEVATION_BUILDING- STORAGE

22/07/01

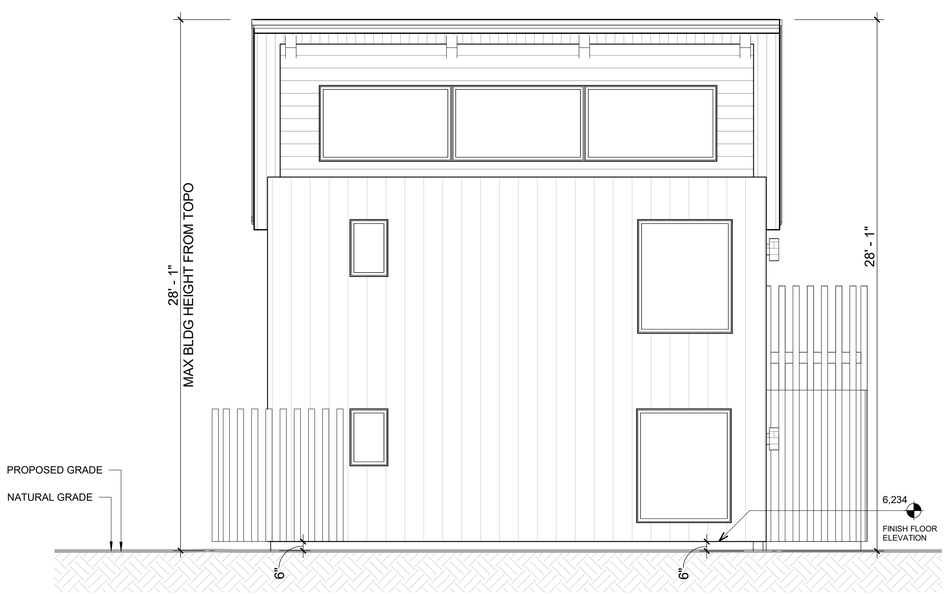
Z-4.10 BLDG HEIGHT ELEVATIONS- 1, 2



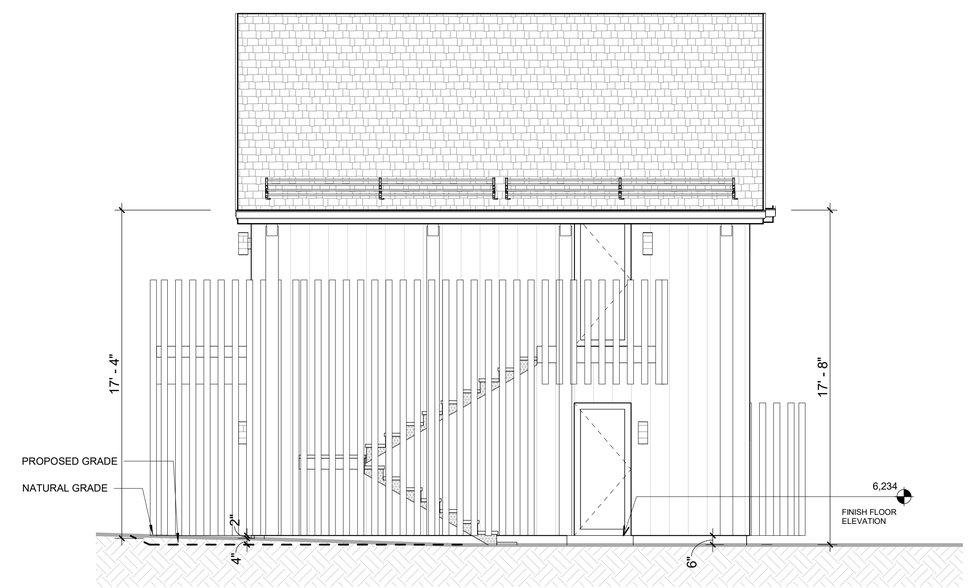
1 **BUILDING 01- HEIGHT_A**
1/4" = 1'-0"



4 **BUILDING 01- HEIGHT_C**
1/4" = 1'-0"



2 **BUILDING 02- HEIGHT_A**
1/4" = 1'-0"



5 **BUILDING 02- HEIGHT_C**
1/4" = 1'-0"

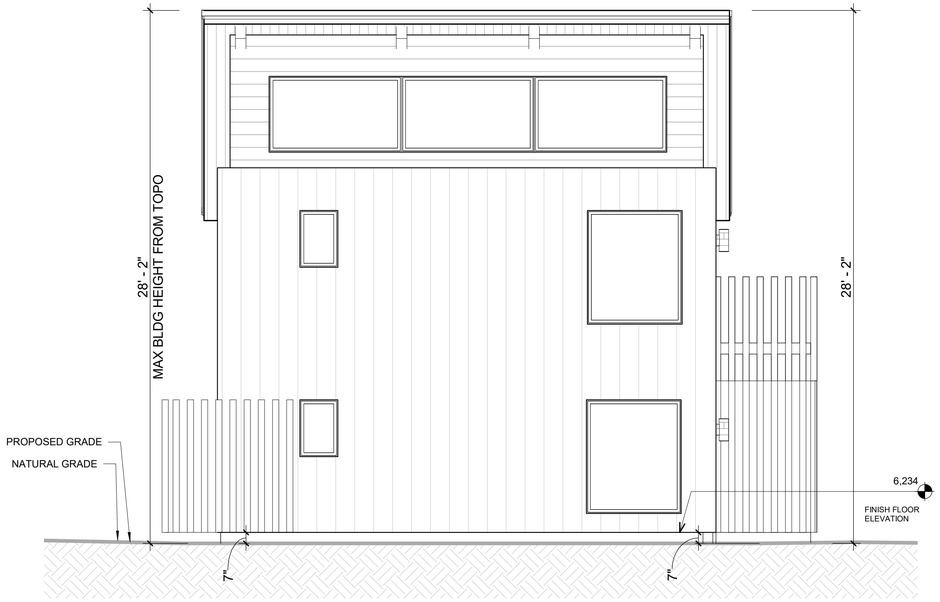
359 DESIGN

THE LANDING AT TAHOE

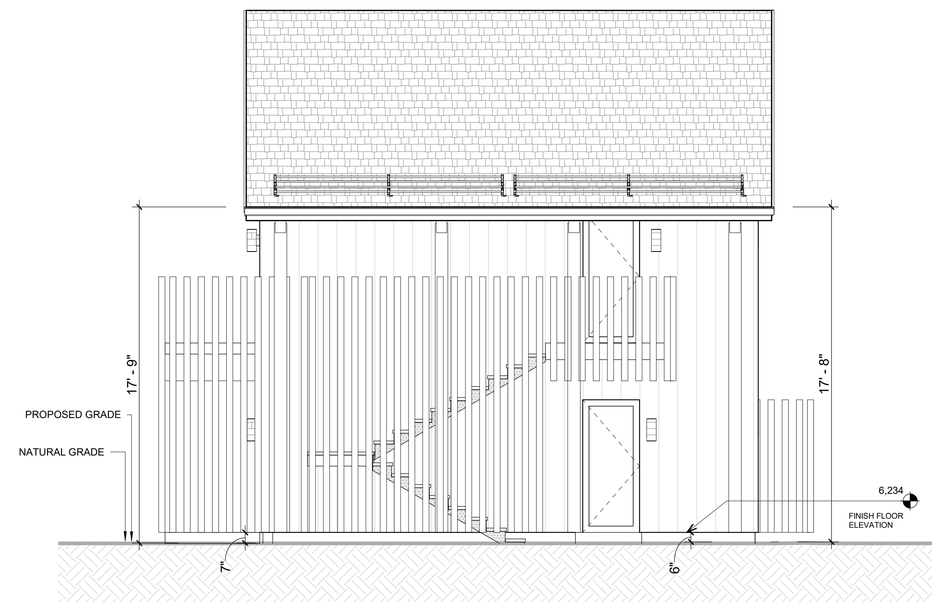
BLDG HEIGHT ELEVATIONS- 1, 2

22/07/01

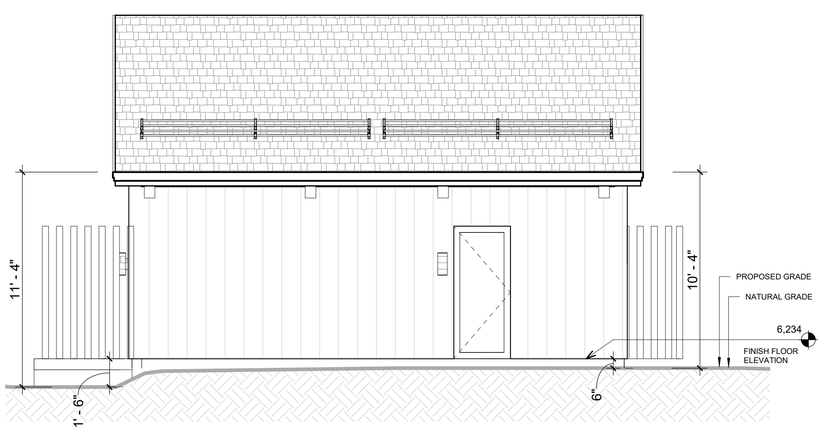
Z-4.11 BLDG HEIGHT ELEVATIONS- 3, 4



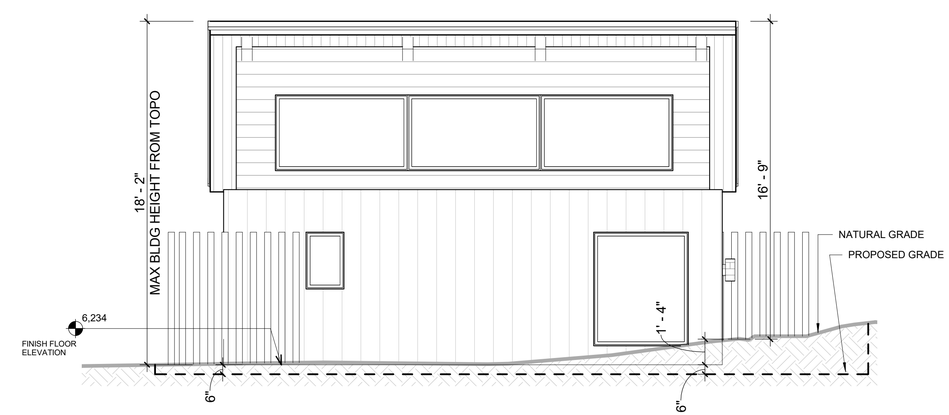
2 **BUILDING 03- HEIGHT A**
1/4" = 1'-0"



3 **BUILDING 03- HEIGHT C**
1/4" = 1'-0"



1 **BUILDING 04- HEIGHT C**
1/4" = 1'-0"



4 **BUILDING 04- HEIGHT A**
1/4" = 1'-0"

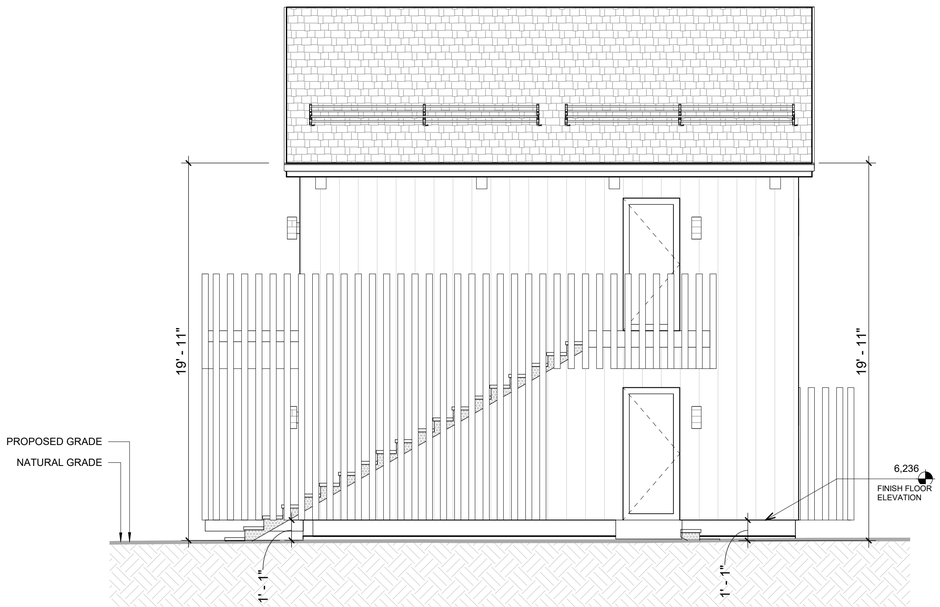
359 DESIGN

THE LANDING AT TAHOE

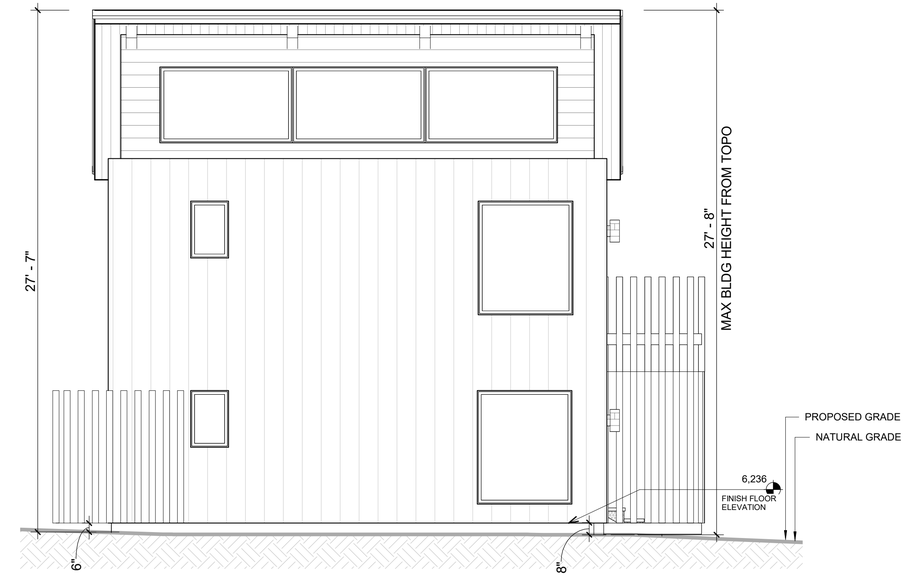
BLDG HEIGHT ELEVATIONS- 3, 4

22/07/01

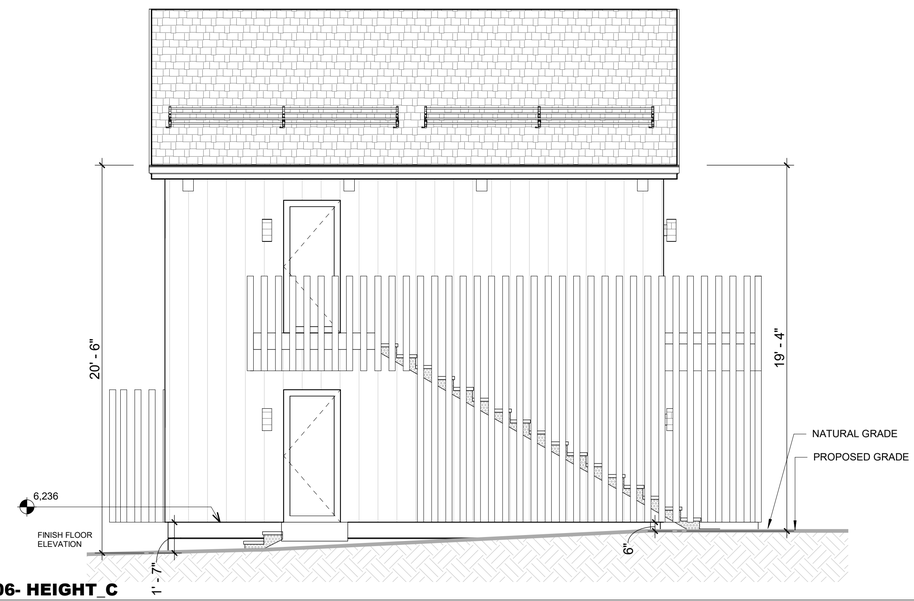
Z-4.12 BLDG HEIGHT ELEVATIONS- 5, 6



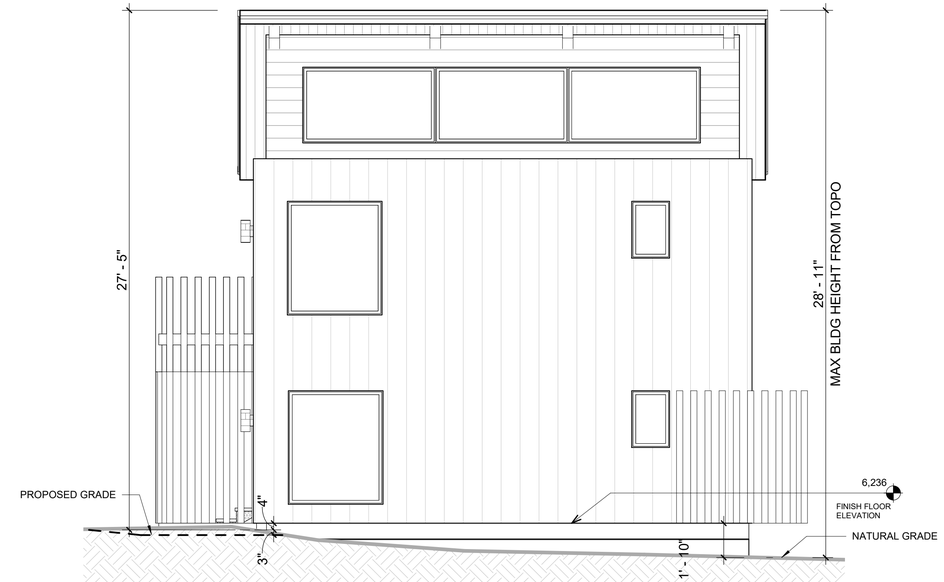
1 **BUILDING 05- HEIGHT_A**
1/4" = 1'-0"



2 **BUILDING 05- HEIGHT_C**
1/4" = 1'-0"



3 **BUILDING 06- HEIGHT_C**
1/4" = 1'-0"



4 **BUILDING 06- HEIGHT_A**
1/4" = 1'-0"

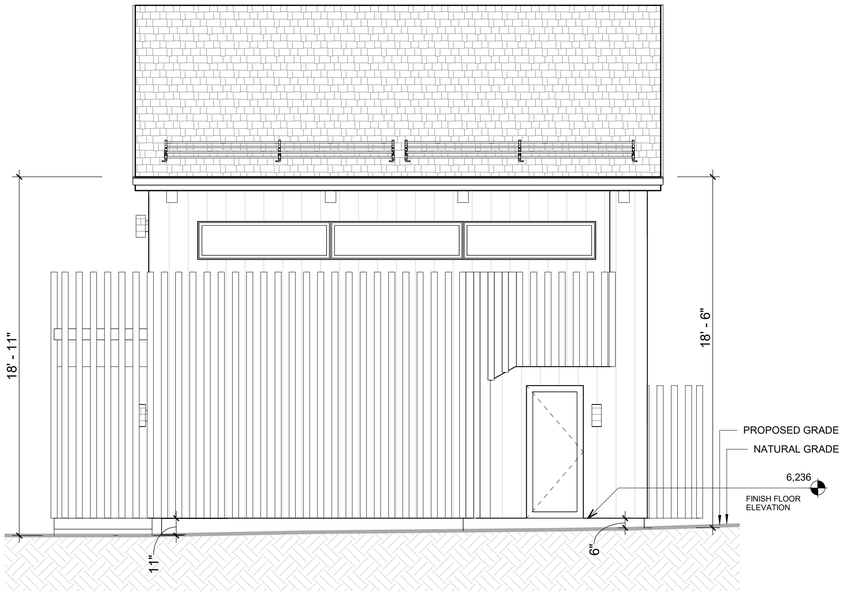
359 DESIGN

THE LANDING AT TAHOE

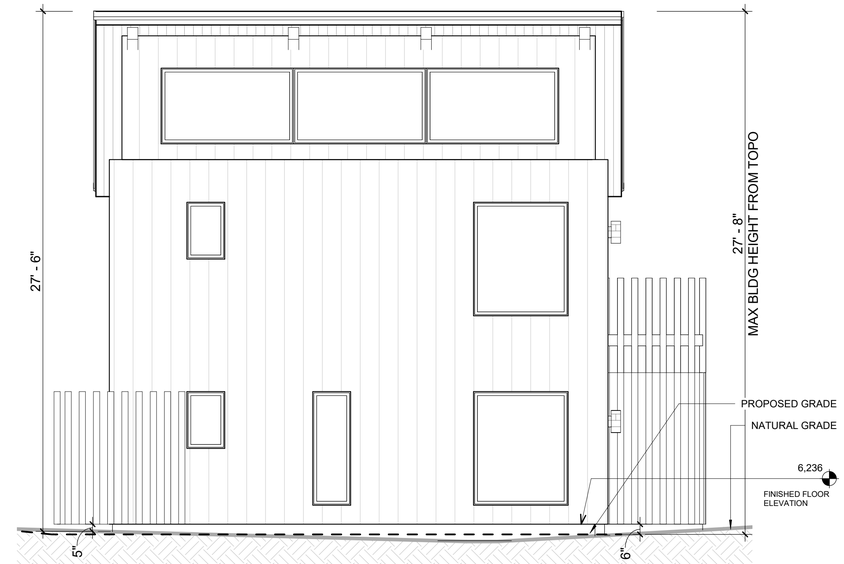
BLDG HEIGHT ELEVATIONS- 5, 6

22/07/01

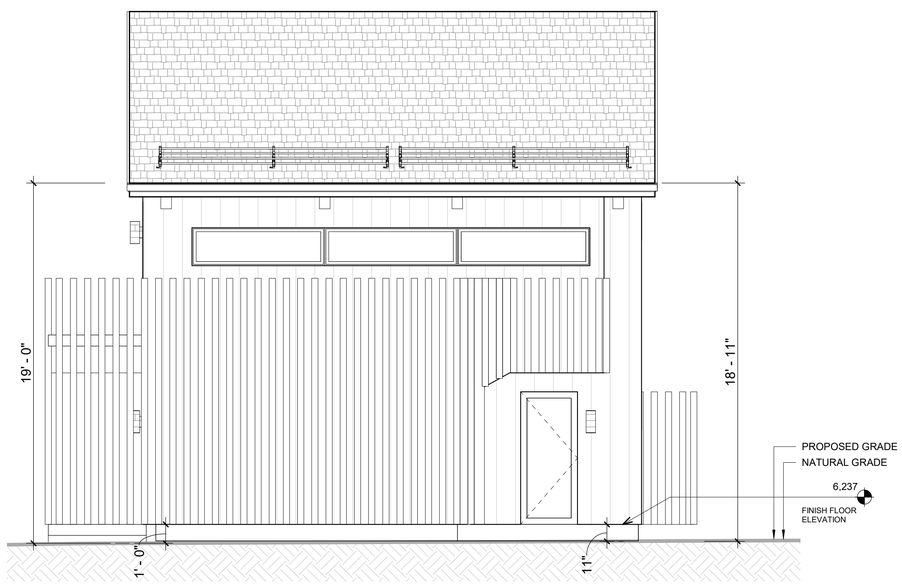
Z-4.13 BLDG HEIGHT ELEVATIONS- 7, 8



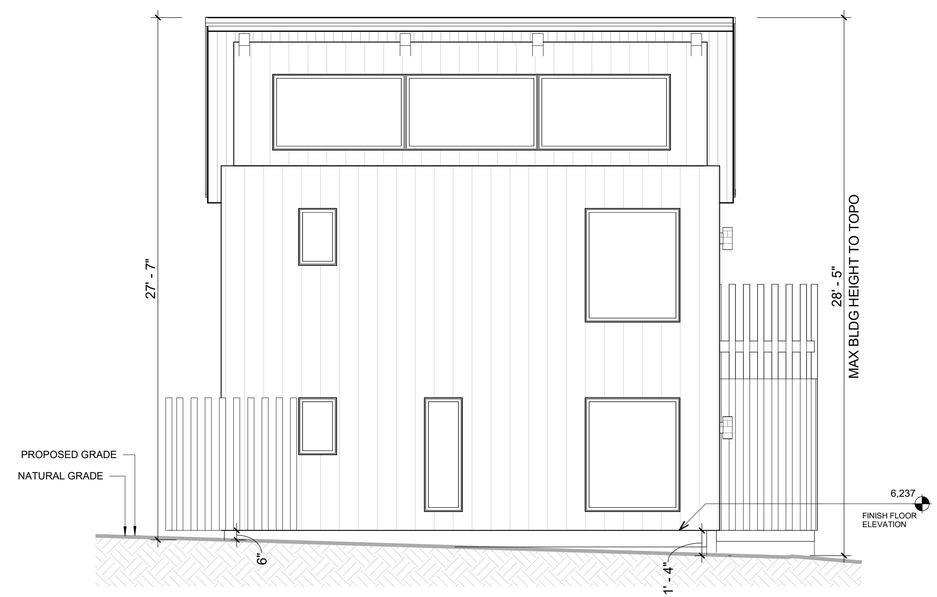
1 **BUILDING 07- HEIGHT_C**
1/4" = 1'-0"



2 **BUILDING 07- HEIGHT_A**
1/4" = 1'-0"



3 **BUILDING 08- HEIGHT_C**
1/4" = 1'-0"



4 **BUILDING 08- HEIGHT_A**
1/4" = 1'-0"

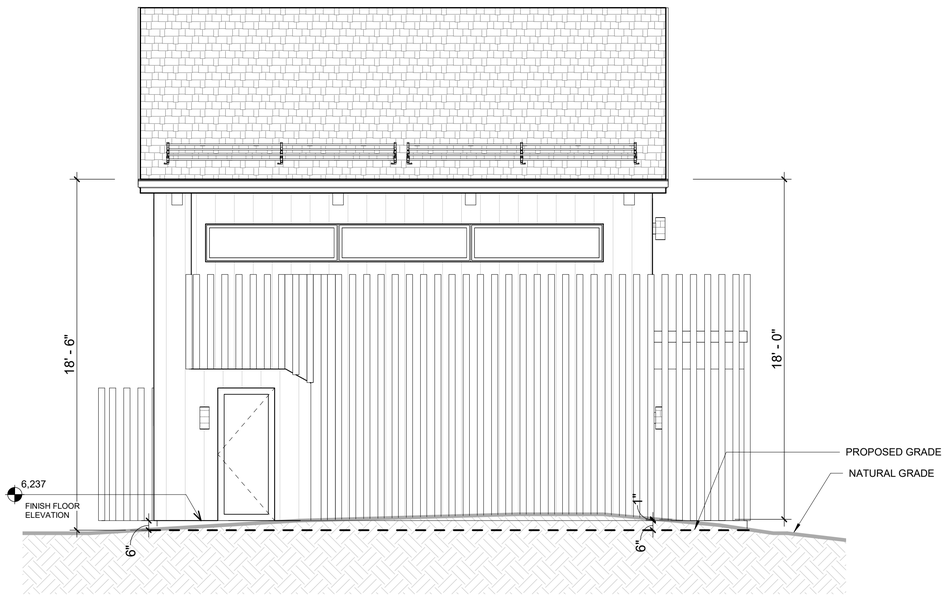
359 DESIGN

THE LANDING AT TAHOE

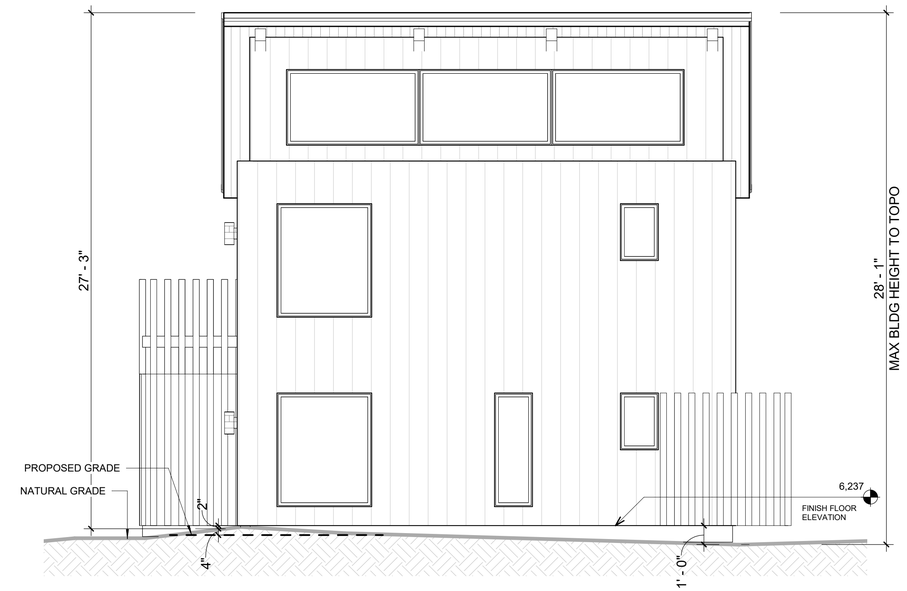
BLDG HEIGHT ELEVATIONS- 7, 8

22/07/01

Z-4.14 BLDG HEIGHT ELEVATION- 9



1 BUILDING 09- HEIGHT_C
1/4" = 1'-0"



2 BUILDING 09- HEIGHT_A
1/4" = 1'-0"

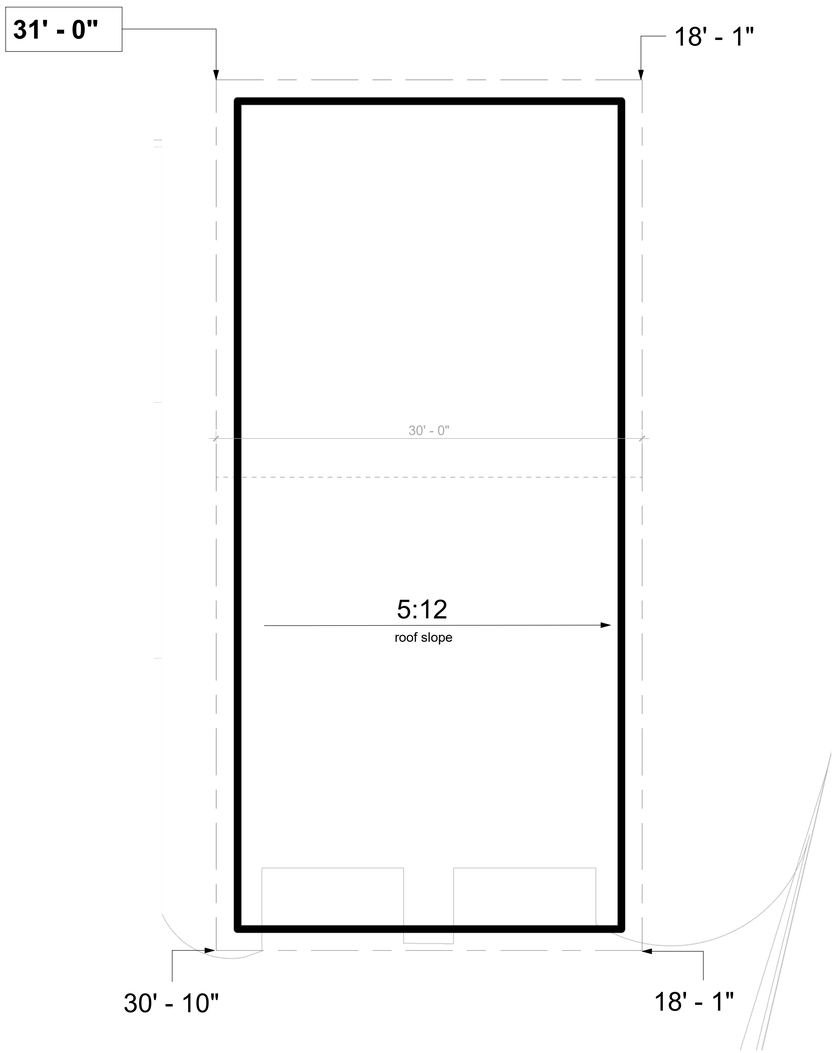
359 DESIGN

THE LANDING AT TAHOE

BLDG HEIGHT ELEVATION- 9

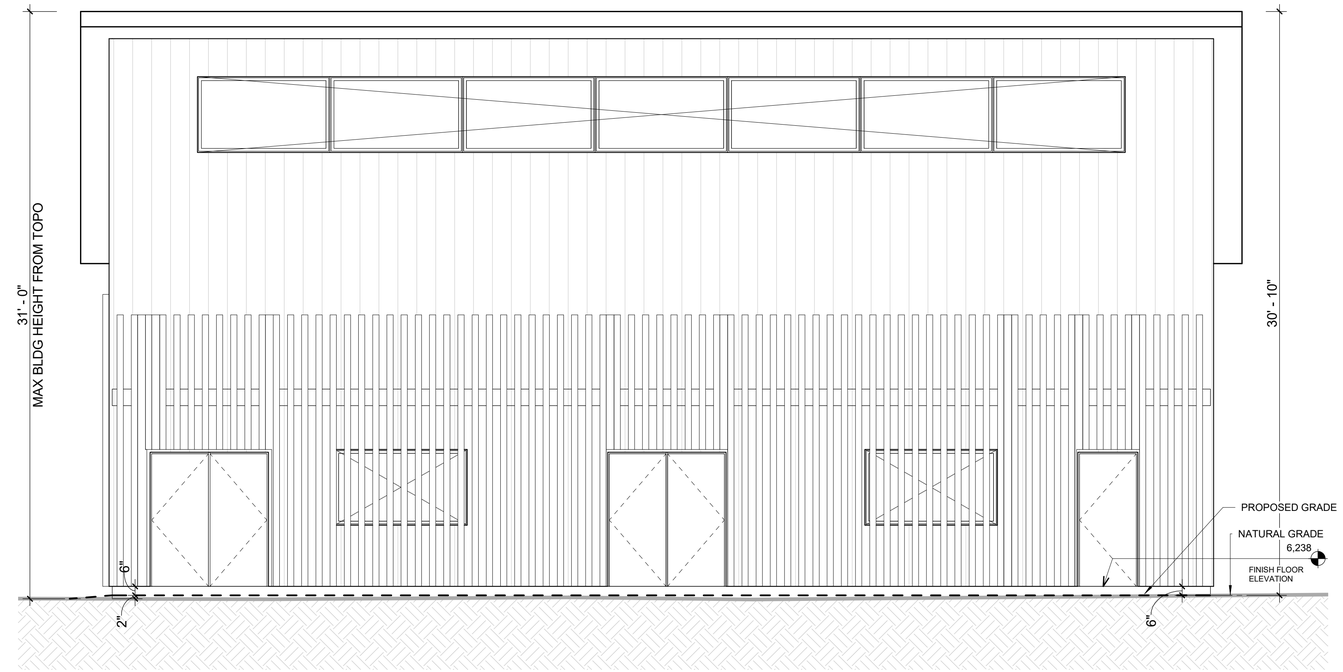
22/07/01

Z-5.10 BLDG HEIGHT CALC_ STORAGE

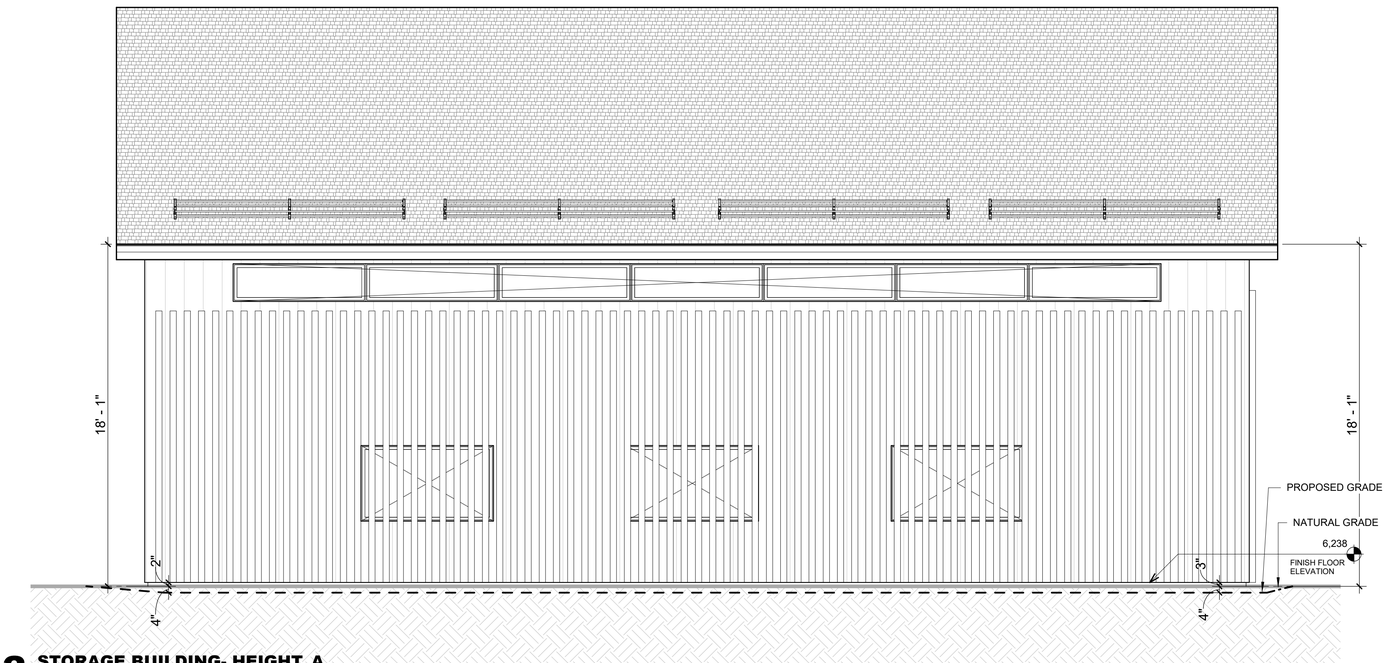


1 **STORAGE BUILDING -HEIGHT CALC**
3/16" = 1'-0"

BUILDING	CROSS SLOPE CALC.	MAX ALLOWED HEIGHT	MAX DESIGN HEIGHT
STORAGE	(6234-6233) / 30' - 0" = .033	31'	31' - 0"



2 **STORAGE BUILDING- HEIGHT_C**
1/4" = 1'-0"



3 **STORAGE BUILDING- HEIGHT_A**
1/4" = 1'-0"

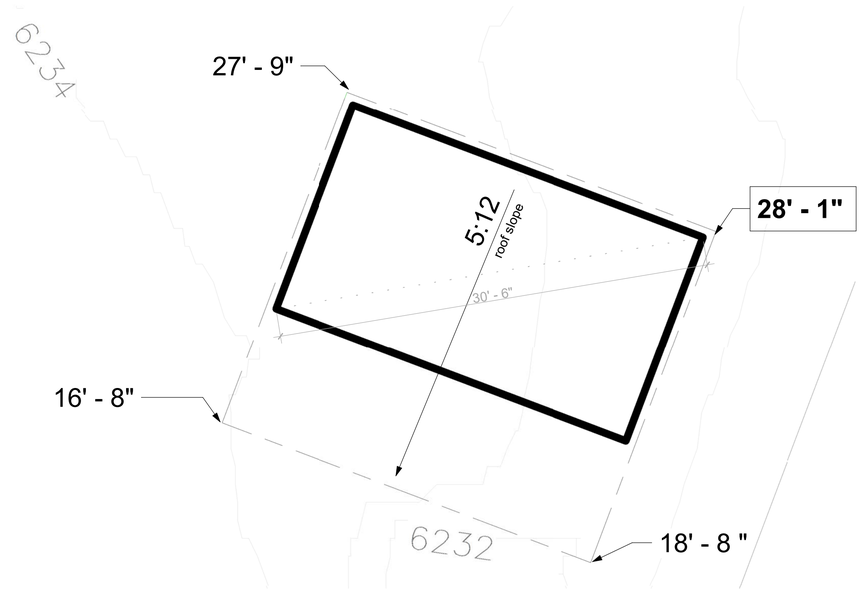
359 DESIGN

THE LANDING AT TAHOE

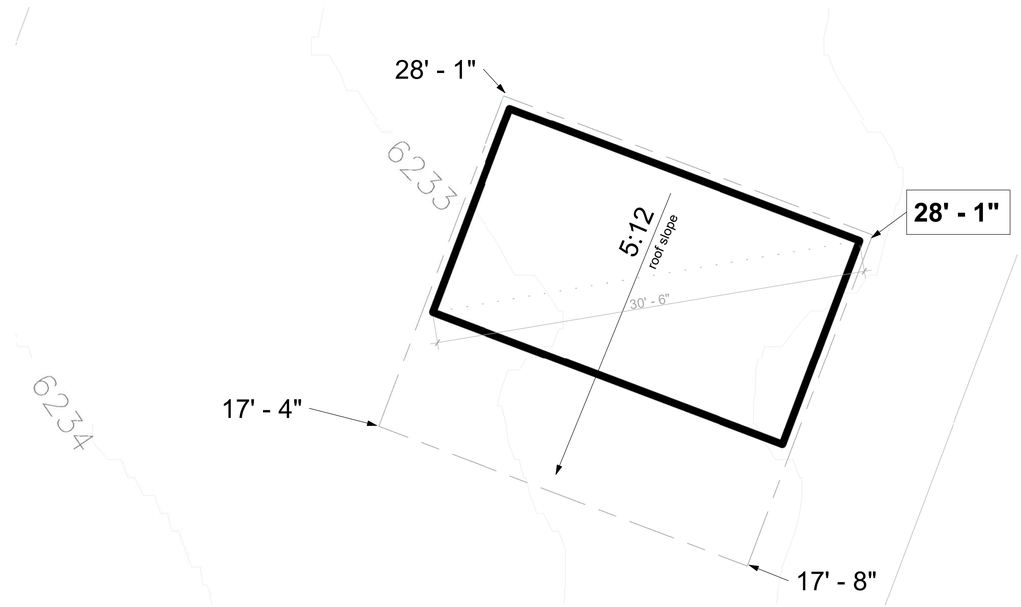
BLDG HEIGHT CALC_ STORAGE

22/07/01

Z-5.11 BLDG HEIGHT CALC- 1, 2, 3

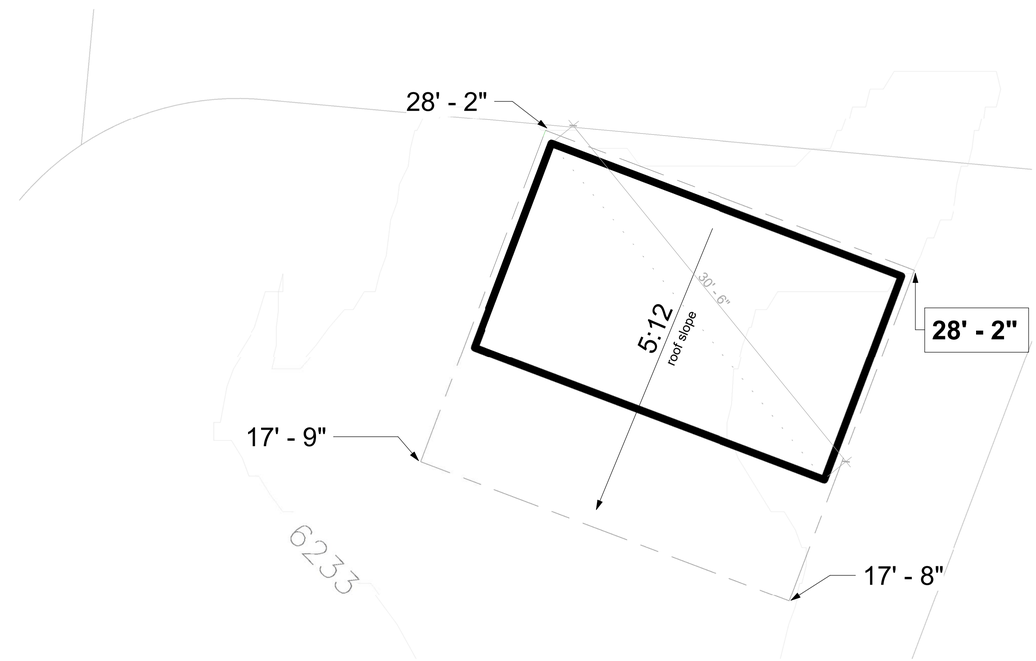


1 **BUILDING 01-HEIGHT CALC**
3/16" = 1'-0"



2 **BUILDING 02-HEIGHT CALC**
3/16" = 1'-0"

BUILDING	CROSS SLOPE CALC.	MAX ALLOWED HEIGHT	MAX DESIGN HEIGHT
BUILDING 1	(6234-6233) / 30' - 6" = .033	31'	28' - 1"
BUILDING 2	(6234-6233) / 30' - 6" = .033	31'	28' - 1"
BUILDING 3	(6234-6233) / 30' - 6" = .033	31'	28' - 2"



3 **BUILDING 03-HEIGHT CALC**
3/16" = 1'-0"

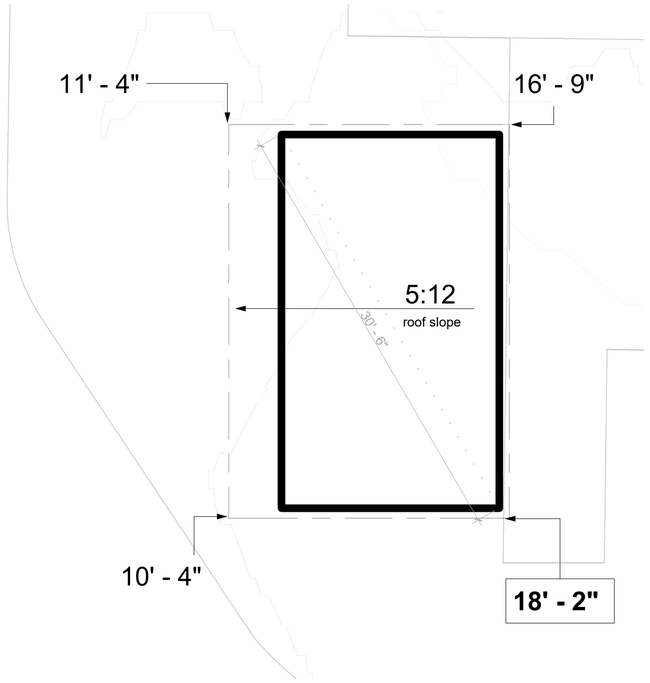
359 DESIGN

THE LANDING AT TAHOE

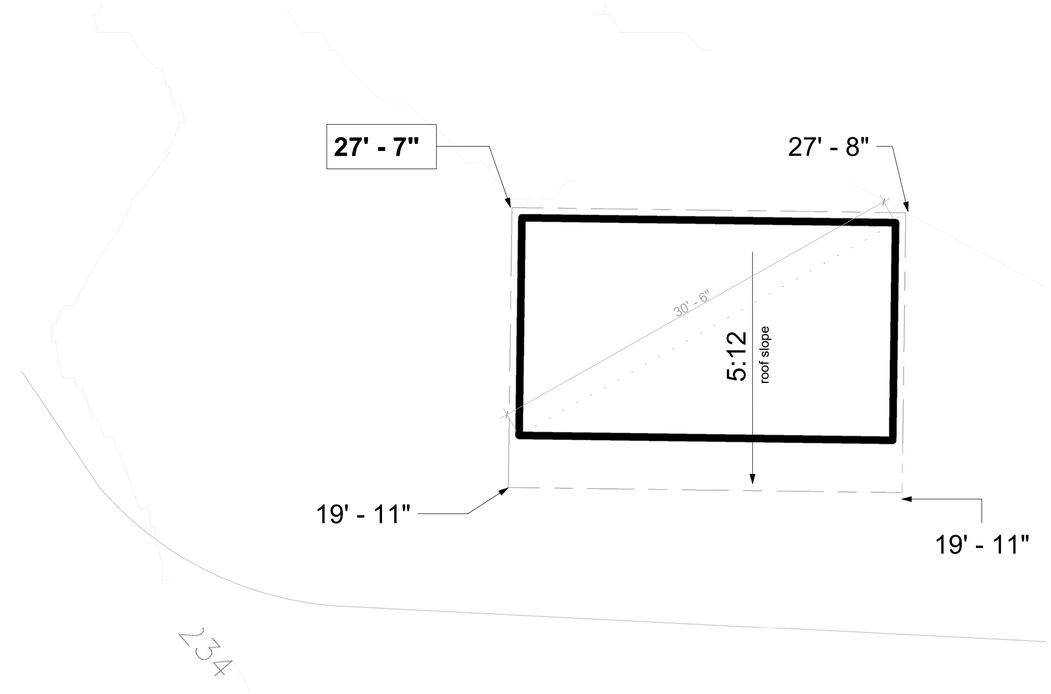
BLDG HEIGHT CALC- 1, 2, 3

22/07/01

Z-5.12 BLDG HEIGHT CALC- 4, 5, 6

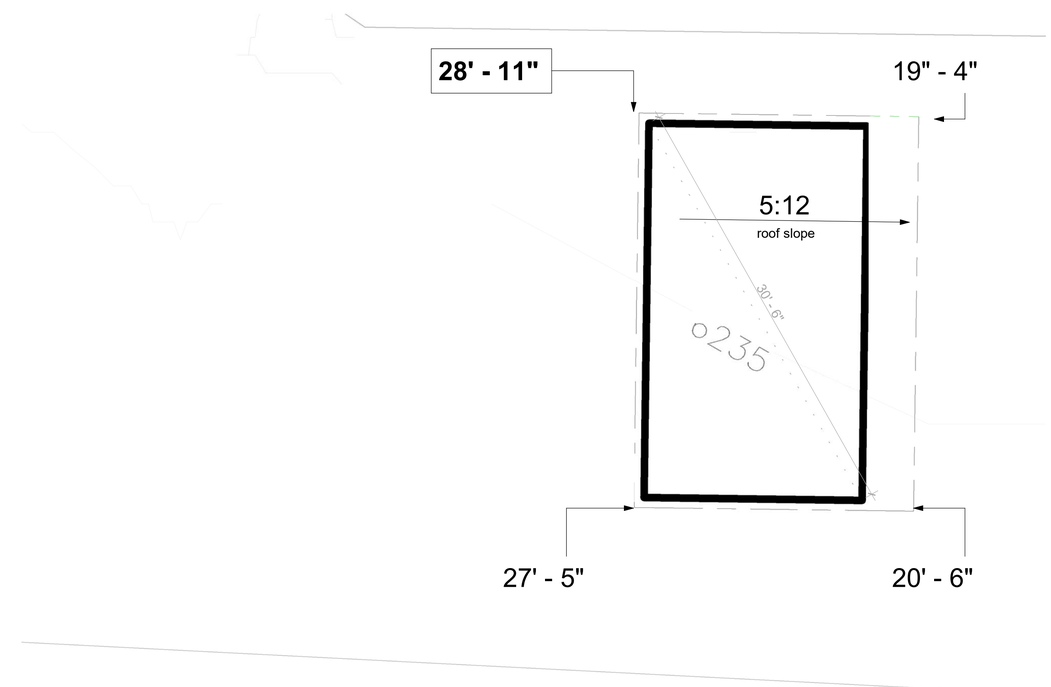


4 **BUILDING 04- HEIGHT CALC**
3/16" = 1'-0"



5 **BUILDING 05- HEIGHT CALC**
3/16" = 1'-0"

BUILDING	CROSS SLOPE CALC.	MAX ALLOWED HEIGHT	MAX DESIGN HEIGHT
BUILDING 4	(6234-6233) / 15' - 6" = .06	31' - 6"	19' - 8"
BUILDING 5	(6235-6234) / 30' - 6" = .033	31'	27' - 7"
BUILDING 6	(6235-6234) / 30' - 6" = .033	31'	28' - 11"



6 **BUILDING 06- HEIGHT CALC**
3/16" = 1'-0"

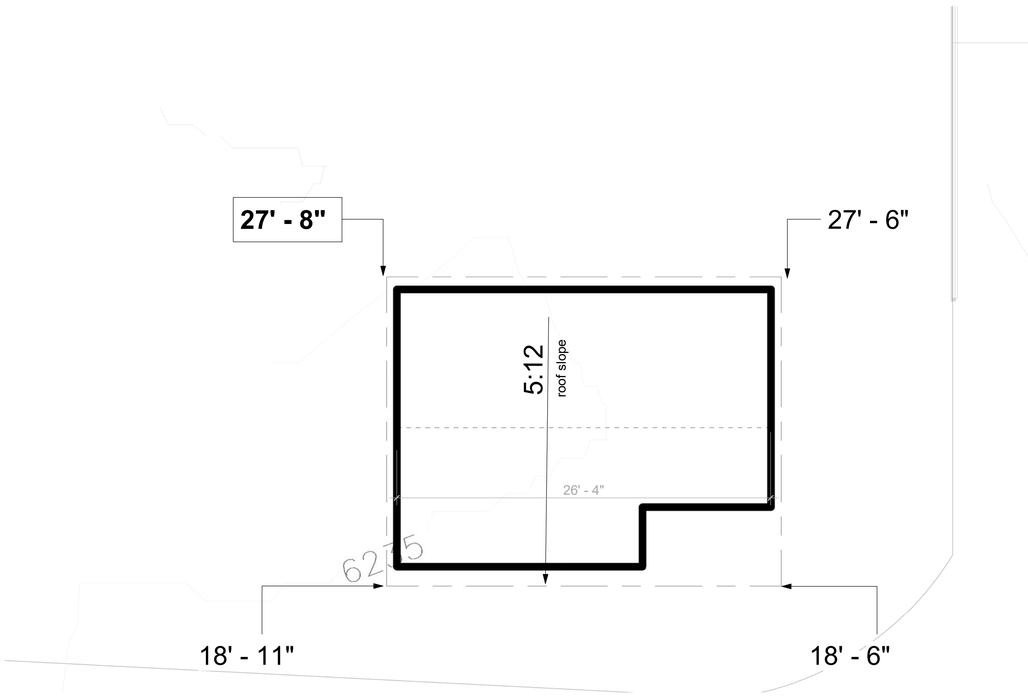
359 DESIGN

THE LANDING AT TAHOE

BLDG HEIGHT CALC- 4, 5, 6

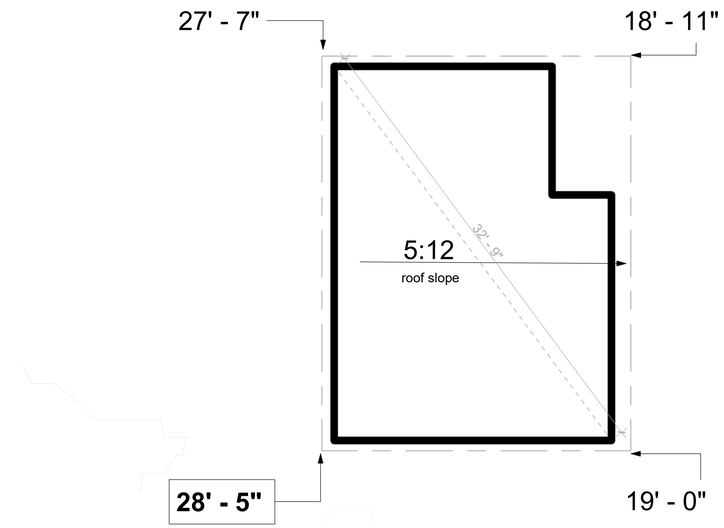
22/07/01

Z-5.13 BLDG HEIGHT CALC- 7, 8, 9

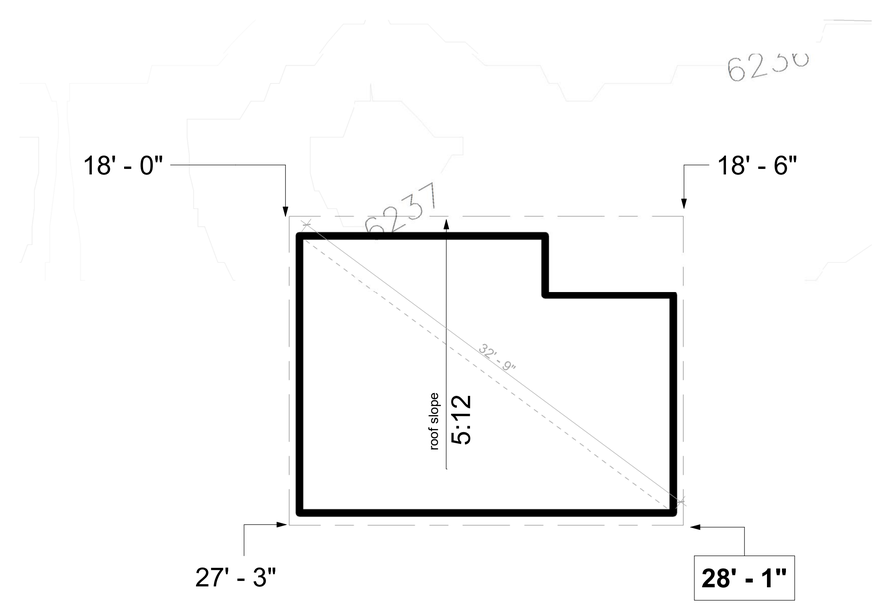


7 **BUILDING 07- HEIGHT CALC**
3/16" = 1'-0"

BUILDING	CROSS SLOPE CALC.	MAX ALLOWED HEIGHT	MAX DESIGN HEIGHT
BUILDING 7	(6235-6234) / 26' - 4" = .038	31'	27' - 8"
BUILDING 8	(6235-6235) / 32' - 9" = 0	30'	28' - 5"
BUILDING 9	(6236-6235) / 32' - 9" = .031	31'	28' - 1"



8 **BUILDING 08- HEIGHT CALC**
3/16" = 1'-0"



9 **BUILDING 09- HEIGHT CALC**
3/16" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

BLDG HEIGHT CALC- 7, 8, 9

22/07/01

COVERAGE LEGEND

COVERAGE SYMBL	COVERAGE TYP
	AC PAVING/CONCRETE
	CONCRETE PAVERS
	BUILDINGS
	CABIN DECK
	POOL DECK
	ASPHALT

COMBINED PARCEL (BASE ALLOWABLE COVERAGE)		
PARCEL SIZE	2.42 acres	
CATEGORY	1b (1%)	7 (30%)
LAND AREA	62,868	42,333
ALLOWABLE COVERAGE	628 SF	12,670
APN 029-602-13 TOTAL ALLOWABLE COVERAGE		13,328

COMBINED PARCEL (VERIFIED COVERAGE)			
PARCEL SIZE	2.42 acres		
CATEGORY	1b	7	BANKED 7
VBOC 2008-0288 VERIFICATION	339	15,738	2,240
BUILDING	10,253	3,780	
CONCRETE POOL	1,988		
AC PAVING/ COMPACTED DIRT	40,184	3,754	
CONCRETE/ PAVERS	623		
WOOD DECK/STEPS	15		
SUBTOTALS	**53,402**	**23,272**	2,240
APN 029-602-13 TOTAL: 78,914			
VERFIED BANKED COVERAGE		**2,240**	

COMBINED PARCEL (EXISTING CONDITIONS)		
PARCEL SIZE	2.42 acres	
CATEGORY	1b	7
BUILDINGS	24,806	5,035
AC PAVING/ COMPACTED DIRT	12,367	16,361
CONCRETE PAVERS	13,085	4,047
POOL DECK	620	2,829
SUBTOTALS	**50,878**	**28,272**
APN 029-602-13 TOTAL: 79,150		
EXISTING BANKED COVERAGE		**2,240**

COMBINED PARCEL (PROPOSED COVERAGE)		
PARCEL SIZE	2.42 acres	
CATEGORY	1b	7
BUILDINGS	26,585	5,200
AC PAVING/CONCRETE	0	17,428
CONCRETE	3,114	1,911
CONCRETE PAVERS	16,886	483
POOL DECK	231	3304
CABIN DECK	0	1014
SUBTOTALS	**46,816**	**29,340**
APN 029-602-13 TOTAL: 75,970		
PROPOSED BANKED COVERAGE	**2,994**	

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THE LANDING RESORT CABINS

DIAMOND ROCK RESORTS

SOUTH LAKE TAHOE, CA

ISSUE DATE: 04/06/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

COVERAGE PLAN

SHEET NUMBER

L0-1

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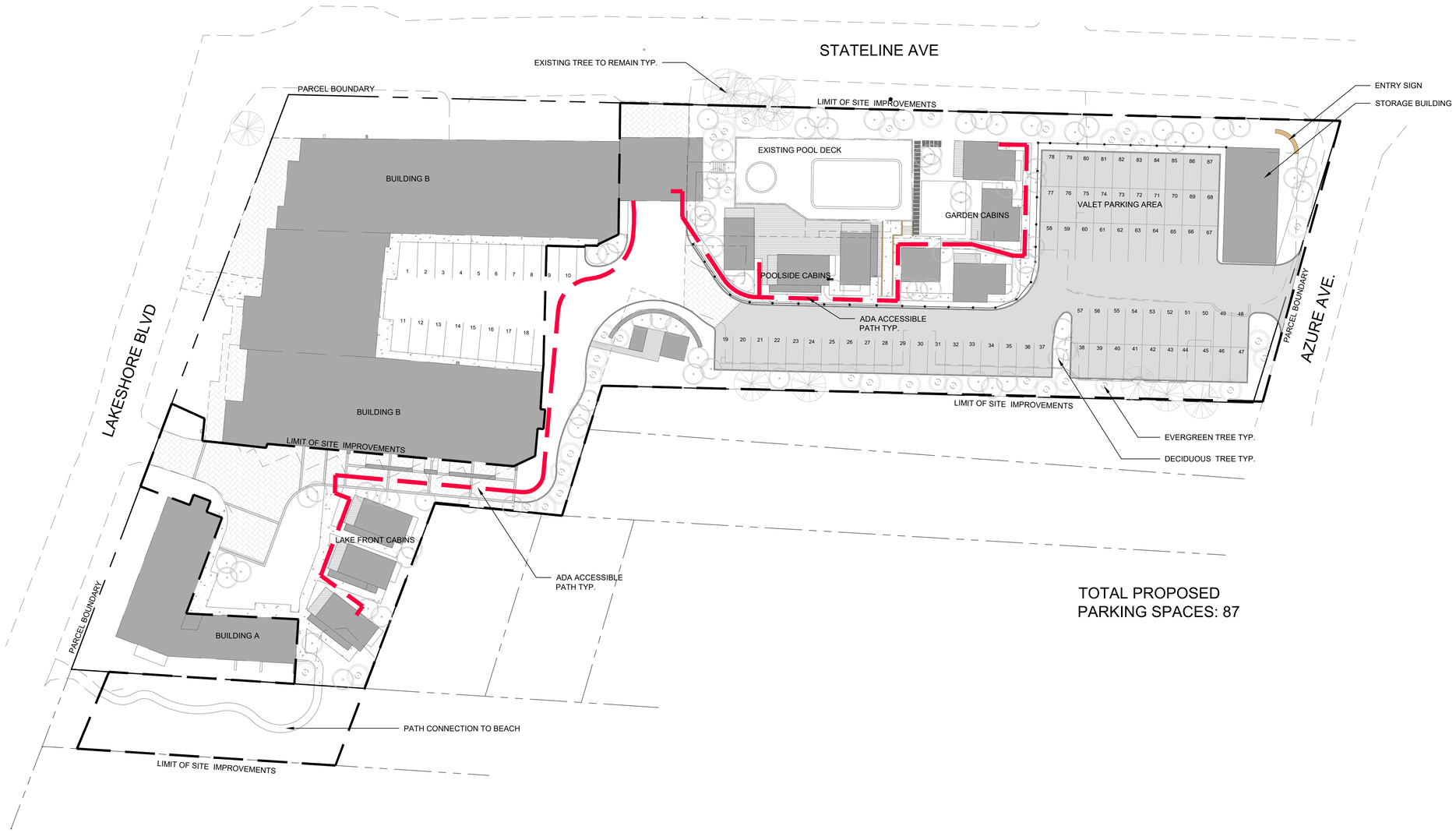

TOTAL PROPOSED
PARKING SPACES: 87

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THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

ISSUE DATE: 04/06/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

OVERALL SITE PLAN

SHEET NUMBER

L0-2

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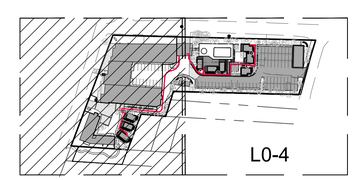
MATERIAL LEGEND

SYMBL	MATERIAL
	ASPHALT PAVING
	CONCRETE PAVING
	UNIT PAVERS
	SITE WALLS/CURBS
	DECK
	ACCESSIBLE PATH



KEY MAP

NORTH

0 5 10 20
ORIGINAL SCALE: 1"=10'-00"

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THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

ISSUE DATE: 04/06/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

SITE PLAN

SHEET NUMBER
L0-3

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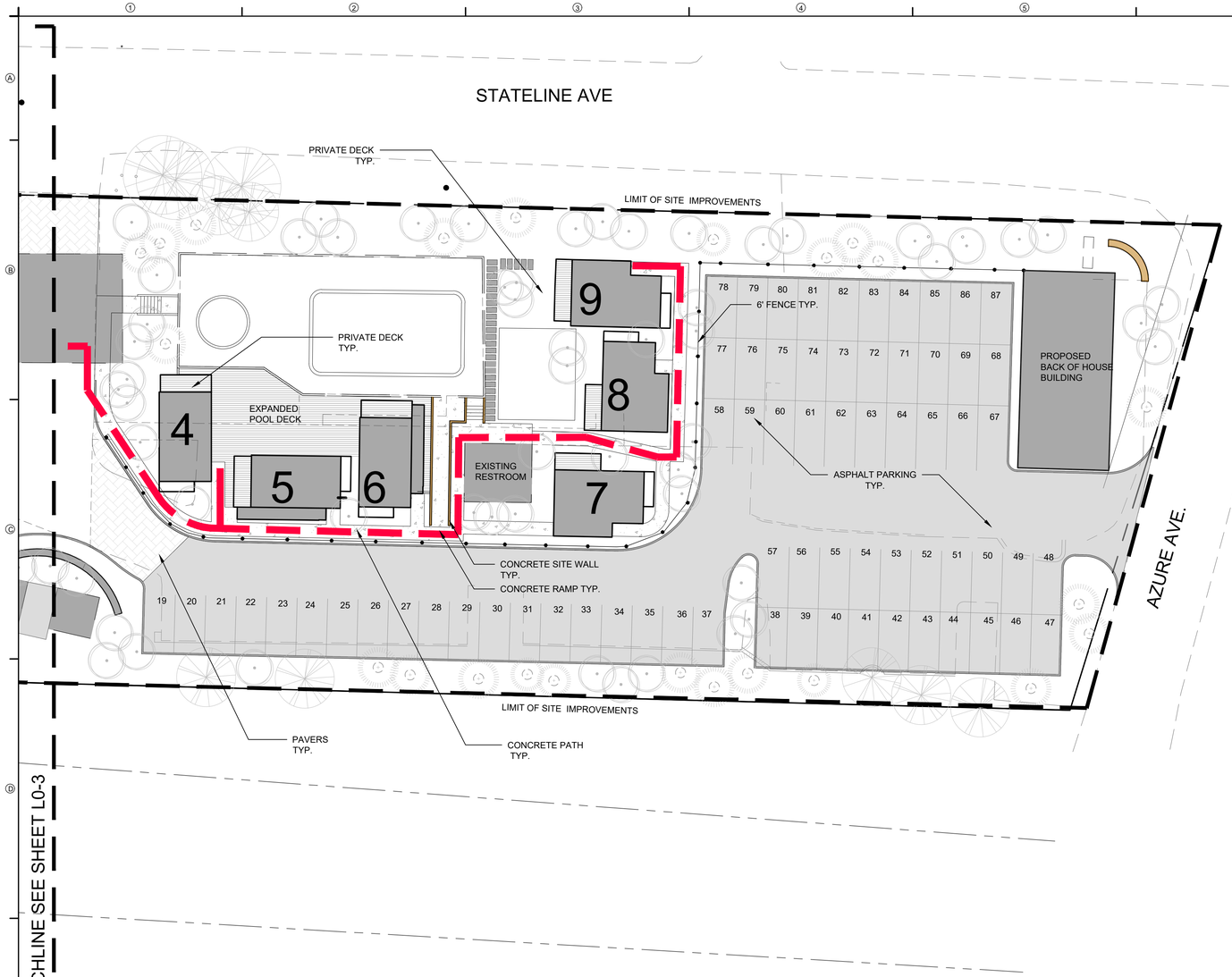
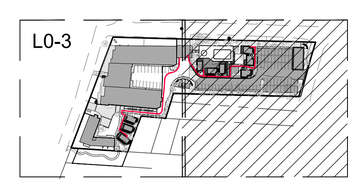


MATERIAL LEGEND

SYMBL	MATERIAL
	ASPHALT PAVING
	CONCRETE PAVING
	UNIT PAVERS
	SITE WALLS/CURBS
	DECK
	ACCESSIBLE PATH



KEY MAP

NORTH

0 5 10 20
ORIGINAL SCALE: 1"=10'-00"

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THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

ISSUE DATE: 04/06/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

SITE PLAN

SHEET NUMBER
L0-4

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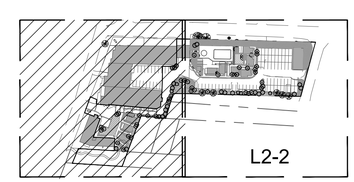
PLANT LIST

ABBR.	QTY.	BOTANICAL NAME	COMMON NAME	TYPE
EVERGREEN TREES				
PJ	X	*Pinus jeffreyi*	Jeffrey Pine	10' Tall
CD	X	*Calocedrus decurrens*	Incense Cedar	10' Tall
DECIDUOUS TREES				
PT	X	*Populus tremuloides*	Quaking Aspen	2" cal.
SHRUBS				
CI-5		*Caryopteris incana 'Sunshine Blue'*	Sunshine Blue Bluebeard	5 gal.
CF-5		*Cornus Sericea 'Flaviramea'*	Yellow Twig Dogwood	5 gal.
CS-5		*Cornus Sericea*	Red Twig Dogwood	5 gal.
PO-5		*Physocarpus opulifolius 'Coppertina'*	Coppertina Ninebark	5 gal.
RG-5		*Rhus aromatica* 'Gro-Low'	Dwarf Fragrant Sumac	5 gal.
RN-5		*Ribes Nevadense*	Mountain Pink Currant	5 gal.
SB-5		*Salix purpurea 'Nana'*	Dwarf Artic Willow	5 gal.
SA-5		*Symporicarpos albus*	Common Snowberry	5 gal.
SB-5		*Spiraea X 'bumalda 'Anthony Waterer'*	Anthony Waterer Spirea	5 gal.
VO-5		*Viburnum opulus 'nanum'*	Dwarf Viburnum	5 gal.
PERENNIALS				
AM-1		*Achillea millefolium*	Moonshine Yarrow	1 gal.
GO		*Galium ordoratum*	Sweet Woodruff	4" pot
LP-1		*Lupinus Polyphyllus*	Lupine	1 gal.
LS-1		*Ligularia stenosephala 'Rocket'*	Rocket Ligularia	1 gal.
NF-1		*Nepeta X faassenii 'Walker's Low'*	Catmint 'Walker's Low'	1 gal.
PS-1		*Penstemon strictus*	Rocky Mountain Penstemon	4" pot
SN-1		*Salvia nemorosa 'Caradonna'*	Salvia	4" pot
ORNAMENTAL GRASSES				
FG-1		*Festuca glauca*	Blue Fescue	1 gal.
HS-1		*Helictotrichon sempervirens*	Blue Oat Grass	1 gal.

PLANTING HATCH LEGEND

SYMBOL	PLANTING TYPE	QTY.
2" HT	PROPOSED EVERGREEN TREE	29
1" CAL	PROPOSED DECIDUOUS TREE	81
	PROPOSED TURF	2,268 SQ. FT.
	PROPOSED SHRUB AND PERENNIAL PLANTING	13,166 SQ. FT.
	PROPOSED NATIVE REVEGETATION Festuca brevilipa - 2.0 PLS lbs./ac Festuca ovina, 'Covar' - 2.0 PLS lbs./ac Poa ampla, 'Sherman' - 1.0 PLS lbs./ac Achillea millefolium - 0.10 PLS lbs./ac Eriogonum umbellatum - 2.0 PLS lbs./ac Linum lewisii - 1.0 PLS lbs./ac Lupinus argenteus - 2.0 PLS	4,103 SQ. FT.



KEY MAP

NORTH

0 10 20 40
ORIGINAL SCALE: 1"=20'-00"

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THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

ISSUE DATE: 04/06/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

PLANTING PLAN

SHEET NUMBER
L2-1

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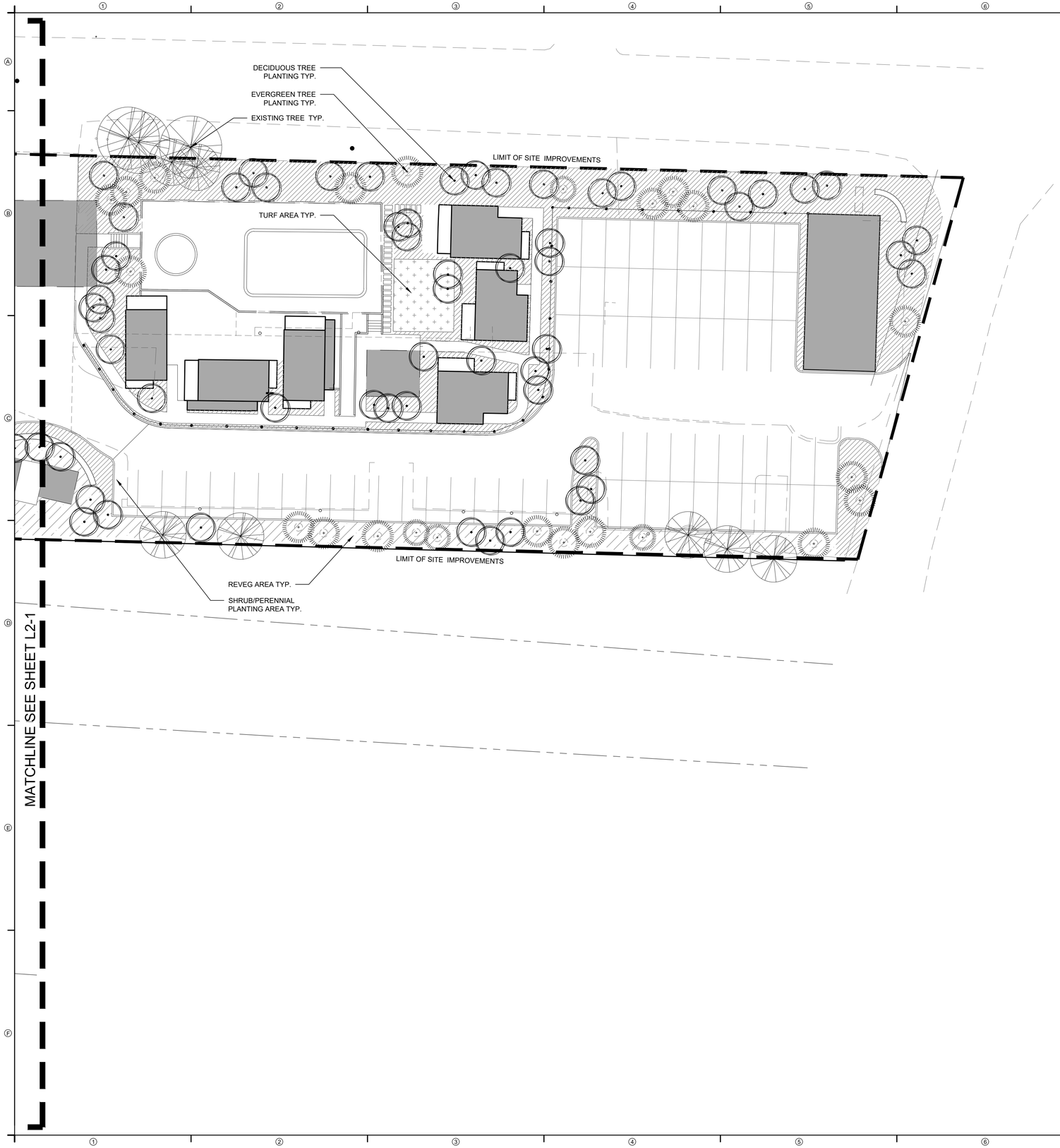

PLANT LIST

ABBR.	QTY.	BOTANICAL NAME	COMMON NAME	TYPE
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SHRUBS				
CI-5		*Caryopteris incana 'Sunshine Blue'*	Sunshine Blue Bluebeard	5 gal.
CF-5		*Cornus Sericea 'Flaviramea'*	Yellow Twig Dogwood	5 gal.
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GO		*Galium ordoratum*	Sweet Woodruff	4" pot
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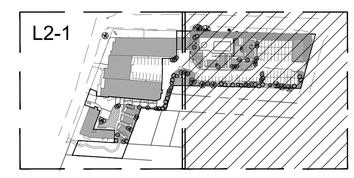
PS-1		*Penstemon strictus*	Rocky Mountain Penstemon	4" pot
SN-1		*Salvia nemorosa 'Caradonna'*	Salvia	4" pot
ORNAMENTAL GRASSES				
FG-1		*Festuca glauca*	Blue Fescue	1 gal.
HS-1		*Helictotrichon sempervirens*	Blue Oat Grass	1 gal.

PLANTING HATCH LEGEND

SYMBOL	PLANTING TYPE	QTY.
12" HT	PROPOSED EVERGREEN TREE	29
1" CAL	PROPOSED DECIDUOUS TREE	81
	PROPOSED TURF	2,268 SQ. FT.
	PROPOSED SHRUB AND PERENNIAL PLANTING	13,166 SQ. FT.
	PROPOSED NATIVE REVEGETATION	4,103 SQ. FT.

Festuca brevilipa - 2.0 PLS lbs./ac
Festuca ovina, ' Covar ' - 2.0 PLS lbs./ac
Poa ampla, ' Sherman ' - 1.0 PLS lbs./ac
Achillea millefolium - 0.10 PLS lbs./ac
Eriogonum umbellatum - 2.0 PLS lbs./ac
Linum lewisii - 1.0 PLS lbs./ac
Lupinus argenteus - 2.0 PLS



KEY MAP

NORTH

0 10 20 40
ORIGINAL SCALE: 1"=20'-00"

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THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

ISSUE DATE: 04/06/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

PLANTING PLAN

SHEET NUMBER
L2-2

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Resolution 2022-XX

Adopted by the City of South Lake Tahoe
Planning Commission

August 18, 2022

APPROVING A MAJOR DESIGN REVIEW, SPECIAL USE PERMIT, AND VARIANCE FOR 4104 LAKESHORE BOULEVARD, FILE #20-114, APN 029-602-013

BACKGROUND

A. On August 18, 2022, the City of South Lake Tahoe Planning Commission held a duly noticed public hearing to consider a Design Review Application, Special Use Application, and a Variance Application (File #20-114) for the construction of 14 tourist accommodation units, construction of a storage building and reconfiguration of parking areas at 4104 Lakeshore Boulevard.

B. The City of South Lake Tahoe Planning Commission conducted a public hearing, received public comments, considered the evidence in the record and deliberated.

C. A public notice was mailed to property owners within 300 feet of the property on August 5, 2022. A notice of the August 18, 2022, Planning Commission Meeting was also published in the Tahoe Daily Tribune on August 5, 2022.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City of South Lake Tahoe Planning Commission:

a. Find the proposed project is exempt from CEQA pursuant to Section 15303, Class 3, New Construction; and Section 15332, Class 32, which consists of projects characterized as in-fill development meeting the conditions described in this section including: (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) the project site has no value, as habitat for endangered, rare or threatened species; (d) approval of the project would not result in any significant

effects relating to traffic, noise, air quality, or water quality; and (e) the site can be adequately served by all required utilities and public services.

b. Approve findings contained in the staff report and grant a use permit to reduce the parking space requirement to 88 onsite parking spaces.
c. Approve findings contained in the staff report and grant a variance to allow encroachment into the Azure Avenue and Lakeshore Boulevard side street setbacks and rear interior setback.
d. Approve Design Review Permit #20-114.

Adopted by the City of South Lake Tahoe Planning Commission on August 18, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Kili Rahbeck, Chair

Attest:

_____
Joanne McDonough, Deputy City Clerk

CITY OF SOUTH LAKE TAHOE
DEVELOPMENT SERVICES DEPARTMENT - PLANNING DIVISION

NOTICE OF OF A PUBLIC HEARING

CITY OF SOUTH LAKE TAHOE PLANNING COMMISSION

Proof of Service by Mail

SUBJECT:	Major Design Review, Special Use Permit, and Variance, The Landings at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114
ADDRESS:	4104 Lakeshore Boulevard
APN:	029-602-013
DATE OF HEARING:	August 18, 2022
TIME AND LOCATION OF HEARING:	3:00 p.m. at City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150
	2:00 p.m. at 11414 Dawn Street, Anchorage, AK

STATE OF CALIFORNIA
COUNTY OF EL DORADO
CITY OF SOUTH LAKE TAHOE

I am an employee of the City of South Lake Tahoe, Development Services Department. On August 4, 2022, I served the attached notice pursuant to Section 6.55.640 of the South Lake Tahoe Municipal Code and Government Code Sections 65090 and 65091 (Planning and Zoning Law) on the persons named thereon or attached thereto by placing a true copy thereof with postage thereon fully prepaid in the United States mail. I declare, under penalty of perjury, that the foregoing is true and correct.

John Hitchcock

_____
Signature

Executed on 08/04/2022, by John Hitchcock
Development Service Department
1052 Tata Lane
South Lake Tahoe, CA 96150-6251

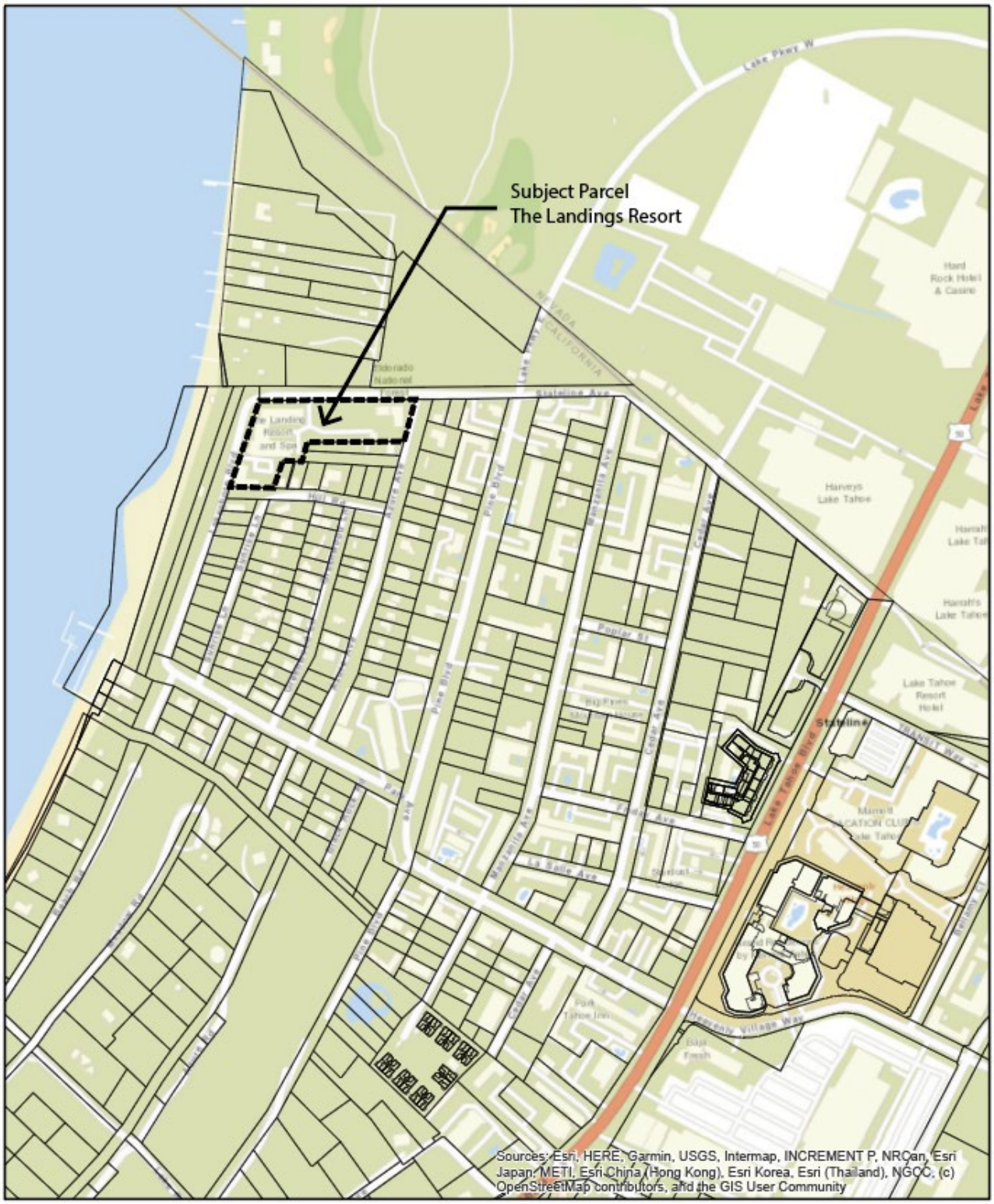
NOTICE OF A PUBLIC HEARING
CITY OF SOUTH LAKE TAHOE PLANNING COMMISSION MEETING

NOTICE IS HEREBY GIVEN that the City of South Lake Tahoe Planning Commission will conduct a public hearing on **August 18, 2022, at 3:00 p.m.,** or as soon thereafter as possible, at City Hall, City Council Chambers, 1901 Lisa Maloff Way (formerly Airport Road), South Lake Tahoe. Beginning at **2:00 p.m.** Alaska Standard Time, Commissioner Feiger will be participating via teleconference from11414 Dawn Street, Anchorage, AK, to consider the following agenda item:

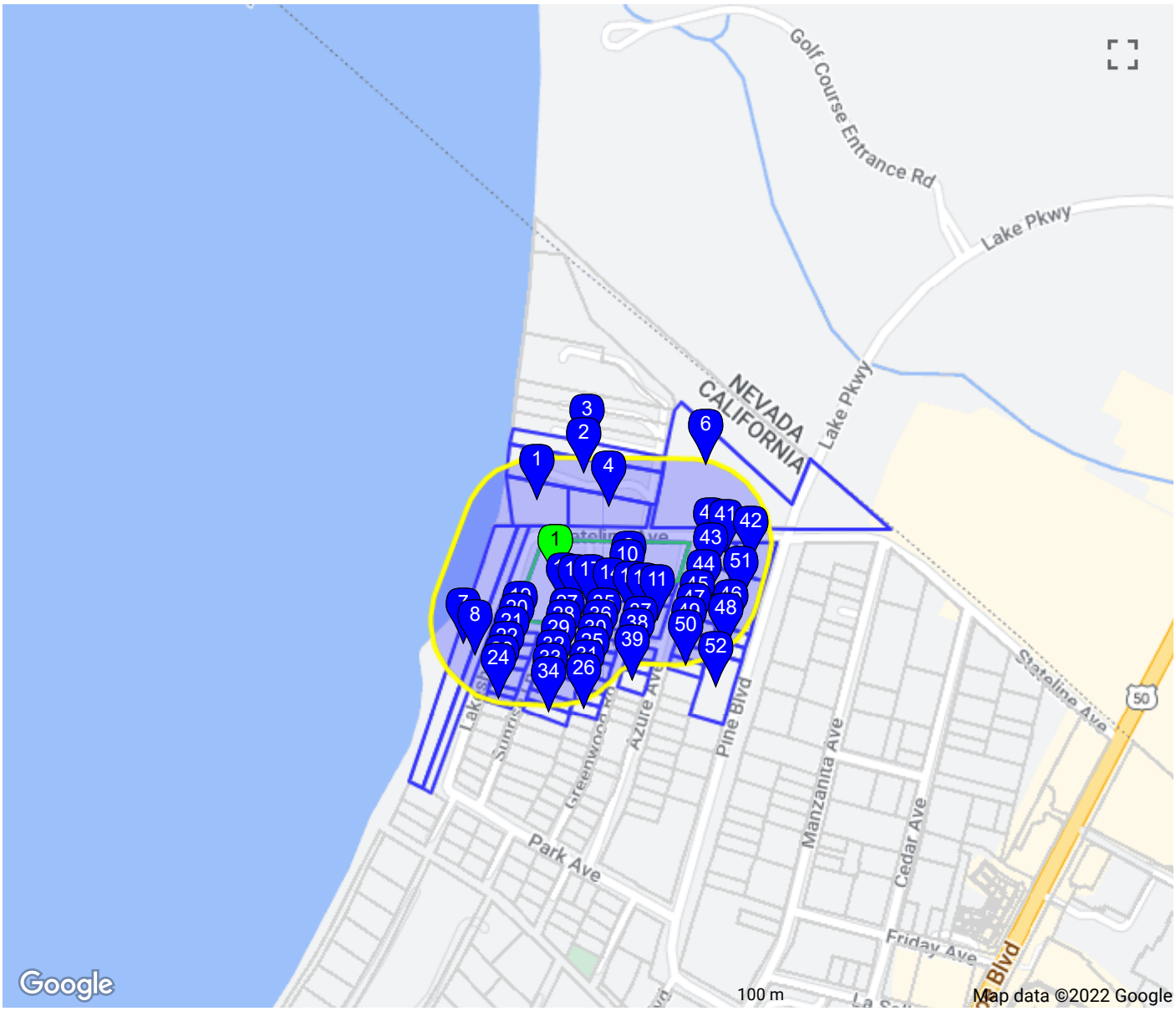
Major Design Review, Special Use Permit and Variance, The Landings at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114

Summary: Diamond Rock Hospitality Company submitted a development application to the City of South Lake Tahoe to construct 9 cabins with 14 hotel units at The Landing at Tahoe Resort and Spa. The new buildings will add a total of 7,149 square feet of gross floor area and increase the number of hotel units from 82 to 96. The additional hotel units will be constructed with TRPA verified tourist accommodation units banked on the property. (John Hitchcock, jhitchcock@cityofslt.us).

All interested persons are invited to attend and speak on the projects or may write their comments to the City Planning Division. Pursuant to Government Code Section 65009(b)(2), if you challenge the application in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City Planning Division at, or prior to, the Public Hearing. Any written correspondences should be directed to the South Lake Tahoe Development Services Department, 1052 Tata Lane, South Lake Tahoe, CA 96150. Staff reports will be available three days prior to the hearing and can be downloaded from the City of South Lake Tahoe website (**https://www.cityofslt.us/84/Watch-City-CouncilCommission-Meetings**). For any questions, please contact the Planning Division at (530) 542-7472 or the staff planner listed above.


Subject Parcel
The Landings Resort
Lake Pier W
Hard Rock Hotel & Casino
Stateline Ave
Harveys Lake Tahoe
Hanah Lake Tah
Hanalf's Lake Tahoe
Lake Tahoe Resort Hotel
Stateline
Lake Tahoe Blvd
Pine Blvd
Westwood Ave
Cedar Ave
Poplar St
Fir St
La Sage Ave
Park Ave
Heavenly Village Way
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

PARCELQUEST



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PARCELQUEST

LIST 0

DETAIL

		Co	APN	S Street Address	Owner	S City State Zip
☑	1	EDX	029-602-013-000	4104 LAKESHORE BLVD	DIAMONDROCK TAHOE OWNER LLC & DE LLC	SOUTH LAKE TAHOE CA 96150-6915

PARCELQUEST
LIST 0
DETAIL

	id	Co	APN	S Street Address	Owner	S City State Zip
☑	1	EDX	029-010-009-000	803 STATELINE AVE	DARCIE KENT VINEYARDS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	2	EDX	029-010-011-000	833 STATELINE AVE	SECOND MANASSAS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	3	EDX	029-010-012-000	837 STATELINE AVE	SECOND MANASSAS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	4	EDX	029-010-015-000	821 STATELINE AVE	DARCIE KENT VINEYARDS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	6	EDX	029-010-025-000		EDGEWOOD COMPANIES	SOUTH LAKE TAHOE CA 96150
☑	7	EDX	029-601-001-000	4041 LAKESHORE BLVD	LAKESIDE PARK ASSN INC	SOUTH LAKE TAHOE CA 96150-6917
☑	8	EDX	029-601-002-000		CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE CA 96150
☑	9	EDX	029-602-003-000	4121 AZURE AVE	MERRIKH RAMIAR TR & PATRICIA L SUDA TR	SOUTH LAKE TAHOE CA 96150-8953
☑	10	EDX	029-602-004-000	4117 AZURE AVE	REZAMAND MOHAMMAD TR & M LIV TRUST 04/06/13	SOUTH LAKE TAHOE CA 96150-8953
☑	11	EDX	029-602-005-000	875 HILL RD	LEWIS DAVID R TR	SOUTH LAKE TAHOE CA 96150-6949
☑	12	EDX	029-602-006-000	871 HILL RD	PUSATERI RONALD F TR & TRUST OF 4/15/91	SOUTH LAKE TAHOE CA 96150-7070
☑	13	EDX	029-602-007-000	867 HILL RD	BOE BARBARA L	SOUTH LAKE TAHOE CA 96150-6949
☑	14	EDX	029-602-008-000	861 HILL RD	SECOND MANASSAS CA LLC	SOUTH LAKE TAHOE CA 96150-6949
☑	15	EDX	029-602-009-000	851 HILL RD	PARNELL JACOB R & MOLLY A	SOUTH LAKE TAHOE CA 96150-6949
☑	16	EDX	029-602-010-000	847 HILL RD	PARNELL JACOB R & MOLLY A	SOUTH LAKE TAHOE CA 96150-6949
☑	17	EDX	029-602-012-000	859 HILL RD	CARROLL RICHARD G	SOUTH LAKE TAHOE CA 96150-6949
☑	18	EDX	029-602-013-000	4104 LAKESHORE BLVD	DIAMONDROCK TAHOE OWNER LLC & DE LLC	SOUTH LAKE TAHOE CA 96150-6915
☑	19	EDX	029-603-001-000	4087 SUNRISE LN	QUEIROLO SILVIO J TR & QUEIROLO SILVIO J TR & LIND	SOUTH LAKE TAHOE CA 96150-6947

		Co	APN	S Street Address	Owner	S City State Zip
☑	20	EDX	029-603-002-000	4083 SUNRISE LN	HALL JAMES R TR & CAROL F TR	SOUTH LAKE TAHOE CA 96150-6947
☑	21	EDX	029-603-003-000	4079 SUNRISE LN	TOMS INVESTMENT INC	SOUTH LAKE TAHOE CA 96150-6947
☑	22	EDX	029-603-004-000	4073 SUNRISE LN	PARNELL LUCAS C & ERIN E & JACOB R & MOLLY A	SOUTH LAKE TAHOE CA 96150-6947
☑	23	EDX	029-603-011-000	4069 SUNRISE LN	TURNER KENNETH M TR & JULIE ANN TR	SOUTH LAKE TAHOE CA 96150-6947
☑	24	EDX	029-603-012-000	4067 SUNRISE LN	TAYLOR BRETT H & KAREN E TR	SOUTH LAKE TAHOE CA 96150-6947
☑	25	EDX	029-604-001-000	4085 GREENWOOD RD	HARRISON KAREN E TR & KE LIV REV TR 3/2/18	SOUTH LAKE TAHOE CA 96150-6946
☑	26	EDX	029-604-002-000	4081 GREENWOOD RD	MAND KULDEEP SINGH & DEEPAK	SOUTH LAKE TAHOE CA 96150-6946
☑	27	EDX	029-604-010-000	846 HILL RD	MCLAUGHLIN JACK W JR TR & SHERYL LEE TR	SOUTH LAKE TAHOE CA 96150-6948
☑	28	EDX	029-604-011-000	4084 SUNRISE LN	HALL JAMES R TR & CAROL F TR	SOUTH LAKE TAHOE CA 96150-6947
☑	29	EDX	029-604-012-000	4080 SUNRISE LN	TOMS INVESTMENT INC	SOUTH LAKE TAHOE CA 96150-6916
☑	30	EDX	029-604-017-000	4087 GREENWOOD RD	SUDERMAN TALCO STEPHEN SUC TR & TALCO LIV REV TR O	SOUTH LAKE TAHOE CA 96150-6946
☑	31	EDX	029-604-019-000	4083 GREENWOOD RD	FRUGOLI JULIE A	SOUTH LAKE TAHOE CA 96150-6946
☑	32	EDX	029-604-023-000	4074 SUNRISE LN	PARNELL LUCAS C & ERIN E & JACOB R & MOLLY A	SOUTH LAKE TAHOE CA 96150-6947
☑	33	EDX	029-604-024-000	4070 SUNRISE LN	TURNER KENNETH M TR & JULIE ANN TR	SOUTH LAKE TAHOE CA 96150-6947
☑	34	EDX	029-604-025-000	4068 SUNRISE LN	TAYLOR BRETT H & KAREN E TR	SOUTH LAKE TAHOE CA 96150-6947
☑	35	EDX	029-604-026-000	862 HILL RD	CAMPOS RAFAEL JR	SOUTH LAKE TAHOE CA 96150-6948
☑	36	EDX	029-604-027-000	4091 GREENWOOD RD 3	HALL JAMES R TR & CAROL F TR	SOUTH LAKE TAHOE CA 96150-6946
☑	37	EDX	029-605-001-000	4105 AZURE AVE	MATTILA ASHLEY JOHNSON TR	SOUTH LAKE TAHOE CA 96150-8953
☑	38	EDX	029-605-002-000	4101 AZURE AVE	MATTILA ASHLEY JOHNSON TR	SOUTH LAKE TAHOE CA 96150-8953

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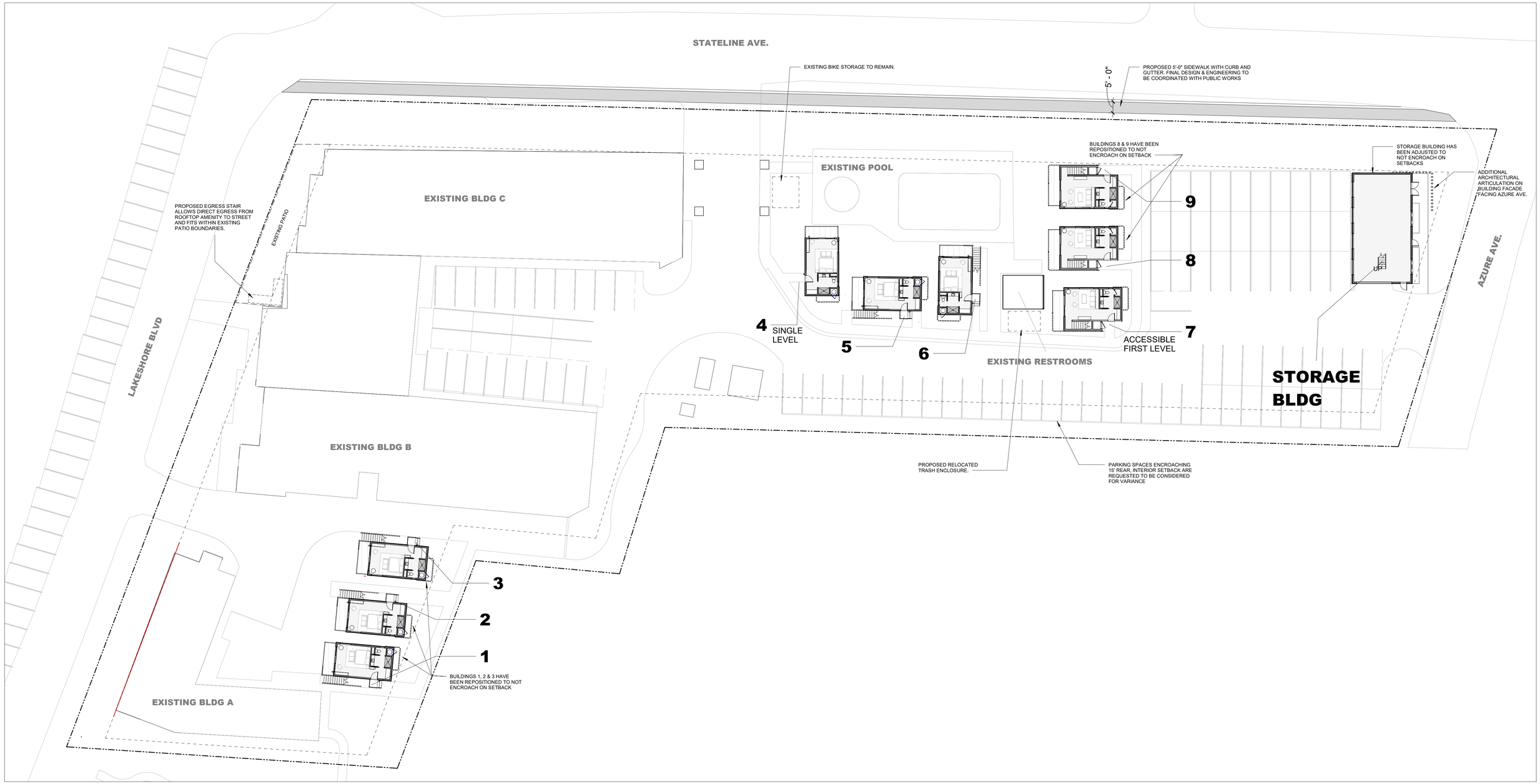
☑	40	EDX	029-610-001-000	850 STATELINE AVE	HALLORAN ALICIA SCHINDEL TR	SOUTH LAKE TAHOE CA 96150-6912
☑	41	EDX	029-610-002-000	856 STATELINE AVE	COTHAM CALVIN LEON	SOUTH LAKE TAHOE CA 96150-6912
☑	42	EDX	029-610-003-000	864 STATELINE AVE	MAND KULDEEP SINGH & DEEPAK	SOUTH LAKE TAHOE CA 96150-7136
☑	43	EDX	029-610-004-000	4116 AZURE AVE	AZURE ENTERPRISES	SOUTH LAKE TAHOE CA 96150-6945
☑	44	EDX	029-610-005-000	4112 AZURE AVE	BALDASANO LAWRENCE J & SHERYL A SMALL	SOUTH LAKE TAHOE CA 96150-6945
☑	45	EDX	029-610-006-000	4108 AZURE AVE	CAREY MARK E TR & MARGARET R TR	SOUTH LAKE TAHOE CA 96150-6945
☑	46	EDX	029-610-007-000	4123 PINE BLVD	MAND KULDEEP SINGH & DEEPAK	SOUTH LAKE TAHOE CA 96150-6957
☑	47	EDX	029-610-008-000	4106 AZURE AVE	STILLMAN ELLEN SUCC TR & FAM REV TR 6/08/89	SOUTH LAKE TAHOE CA 96150-6945
☑	48	EDX	029-610-009-000	4117 PINE BLVD	MCALISTER WILLIAM ROY CO TR & LISA CO TR	SOUTH LAKE TAHOE CA 96150-6942
☑	49	EDX	029-610-010-000	4104 AZURE AVE	WILLIAMS KIRK W TR & K W REV TRUST	SOUTH LAKE TAHOE CA 96150-6945
☑	50	EDX	029-610-011-000	4100 AZURE AVE	SALAZAR JACK J & LARA	SOUTH LAKE TAHOE CA 96150-6945
☑	51	EDX	029-610-021-000	4127 PINE BLVD	MAND KULDEEP SINGH & DEEPAK	SOUTH LAKE TAHOE CA 96150-6942
☑	52	EDX	029-610-025-000	4107 PINE BLVD	HCLT PROPERTY II LLC DE LLC	SOUTH LAKE TAHOE CA 96150-6942

Z-6.5 PROPOSED REVISIONS

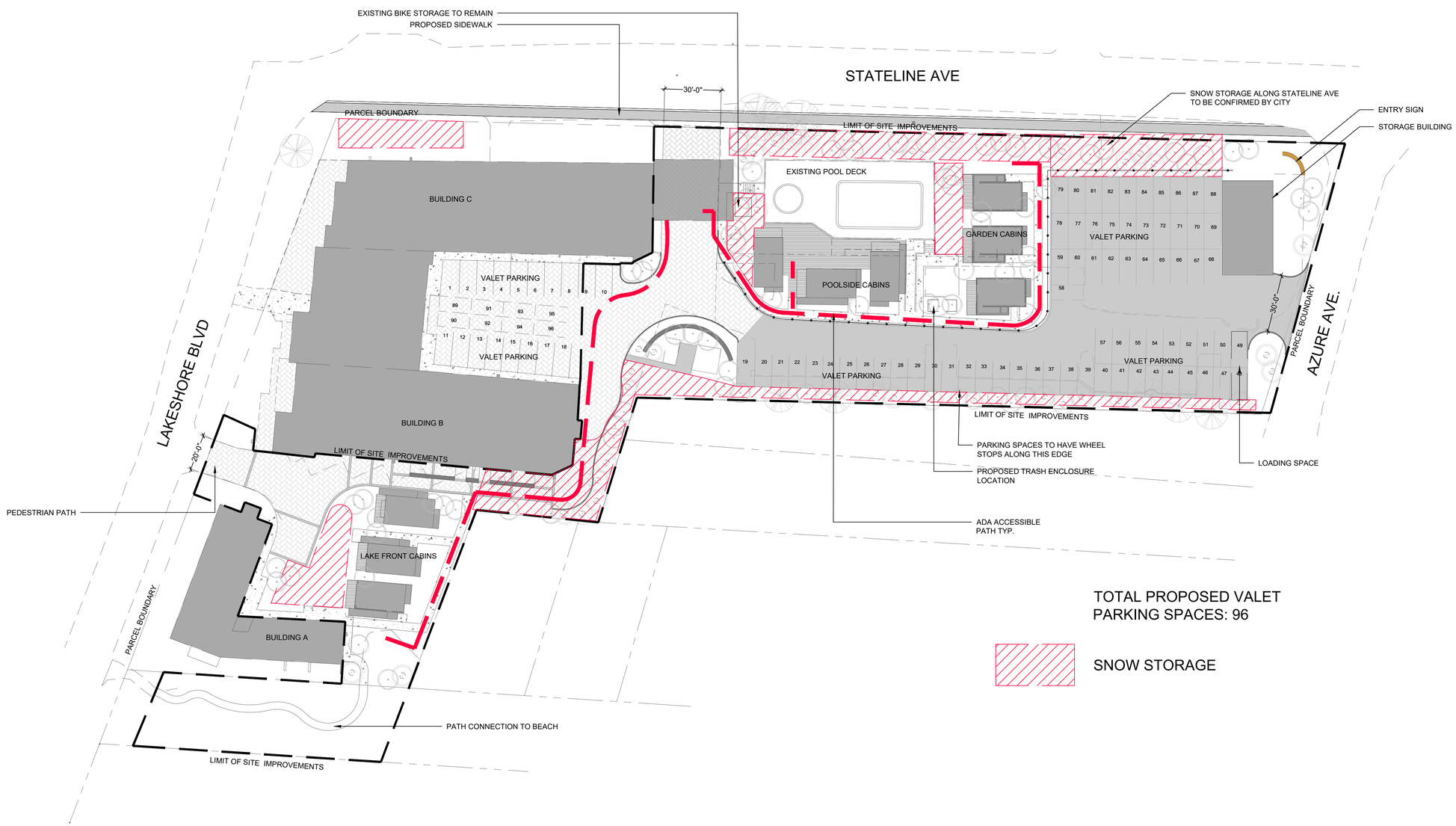


1 SITE PLAN
3/64" = 1'-0"

359 DESIGN

THE LANDING AT TAHOE

PROPOSED REVISIONS
8/29/2022



TOTAL PROPOSED VALET PARKING SPACES: 96

SNOW STORAGE

DESIGNWORKSHOP

Landscape Architecture • Land Planning
Urban Design • Tourism Planning

PO Box 5666
128 Market Street
Suite 3E
Stateline, Nevada 89449
(775) 588-5929

WWW.DESIGNWORKSHOP.COM

THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

ISSUE DATE: 08/04/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

OVERALL SITE PLAN

SHEET NUMBER

L0-2

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Aug 29, 2022 - 1:42pm
F:\PROJECTS_A-L\6025-Landing Resort Cabins\D-CAD\02_Sheets\DW-6025-L0-2 Site Plan Permit.dwg

CITY OF SOUTH LAKE TAHOE
DEVELOPMENT SERVICES DEPARTMENT - PLANNING DIVISION

NOTICE OF OF A PUBLIC HEARING

CITY OF SOUTH LAKE TAHOE PLANNING COMMISSION

Proof of Service by Mail

SUBJECT:	Major Design Review, Special Use Permit, and Variance, The Landings at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114
ADDRESS:	4104 Lakeshore Boulevard
APN:	029-602-013
DATE OF HEARING:	September 15, 2022
TIME AND LOCATION OF HEARING:	3:00 p.m. at City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150

STATE OF CALIFORNIA
COUNTY OF EL DORADO
CITY OF SOUTH LAKE TAHOE

I am an employee of the City of South Lake Tahoe, Development Services Department. On September 2, 2022, I served the attached notice pursuant to Section 6.55.640 of the South Lake Tahoe Municipal Code and Government Code Sections 65090 and 65091 (Planning and Zoning Law) on the persons named thereon or attached thereto by placing a true copy thereof with postage thereon fully prepaid in the United States mail. I declare, under penalty of perjury, that the foregoing is true and correct.

John Hitchcock

Signature

Executed on 09/02/2022, by John Hitchcock
Development Service Department
1052 Tata Lane
South Lake Tahoe, CA 96150-6251

NOTICE OF A PUBLIC HEARING
CITY OF SOUTH LAKE TAHOE CITY PLANNING COMMISSION MEETING

NOTICE IS HEREBY GIVEN that the City of South Lake Tahoe Planning Commission will conduct a public hearing on **September 15, 2022, at 3:00 p.m.,** or as soon thereafter as possible, at City Hall, City Council Chambers, 1901 Lisa Maloff Way (formerly Airport Road), South Lake Tahoe, to consider the following agenda item:

Major Design Review, Special Use Permit, and Variance, The Landings at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114

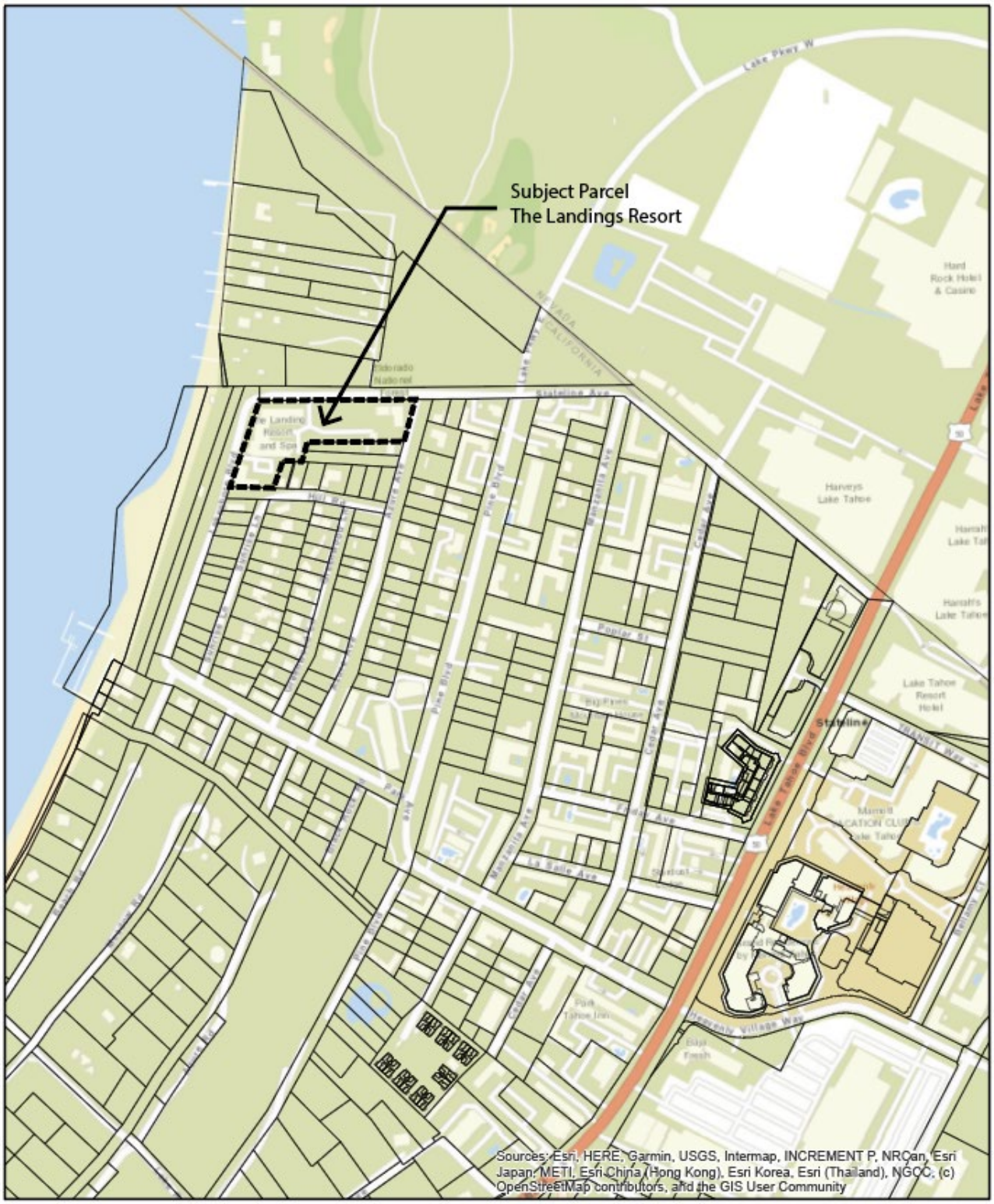
Summary: Diamond Rock Hospitality Company submitted a development application to the City of South Lake Tahoe to construct nine (9) cabins with 14 hotel units at The Landing at Tahoe Resort and Spa. The new buildings will add a total of 7,149 square feet of gross floor area and increase the number of hotel units from 82 to 96. The additional hotel units will be constructed with TRPA verified tourist accommodation units banked on the property. (John Hitchcock, jhitchcock@cityofslt.us).

All interested persons are invited to attend and speak on the projects or submit written comments. Pursuant to Government Code Section 65009(b)(2), if you challenge the application in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence.

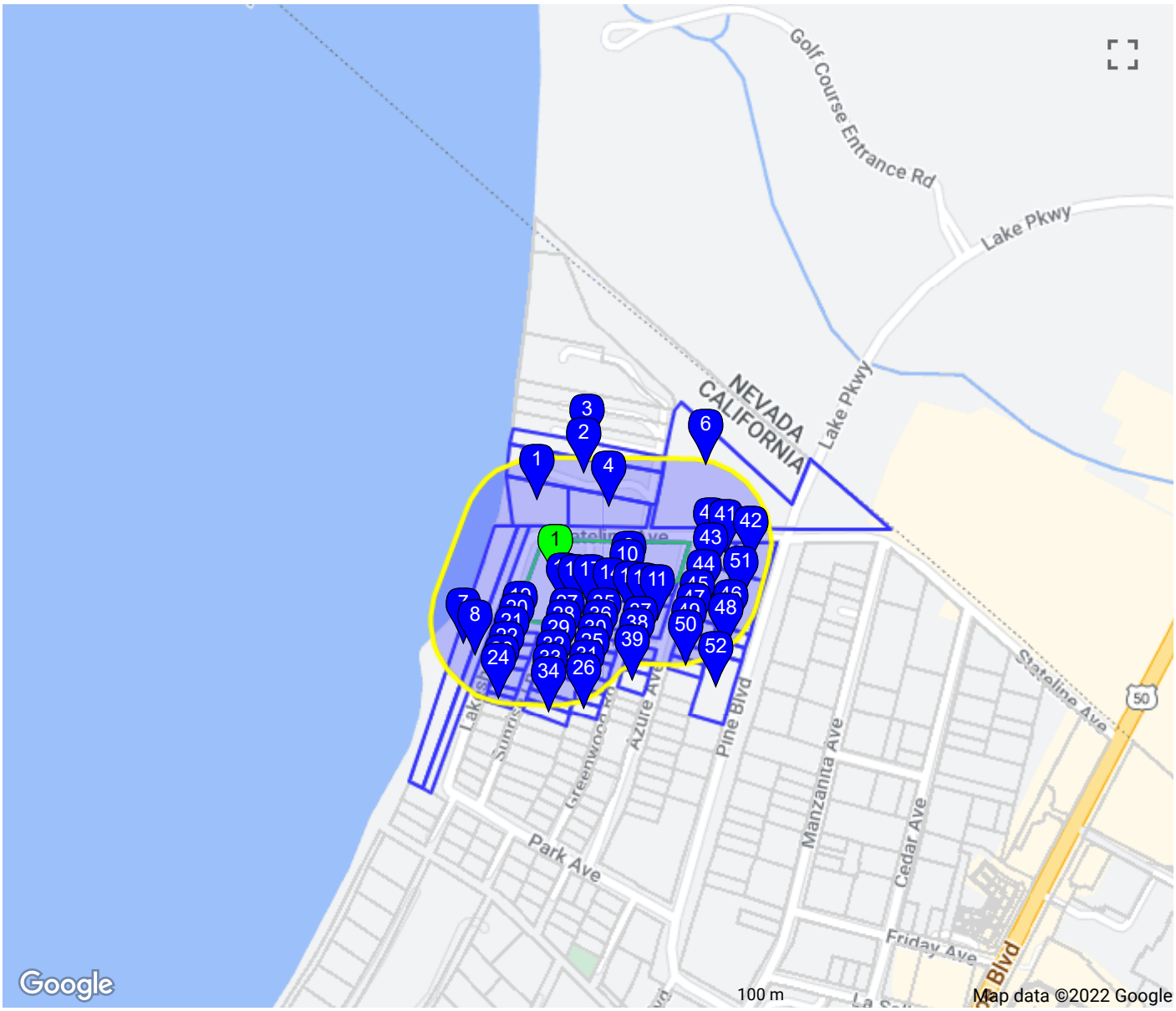
Written public comments may be sent to PublicComment@cityofslt.us. When emailing comments, identify the item listed above in the subject line to which your comments relate. Any such comment that is a public record and is emailed to PublicComment@cityofslt.us or otherwise provided to a majority of the Planning Commission before the meeting will be made available for public inspection during normal business hours at the City Clerk's Office located at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe [Government Code Section 54957.5(b)]. Written comments will not be read out loud during the meeting. Written comments received by 3 p.m. the day before the meeting will be distributed to Planning Commission prior to the meeting.

Staff reports will be available three days prior to the hearing and can be downloaded from the City of South Lake Tahoe website (**https://www.cityofslt.us/84/Watch-City-CouncilPlanning-Commission-Me**

For any questions, please contact the staff planner listed above at (530) 542-7472.


Subject Parcel
The Landings Resort
Lake Pier W
Hard Rock Hotel & Casino
Stateline Ave
Harveys Lake Tahoe
Pine Blvd
Poplar St
Lake Tahoe Resort Hotel
Stateline
Lake Tahoe Blvd
Fairway Ave
La Sage Ave
Heavenly Village Way
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

PARCELQUEST



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PARCELQUEST

LIST 0

DETAIL

		Co	APN	S Street Address	Owner	S City State Zip
☑	1	EDX	029-602-013-000	4104 LAKESHORE BLVD	DIAMONDROCK TAHOE OWNER LLC & DE LLC	SOUTH LAKE TAHOE CA 96150-6915

PARCELQUEST
LIST 0
DETAIL

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☑	1	EDX	029-010-009-000	803 STATELINE AVE	DARCIE KENT VINEYARDS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	2	EDX	029-010-011-000	833 STATELINE AVE	SECOND MANASSAS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	3	EDX	029-010-012-000	837 STATELINE AVE	SECOND MANASSAS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	4	EDX	029-010-015-000	821 STATELINE AVE	DARCIE KENT VINEYARDS CA LLC	SOUTH LAKE TAHOE CA 96150-6911
☑	6	EDX	029-010-025-000		EDGEWOOD COMPANIES	SOUTH LAKE TAHOE CA 96150
☑	7	EDX	029-601-001-000	4041 LAKESHORE BLVD	LAKESIDE PARK ASSN INC	SOUTH LAKE TAHOE CA 96150-6917
☑	8	EDX	029-601-002-000		CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE CA 96150
☑	9	EDX	029-602-003-000	4121 AZURE AVE	MERRIKH RAMIAR TR & PATRICIA L SUDA TR	SOUTH LAKE TAHOE CA 96150-8953
☑	10	EDX	029-602-004-000	4117 AZURE AVE	REZAMAND MOHAMMAD TR & M LIV TRUST 04/06/13	SOUTH LAKE TAHOE CA 96150-8953
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☑	51	EDX	029-610-021-000	4127 PINE BLVD	MAND KULDEEP SINGH & DEEPAK	SOUTH LAKE TAHOE CA 96150-6942
☑	52	EDX	029-610-025-000	4107 PINE BLVD	HCLT PROPERTY II LLC DE LLC	SOUTH LAKE TAHOE CA 96150-6942

DARCIE KENT VINEYARDS CA LLC
7639 CEDAR MOUNTAIN RD
LIVERMORE CA 94550-7349

DARCIE KENT VINEYARDS CA LLC
7639 CEDAR MOUNTAIN RD
LIVERMORE CA 94550-7349

CITY OF SOUTH LAKE TAHOE
T OLIVER 1900 LAKE TAHOE
SOUTH LAKE TAHOE CA 96150

DAVID R LEWIS
380 SAINT ANDREWS LN
HALF MOON BAY CA 94019

SECOND MANASSAS CA LLC
PO BOX 337
MANHATTAN BEACH CA 90267-

RICHARD G CARROLL
PO BOX 17147
SOUTH LAKE TAHOE CA 96151-

JAMES R & CAROL F HALL
99 HIGHLAND DR
SAN LUIS OBISPO CA 93405-1017

KENNETH M & JULIE ANN TURNER
1348 MILLBRAE AVE
MILLBRAE CA 94030-2829

KULDEEP SINGH & DEEPAK MAND
4217 PINE BLVD
SOUTH LAKE TAHOE CA 96150

TOMS INVESTMENT INC
740 JACKSON ST
SAN FRANCISCO CA 94133

SECOND MANASSAS CA LLC
PO BOX 337
MANHATTAN BEACH CA 90267-

EDGEWOOD COMPANIES
PO BOX 2249
STATELINE NV 89449

RAMIAR & PATRICIA L SUDA MERRIKH
PO BOX 1827
SOUTH LAKE TAHOE CA 96156

PUSATERI RONALD F TR & TRUST OF 4/15/91
1257 CAMINO RAMON
SAN JOSE CA 95125-3714

JACOB R & MOLLY A PARNELL
PO BOX 709
AUBURN CA 95604

DIAMONDROCK TAHOE OWNER LLC & DE LLC
2 BETHESDA METRO CENTER #
BETHESDA MD 20814

TOMS INVESTMENT INC
740 JACKSON ST
SAN FRANCISCO CA 94133

BRETT H & KAREN E TAYLOR
7392 WAGON WHEEL LN
VACAVILLE CA 95688

JACK W & SHERYL LEE MCLAUGHLIN
611 W ROBINSON ST
CARSON CITY NV 89703-3864

TALCO STEPHEN SUC & TALCO LIV REV O SUDERMAN
2916 SANTA CLARA AVE
ALAMEDA CA 94501-3016

SECOND MANASSAS CA LLC
PO BOX 337
MANHATTAN BEACH CA 90267-

LAKESIDE PARK ASSN INC
4077 PINE BLVD
SOUTH LAKE TAHOE CA 96150

REZAMAND MOHAMMAD TR & M LIV TRUST 04/06/13
PO BOX 19423
SOUTH LAKE TAHOE CA 96151

BARBARA L BOE
1470 ONTARIO LN #B
CAMPBELL CA 95008-1637

JACOB R & MOLLY A PARNELL
3025 HUNTINGTON RD
SACRAMENTO CA 95864-5641

SILVIO J & SILVIO J QUEIROLO
PO BOX 802
HOPLAND CA 95449

LUCAS C & ERIN E PARNELL
PO BOX 709
AUBURN CA 95604

KAREN E & KE LIV REV 3/2 / 18 HARRISON
2001 VISTA MAR DR
EL DORADO HILLS CA 95762-3715

JAMES R & CAROL F HALL
99 HIGHLAND DR
SAN LUIS OBISPO CA 93405-1017

JULIE A FRUGOLI
PO BOX 134
APTOS CA 95001

LUCAS C & ERIN E PARNELL
PO BOX 709
AUBURN CA 95604

KENNETH M & JULIE ANN TURNER
1348 MILLBRAE AVE
MILLBRAE CA 94030-2829

BRETT H & KAREN E TAYLOR
7392 WAGON WHEEL LN
VACAVILLE CA 95688

RAFAEL CAMPOS
862 HILL RD
SOUTH LAKE TAHOE CA 96150

JAMES R & CAROL F HALL
99 HIGHLAND DR
SAN LUIS OBISPO CA 93405

ASHLEY JOHNSON MATTILA
4105 AZURE AVE
SOUTH LAKE TAHOE CA 96150

ASHLEY JOHNSON MATTILA
4105 AZURE AVE
SOUTH LAKE TAHOE CA 96150

SVENNUNGSEN NANCY & WALLACE A HAYES
6366 MOJAVE DR
SAN JOSE CA 95120-5310

ALICIA SCHINDEL HALLORAN
73 LOMITA DR
MILL VALLEY CA 94941-1472

CALVIN LEON COTHAM
856 STATELINE AVE
SOUTH LAKE TAHOE CA 96150

KULDEEP SINGH & DEEPAK MAND
4127 PINE BLVD
SOUTH LAKE TAHOE CA 96150-

AZURE ENTERPRISES

LAWRENCE J & SHERYL A SMALL BALDASANO
1185 WESTWOOD DRIVE
SAN JOSE CA 95124

MARK E & MARGARET R CAREY
14730 WYRICK AVE
SAN JOSE CA 95124-2930

KULDEEP SINGH & DEEPAK MAND
4127 PINE BLVD
SOUTH LAKE TAHOE CA 96150

ELLEN SUCC & FAM REV 6/08 / 89 STILLMAN
1905 GREEN HILL RD
SEBASTOPOL CA 95472-9381

MCALISTER WILLIAM ROY CO TR & LISA CO TR
PO BOX 6204
STATELINE NV 89449

WILLIAMS KIRK W TR & K W REV TRUST
32504 RIVER RD
SOLEDAD CA 93960-9552

JACK J & LARA SALAZAR
11 LA FOND LANE
ORINDA CA 94563

KULDEEP SINGH & DEEPAK MAND
4127 PINE BLVD
SOUTH LAKE TAHOE CA 96150-

HCLT PROPERTY II LLC DE LLC
6124 TARAWOOD DR
ORLANDO FL 32819

CITY OF
SOUTH LAKE TAHOE

MAJOR DESIGN REVIEW AND SPECIAL USE PERMIT

Project Name:	**The Landing at Tahoe Resort and Spa**
File:	**20-114**
Location:	**4104 Lakeshore Blvd.**
Project APN:	**029-602-013**
Owner(s):	**Diamond Rock Hospitality Company**
Applicant:	**Kara Thiel, Feldman Thiel LLP**

CONDITIONS of APPROVAL

General:

1) This major design review, special use permit and variance is for the addition of nine (9) new cabins with 14 tourist units, one (1) storage building, reconfiguration and striping of the parking lot, and installation of landscaping at an existing tourist accommodation use located in the Lakeside Park Plan Area.

2) This special use permit grants a reduction in parking for a total of 94 off-street parking spaces and two loading spaces.

3) The permit grants a variance for the parking lot to encroach 9.5 feet into the Azure Avenue side street setback.

4) This permit grants a variance to allow the proposed staircase to encroach 8.5 feet into the Lakeshore Boulevard side street setback.

5) The City will file a Notice of Exemption, pursuant to Section 15062 of the CEQA Guidelines, with the County Clerk's Office for posting, within five days of project approval, as required by CEQA. The filing of a Notice of Exemption and the posting on the list of notices start a 35-day statute of limitations period on legal challenges to the City's decision that the project is exempt from CEQA. If a Notice of Exemption is not filed, a 180-day statute of limitations will apply.

6) This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, the City may rescind this approval or take other appropriate action. Approval of this permit is only for what is described in this permit based on the plan submittals.

7) The permittee shall obtain all necessary City of South Lake Tahoe building or other City improvement permits prior to commencement of any construction if applicable for this project. An encroachment permit is required for any work in the City right-of-way.

8) The permittee shall add additional architectural articulation to the façade of the storage building facing Azure Avenue.

9) The permitee shall revise the site plan as follows:

   a) Add wheel stops to the parking spaces located along the southern property line

10) The permittee shall submit a $5,000 security deposit. The security deposit is refundable upon completion of a final inspection.

11) The permitee shall submit a landscape/irrigation documentation package that is consistent with the Water Efficient Landscape Ordinance. The documentation package shall be submitted with the Building Permit application.

12) The permittee shall revise the BMP plan to include access to the infiltration gallery for maintenance and pre-treatment.

13) The permittee shall submit a BMP calculator worksheet with the Building Permit Application. The BMP worksheet shall reference the 2012 Soils Hyrdo Report for groundwater depth.

14) The BMP Plan shall be revised to require pre-treatment prior to infiltration.

15) The permittee shall construct a sidewalk along Stateline Avenue in the City right-of-way. The permittee shall coordinate with the Public Works Department to design, engineer, and construct a sidewalk that is consistent with the City's Public Infrastructure Engineering Standards.

16) A Building Certificate of Occupancy shall not be issued until the public improvement in the City right-of-way is constructed.

17) The permittee shall coordinate with Public Works to repave the Hill Road pedestrian path and bring it into compliance with the City's Public Infrastructure Engineering Standards.

18) The permittee shall remove the trash enclosure that currently encroaches into the front yard setback along Stateline Avenue.

19) The permittee shall install bicycle parking racks that can accommodate eight bicycles

20) The owner or authorized representative shall acknowledge this permit and the conditions contained within by satisfying all conditions of approval and signing below.

CITY APPROVAL: Having made the finding that the project is consistent with all applicable City-wide Design Standards, City-wide Parking, Driveway and Loading Standards, and the City Code, the City approves the project, subject to the conditions of approval listed in this permit.

City Approval Signature Date

PERMITTEE'S 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 responsible for agents' and employees' compliance with the permit conditions. 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 owner or authorized representative Date

CITY ACKNOWLEDGEMENT: The permittee has complied with all conditions of approval.

City Acknowledgment Signature Date

CITY APPEAL OPPORTUNITY

Pursuant to Section § 2.35 of the City Code, should the applicant disagree with any member of a city commission or city staff decision or conditions of this permit, they may appeal to the City Council by filing a written notice of appeal with the city clerk. A completed appeal form available through the City Clerk's Office, 1901 Lisa Maloff Way (formerly Airport Road), along with the appeal fee, must be filed with the Clerk's office within fifteen days from the date of this decision.

Resolution 2022-XX

Adopted by the City of South Lake Tahoe
Planning Commission

September 15, 2022

APPROVING A MAJOR DESIGN REVIEW, SPECIAL USE PERMIT, AND VARIANCE FOR 4104 LAKESHORE BOULEVARD, FILE #20-114, APN 029-602-013

BACKGROUND

A. On August 18, 2022, the City of South Lake Tahoe Planning Commission held a duly noticed public hearing to consider a Design Review Application, Special Use Application, and a Variance Application (File #20-114) for the construction of 14 tourist accommodation units, construction of a storage building and reconfiguration of parking areas at 4104 Lakeshore Boulevard.

B. The Planning Commission took public comment, deliberated, and passed a motion to continue the item and recommended the applicant revise the project to provide adequate snow storage onsite, include an onsite trash enclosure, add bicycle parking, and review options for increasing the number of parking spaces.

C. On September 15, 2022, the City of South Lake Tahoe Planning Commission held a duly noticed public hearing to reconsider the Design Review Application, Special Use Application, and a Variance Application (File #20-114)

D. The City of South Lake Tahoe Planning Commission conducted a public hearing, received public comments, considered the evidence in the record, and deliberated.

E. A public notice was mailed to property owners within 300 feet of the property on September 2, 2022. A notice of the September 2, 2022, Planning Commission Meeting was also published in the Tahoe Daily Tribune on August 5, 2022.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City of South Lake Tahoe Planning Commission:

a. Find the proposed project is exempt from CEQA pursuant to Section 15303, Class 3, New Construction; and Section 15332, Class 32, which consists of projects characterized as in-fill development meeting the conditions described in this section including: (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) the project site has no value, as habitat for endangered, rare or threatened species; (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the site can be adequately served by all required utilities and public services.
b. Approve findings contained in the staff report and grant a use permit to reduce the parking space requirement to 94 onsite parking spaces and two loading spaces.
c. Approve findings contained in the staff report and grant a variance to allow encroachment into the Azure Avenue and Lakeshore Boulevard side street setbacks and rear interior setbacks.
d. Approve Design Review Permit #20-114.

Adopted by the City of South Lake Tahoe Planning Commission on September 15, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Kili Rahbeck, Chair

Attest:

_____
Joanne McDonough, Deputy City Clerk

CITY OF SOUTH LAKE TAHOE
DEVELOPMENT SERVICES DEPARTMENT - PLANNING DIVISION

NOTICE OF OF A PUBLIC HEARING

CITY OF SOUTH LAKE TAHOE CITY COUNCIL

Proof of Service by Mail

SUBJECT:	Appeal of Planning Commission Decision to Approve a Major Design Review, Special Use Permit, and Variance, The Landings at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114
ADDRESS:	4104 Lakeshore Boulevard
APN:	029-602-013
DATE OF HEARING:	November 1, 2022
TIME AND LOCATION OF HEARING:	9:00 a.m. at City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150

STATE OF CALIFORNIA
COUNTY OF EL DORADO
CITY OF SOUTH LAKE TAHOE

I am an employee of the City of South Lake Tahoe, Development Services Department. On October 14, 2022, I served the attached notice pursuant to Section 6.55.640 of the South Lake Tahoe Municipal Code and Government Code Sections 65090 and 65091 (Planning and Zoning Law) on the persons named thereon or attached thereto by placing a true copy thereof with postage thereon fully prepaid in the United States mail. I declare, under penalty of perjury, that the foregoing is true and correct.

John Hitchcock

Signature

Executed on 10//14/2022, by John Hitchcock
Development Service Department
1052 Tata Lane
South Lake Tahoe, CA 96150-6251

NOTICE OF A PUBLIC HEARING
CITY OF SOUTH LAKE TAHOE CITY COUNCIL

NOTICE IS HEREBY GIVEN that the City of South Lake Tahoe City Council will conduct a public hearing on **November 1, 2022, at 9:00 a.m.,** or as soon thereafter as possible, at City Hall, City Council Chambers, 1901 Lisa Maloff Way (formerly Airport Road), South Lake Tahoe, to consider the following agenda item:

Appeal of Planning Commission Decision to Approve a Major Design Review, Special Use Permit, and Variance, The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114

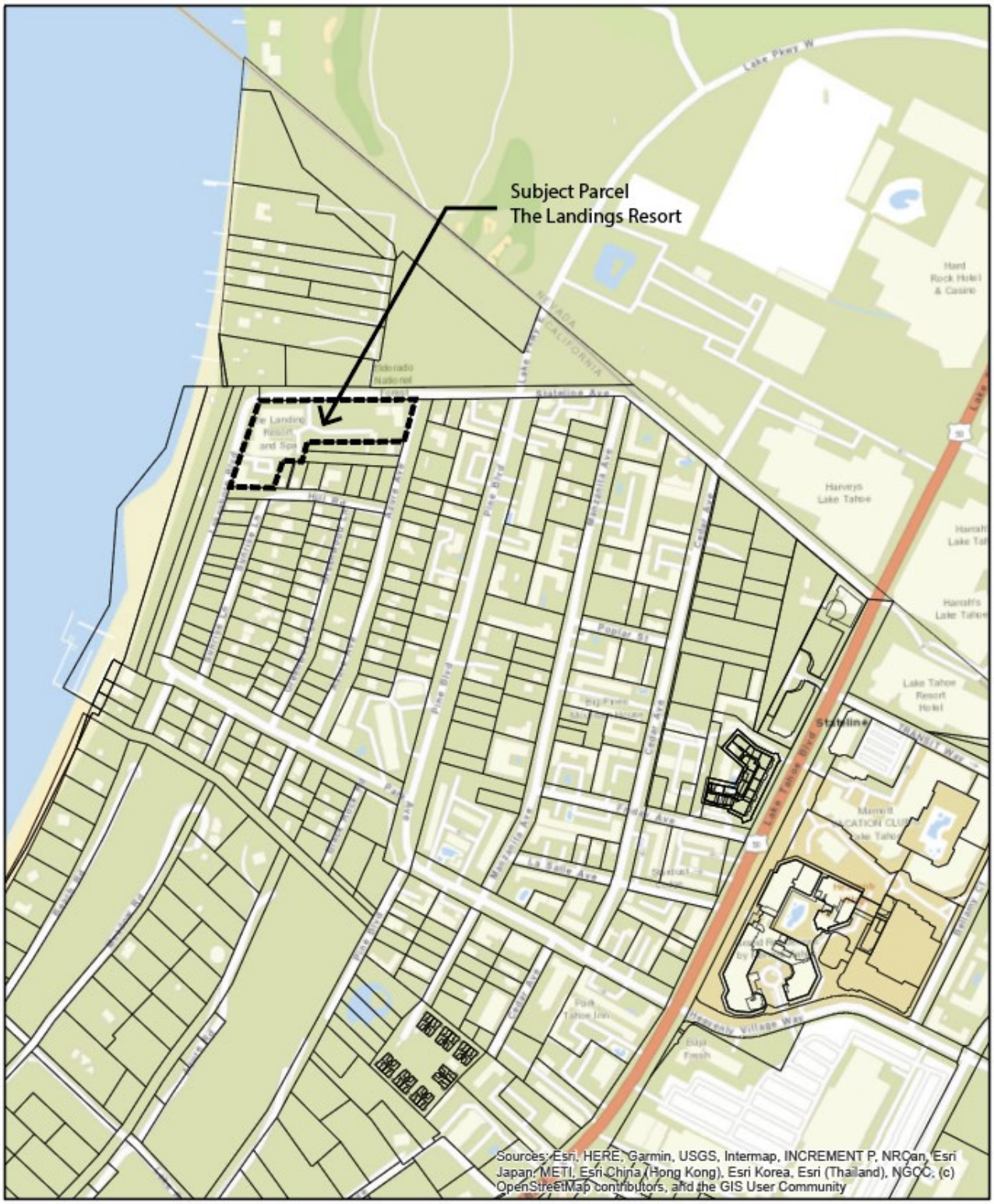
Summary: On September 15, 2022, the City of South Lake Tahoe Planning Commission approved a Design Review, Special Use Permit, and a Variance for the addition of tourist accommodation units at the Landing at Tahoe Resort and Spa, located at 4101 Lakeshore Boulevard, File #20-114. On September 29, 2022, the City of South Lake Tahoe City Clerk received an appeal of that decision from Patricia Suda Merrikh and Ramiar Merrikh, (John Hitchcock, jhitchcock@cityofslt.us).

All interested persons are invited to attend and speak on the projects or submit written comments. Pursuant to Government Code Section 65009(b)(2), if you challenge the application in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence.

Written public comments may be sent to PublicComment@cityofslt.us. When emailing comments, identify the item listed above in the subject line to which your comments relate. Any such comment that is a public record and is emailed to PublicComment@cityofslt.us or otherwise provided to a majority of the City Council before the meeting will be made available for public inspection during normal business hours at the City Clerk's Office located at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe [Government Code Section 54957.5(b)]. Written comments will not be read out loud during the meeting. Written comments received by 3 p.m. the day before the meeting will be distributed to City Council members prior to the meeting.

Staff reports will be available three days prior to the hearing and can be downloaded from the City of South Lake Tahoe website (**https://www.cityofslt.us/84/Watch-City-CouncilPlanning-Commission-Me**

For any questions, please contact the staff planner listed above at (530) 542-7472.


Subject Parcel
The Landings Resort
Lake Pier W
Hard Rock Hotel & Casino
Stateline Ave
Harveys Lake Tahoe
Hanah Lake Tah
Hanalfs Lake Tahoe
Lake Tahoe Resort Hotel
Stateline
Lake Tahoe Blvd
Pine Blvd
Westwood Ave
Cedar Ave
Poplar St
Park Ave
La Rue Ave
Heavenly Village Way
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

PARCELQUEST

LIST 0

DETAIL

		Co	APN	S Street Address	Owner	S City State Zip
☑	1	EDX	029-602-013-000	4104 LAKESHORE BLVD	[redacted]	SOUTH LAKE TAHOE CA 96150-6915

PARCELQUEST

LIST 0

DETAIL

	id	Co	APN	S Street Address	Owner	S City State Zip
☑	1	EDX	029-010-009-000	803 STATELINE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6911
☑	2	EDX	029-010-011-000	833 STATELINE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6911
☑	3	EDX	029-010-012-000	837 STATELINE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6911
☑	4	EDX	029-010-015-000	821 STATELINE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6911
☑	6	EDX	029-010-025-000		[redacted]	SOUTH LAKE TAHOE CA 96150
☑	7	EDX	029-601-001-000	4041 LAKESHORE BLVD	[redacted]	SOUTH LAKE TAHOE CA 96150-6917
☑	8	EDX	029-601-002-000		CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE CA 96150
☑	9	EDX	029-602-003-000	4121 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-8953
☑	10	EDX	029-602-004-000	4117 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-8953
☑	11	EDX	029-602-005-000	875 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6949
☑	12	EDX	029-602-006-000	871 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-7070
☑	13	EDX	029-602-007-000	867 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6949
☑	14	EDX	029-602-008-000	861 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6949
☑	15	EDX	029-602-009-000	851 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6949
☑	16	EDX	029-602-010-000	847 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6949
☑	17	EDX	029-602-012-000	859 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6949
☑	18	EDX	029-602-013-000	4104 LAKESHORE BLVD	[redacted]	SOUTH LAKE TAHOE CA 96150-6915
☑	19	EDX	029-603-001-000	4087 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947

	id	Co	APN	S Street Address	Owner	S City State Zip
☑	20	EDX	029-603-002-000	4083 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	21	EDX	029-603-003-000	4079 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	22	EDX	029-603-004-000	4073 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	23	EDX	029-603-011-000	4069 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	24	EDX	029-603-012-000	4067 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	25	EDX	029-604-001-000	4085 GREENWOOD RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6946
☑	26	EDX	029-604-002-000	4081 GREENWOOD RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6946
☑	27	EDX	029-604-010-000	846 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6948
☑	28	EDX	029-604-011-000	4084 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	29	EDX	029-604-012-000	4080 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6916
☑	30	EDX	029-604-017-000	4087 GREENWOOD RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6946
☑	31	EDX	029-604-019-000	4083 GREENWOOD RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6946
☑	32	EDX	029-604-023-000	4074 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	33	EDX	029-604-024-000	4070 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	34	EDX	029-604-025-000	4068 SUNRISE LN	[redacted]	SOUTH LAKE TAHOE CA 96150-6947
☑	35	EDX	029-604-026-000	862 HILL RD	[redacted]	SOUTH LAKE TAHOE CA 96150-6948
☑	36	EDX	029-604-027-000	4091 GREENWOOD RD 3	[redacted]	SOUTH LAKE TAHOE CA 96150-6946
☑	37	EDX	029-605-001-000	4105 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-8953
☑	38	EDX	029-605-002-000	4101 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-8953

	id	Co	APN	S Street Address	Owner	S City State Zip
☑	39	EDX	029-605-009-000	4091 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-7170
☑	40	EDX	029-610-001-000	850 STATELINE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6912
☑	41	EDX	029-610-002-000	856 STATELINE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6912
☑	42	EDX	029-610-003-000	864 STATELINE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-7136
☑	43	EDX	029-610-004-000	4116 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6945
☑	44	EDX	029-610-005-000	4112 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6945
☑	45	EDX	029-610-006-000	4108 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6945
☑	46	EDX	029-610-007-000	4123 PINE BLVD	[redacted]	SOUTH LAKE TAHOE CA 96150-6957
☑	47	EDX	029-610-008-000	4106 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6945
☑	48	EDX	029-610-009-000	4117 PINE BLVD	[redacted]	SOUTH LAKE TAHOE CA 96150-6942
☑	49	EDX	029-610-010-000	4104 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6945
☑	50	EDX	029-610-011-000	4100 AZURE AVE	[redacted]	SOUTH LAKE TAHOE CA 96150-6945
☑	51	EDX	029-610-021-000	4127 PINE BLVD	[redacted]	SOUTH LAKE TAHOE CA 96150-6942

NOTICE OF A PUBLIC HEARING

CITY OF SOUTH LAKE TAHOE CITY COUNCIL

NOTICE IS HEREBY GIVEN that the City of South Lake Tahoe Planning Commission will conduct a public hearing on November 1, 2022, at 9:00 a.m., or as soon thereafter as possible, at City Hall, City Council Chambers, 1901 Lisa Maloff Way (formerly Airport Road), South Lake Tahoe, to consider the following agenda item:

Appeal of Planning Commission Decision to Approve a Major Design Review, Special Use Permit, and Variance, The Landing at Tahoe Resort and Spa Cabins Addition, 4104 Lakeshore Boulevard, File #20-114

Summary: On September 15, 2022, the City of South Lake Tahoe Planning Commission approved a Design Review, Special Use Permit, and a Variance for the

addition of tourist accommodation units at the Landing at Tahoe Resort and Spa, located at 4101 Lakeshore Boulevard, File #20-114. On September 29, 2022, the

City of South Lake Tahoe City Clerk received an appeal of that decision from Patricia Suda Merrikh and Ramiar Merrikh, (John Hitchcock, jhitchcock@cityofslt.us).

All interested persons are invited to attend and speak on the projects or submit written comments. Pursuant to Government Code Section 65009(b)(2), if you challenge the application in court, you may be limited to raising only those items you or someone else

raised at the Public Hearing described in this notice, or in written correspondence.

Written public comments may be sent to PublicComment@cityofslt.us. When emailing

comments, identify the item listed above in the subject line to which your comments relate. Any such comment that is a public record and is emailed to PublicComment@cityofslt.us or otherwise provided to a majority of the City Council before the meeting will be made available for public inspection during normal business hours at the City Clerk's Office located at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe [Government Code Section 54957.5(b)]. Written comments will not be read out loud during the meeting. Written comments received by 3 p.m. the day before the meeting will be distributed to City Council members prior to the meeting.

Staff reports will be available three days prior to the hearing and can be downloaded from the City of South Lake Tahoe website (https://www.cityofslt.us/84/ Watch-City CouncilPlanning-Commission-Me

For any questions, please contact the staff planner listed above at (530) 542-7472.

Published: October 14. 2022

Resolution 2022-XX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

DENYING AN APPEAL FILED BY PATRICIA SUDA MERRIKH AND RAMIAR MERRIKH

BACKGROUND

A. On August 18, 2022, the City of South Lake Tahoe Planning Commission held a duly noticed public hearing to consider a Design Review Application, Special Use Application, and a Variance Application (Project File #20-114) for the construction of 14 tourist accommodation units, construction of a storage building and reconfiguration of parking areas at 4104 Lakeshore Boulevard.

B. The Planning Commission took public comment, deliberated, and passed a motion to continue the item and recommended the applicant revise the project to provide adequate snow storage onsite, include an onsite trash enclosure, add bicycle parking, and review options for increasing the number of parking spaces.

C. On September 15, 2022, the City of South Lake Tahoe Planning Commission held a duly noticed public hearing to continue considering the Design Review Application, Special Use Application, and a Variance Application (Project File #20-114)

D. The City of South Lake Tahoe Planning Commission conducted a public hearing, received public comments, considered the evidence in the record, deliberated, and voted in the affirmative (3-2) to approve the Design Review, Special Use Permit and the Variance.

E. On September 29, 2022, the City Clerk received an appeal of the Planning Commission's approval from Patricia Suda Merrikh and Ramiar Merrikh.

F. On November 1, 2022, the City of South Lake City Council held a duly noticed public hearing to consider the appeal.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City of South Lake Tahoe City Council:

a. Deny the appeal and uphold the Planning Commission decision to grant a Design Review, Special Use Permit and a Variance for Project File #20-114.

Adopted by the City of South Lake Tahoe City Council on November 1, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe Planning Commission.

FELDMAN
THIEL LLP
California and Nevada Lawyers

PO Box 1309
625 U.S. Hwy 50, Suite 209
Zephyr Cove, NV 89448

Tel: 775.580.7431
Fax: 775.580.7436
Website: fmttahoe.com

Email: kara@fmttahoe.com

Lewis S. Feldman
Kara L Thiel

Of Counsel
Catherine L DiCamillo

October 24, 2022

Council Members
City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

Re: Appeal from Decision of Planning Commission
The Landing Tahoe Resort and Spa, 4104 Lakeshore Blvd, APN 029-602-013
Tourist Accommodation Modification Project, City File No. 20-114

Honorable City Council Members:

This office represents DiamondRock Tahoe Owner, LLC ("DiamondRock"), owner of The Landing Tahoe Resort and Spa ("The Landing") located at 4104 Lakeshore Boulevard (the "Property"). On behalf of DiamondRock, we submit this letter in response to Patricia and Ramiar Merrikh's ("Appellants") appeal of the Planning Commission's September 15, 2022, approval of the above-referenced project (the "PC Approval"). Appellants own the adjacent property located at 4121 Azure Avenue ("Appellants' Property").

The approved project will remove impediments to and, in fact, improve pedestrian circulation and public safety and advance the City's implementation of multi-modal transportation in this area. Notably, Appellants fail to demonstrate how they will be harmed by removing non-conforming parking from the City right-of-way, constructing a pedestrian sidewalk along Stateline Avenue, maintaining additional open space areas for snow removal, hauling excess snow offsite and installing wheel stops in front of the parking spaces closest to their property. We feel it is important to advise that Appellants have approached DiamondRock on multiple occasions to purchase Appellants' Property, stating that acquiring their property is the only way DiamondRock's proposed "addition" of 14 tourist accommodation units ("TAUs") at The Landing would be approved. DiamondRock declined to purchase Appellants' Property.

Background

DiamondRock applied to the City in July 2020 to redevelop 14 ***existing*** TAUs banked on the Property in nine new cabin buildings for a total of 96 hotel rooms compliant with the density standard of 40 units per acre for the 2.4-acre site (the "Project"). The Project also involves the

addition of exterior stairs to an existing rooftop deck fronting Lakeshore Boulevard, a new storage building, landscaping, water quality improvements and a reconfigured parking lot. The Project was agendized for the August 18, 2022, Planning Commission ("PC") meeting. Notice of the August 18, 2022, PC hearing to consider the Project was mailed to property owners within 300 feet of the Property (the "Neighbors") and published in the Tahoe Daily Tribune on August 5, 2022. On August 18, 2022, after taking public comment and hearing from DiamondRock, the PC made a motion to continue the Project to the October 13, 2022, PC meeting with recommendations to revise the plans to show adequate snow storage and add a trash enclosure, bicycle parking and more parking spaces.

DiamondRock promptly revised the Project plans to address the PC's recommendations and submitted them to City staff. Specifically, (1) onsite parking was increased from the traffic engineer's recommended 87 spaces to 96[1] all-valet spaces two of which will also be used for loading; (2) an existing trash enclosure located within the front yard setback was relocated outside the setback; (3) existing bicycle parking was identified on the plans; and (4) designated onsite snow storage was increased significantly. In addition, DiamondRock agreed to conditions of approval to provide designated parking for eight bicycles and contract for snow removal services to haul snow offsite.

Since DiamondRock promptly incorporated the PC's recommendations, staff agreed to agendize the Project for the September 2022 PC meeting rather than wait until October.

Notice of the September 15, 2022, PC hearing to consider the Project was mailed to the Neighbors and published in the Tahoe Daily Tribune on September 2, 2022.[2] The PC received public comment, including from Appellants, heard from DiamondRock and approved the Project on September 15, 2022. Appellants timely filed their appeal on September 29, 2022.

Appeal

Appellants appeal the PC Approval on both procedural and substantive grounds. Procedurally, Appellants claim the City used an incorrect mailing address for them and they did not receive notice of the September 15, 2022, PC hearing on the Project. Substantively, Appellants object to the encroachment into the rear setback, reduction in number and size of parking spaces and snow removal.

[1] The PC recommended 96 parking spaces – one for each hotel room consistent with the City's parking demand ratio for hotel use.
[2] Additional public notice would not have been required if the Project were continued to the October 13, 2022, PC meeting per the PC's motion on August 18, 2022.

DiamondRock's Response

Notice

Appellants claim the City used a post office box that has been closed for a decade or more and the notices were returned "undelivered" to the City. The City obtains mailing address information for Neighbors through Parcel Quest, a company that maintains "primary owner names and addresses for every property in the state of California (13 million, give or take), updated and in sync with county tax records." (https://www.parcelquest.com/features/property-owners/) (This is consistent with City Code Section 6.55.640 which requires the City to provide notice "using the ownerships' names and addresses from the last equalized assessment roll of the county.")

The 2022-2023 Property Tax Bill issued by El Dorado County for Appellants' property located at 4121 Azure Avenue (APN 029-602-003) is addressed to P. O. Box 1827, South Lake Tahoe, CA 96156 (copy enclosed) – the same address the City used to notice Appellants of the upcoming PC hearings on the Project. Appellants' failure to update their mailing address in the County records does not give rise to a due process claim of lack of notice. Moreover, Appellants appeared at the September 15, 2022, hearing and testified in opposition to the Project.

Variance to Setback Standards

Appellants claim DiamondRock requested a variance to reduce the 15-foot rear setback from Appellants' and DiamondRock's common property line (the "Common Line") to seven feet so it could increase the number of parking spaces on the Property.[3] Appellants incorrectly argue they are entitled to the 15-foot setback and that the City's granting the variance constitutes a taking. **Appellants claim is misleading:** The Landing's existing parking lot ***already*** encroaches eight feet into the rear setback from the Common Line and into the side street setback from Azure Avenue. ("The property is an existing developed site with… a parking lot that currently does not meet the required setback standards." (September 15, 2022, Staff Report.))[4] By approving the variance, the PC simply recognized the existing and historic condition and permitted its continuation, having found that the encroachment will enable DiamondRock to improve other non-conforming conditions at the Property.

To wit, the Property has existing non-conforming parking spaces in the City right-of-way along Stateline Avenue and Azure Avenue and within the street corner clear zone. These 90-degree parking spaces require drivers leaving the Property to back out into the travel lanes, thereby creating a traffic and pedestrian safety hazard. Similarly, the Property does not have an onsite loading space which results in supply deliveries to be offloaded in the City right-of-way, also a

[3] The Property's front setback is from Stateline Avenue, side street setbacks are from Lakeshore Boulevard and Azure Avenue, and rear yard setback is from Appellants' Property.
[4] This condition predated redevelopment of The Landing and has existed for decades.

traffic hazard. Allowing the parking lot's existing setback encroachments to remain, DiamondRock will designate two onsite loading spaces and relocate the parking spaces from the right-of-way to the onsite parking lot. These measures will reduce the traffic/pedestrian safety hazard, improve circulation and make space available for DiamondRock to construct a pedestrian sidewalk along Stateline Avenue.

As originally proposed, the Project included a driveway at Azure that would allow unrestricted vehicular access to and from the Property. In response to Neighbor concern expressed in writing and during public comment at the September 15 hearing, DiamondRock agreed to post appropriate signs and otherwise limit access via Azure Avenue. This Neighbor also testified The Landing is a good neighbor and explained that, when requested by neighboring homeowners, hotel management directed its shuttle drivers to use Stateline and Pine for access to and from the Property rather than Azure. The Neighbor acknowledged the hotel's shuttle reduces traffic in the neighborhood.

An existing six-foot fence that runs the length of the Common Line prevents impacts to Appellants' and other adjacent residences from vehicle headlights. In addition, DiamondRock will install wheel stops to the parking spaces adjacent to the Common Line to prevent vehicles from "busting through the wooden fence." Wheel stops are a condition of the PC Approval and, therefore, enforceable by the City. For example, the City can refuse to issue a certificate of occupancy or return the security until the wheel stops are installed.

Based on substantial evidence – namely, existing grandfathered development, site constraints, opportunity to improve other non-conforming conditions at the Property and no injury to neighboring properties, the PC properly granted a variance for the existing setback encroachments as authorized by City Code Section 6.55.630.

<u>Reduced Parking Space Size</u>

Appellants argue the approved reduction in parking space size will cause parking chaos, damaged vehicles and potential injury to persons and property. First, all of the parking spaces adjacent to the Common Line (Nos. 19-58) meet the City's standards for length and width. (Please refer to the Overall Site Plan, Sheet L0-2, enclosed.) The approved exception to size is for only the 26 spaces located internally to Buildings B and C (Nos. 1-18 and 89-96). (See Overall Site Plan.) DiamondRock requested an exception to the size standard for these spaces because site constraints and turning movements render compliance infeasible. Notably, all 96 spaces will be valet. How are Appellants harmed by reduced stall dimensions for valet-only spaces?

Pursuant to Section 6.10.350.A of the City Code, the City may grant exceptions to the driveway and parking standards prescribed in Chapter 6.10, Article VII provided it finds:

1. The environmental impact will be lessened by the lesser improvement;

2. Traffic safety for vehicles and pedestrians will be enhanced by the lesser improvement; and

3. The lesser improvement will substantially meet the intent of the requirement.

The reduced size allows DiamondRock to satisfy parking demand onsite so existing parking within the City right-of-way can be removed and a sidewalk can be installed. This will lessen the environmental impact of the Project because parking on unpaved areas will be eliminated. Vehicle and pedestrian safety will be enhanced with the removal of 90-degree parking within the City right-of-way on Azure and Stateline Avenues and construction of a sidewalk along Stateline Avenue. Claims of potential "chaos, damaged vehicles" or "injury to persons and property" resulting from the reduced parking space size are imaginary. Management of the all-valet parking by trained staff belie Appellants' fears.

Having made the findings prescribed in Section 6.10.350.A based upon substantial evidence, the PC's approval of the exception to the parking space size standard was a proper exercise of discretion.[5]

<u>Reduction in Number of Parking Spaces</u>

Appellants claim the PC's approval of fewer parking spaces than required in City Code Section 6.10.410 did not account for "parking problems in Lakeside beach area" or that The Landing and Lakeside Park Association "have wedding, parties and other events for non-guests which also require additional parking." Appellants also question whether a study was done to determine what additional parking may be required for the restaurant at The Landing.

The Landing's event tent which previously hosted sizeable events has been permanently decommissioned. DiamondRock has no control over events held by the Lakeside Park Association at the nearby beach and any related parking issues are irrelevant to the Project. Parking issues do exist in this neighborhood and DiamondRock is doing its part by removing parking from the City rights-of-way and meeting the Project's parking demand onsite.

LSC Transportation Consultants, Inc. ("LSC") prepared a detailed parking study for the Project which appropriately used a parking rate for the Project ***which accounts for the restaurant, bar and meeting facilities***. That rate is the same one prescribed in Section 6.10.410 of the City Code which, applied to the Project, requires 102 parking spaces for both the hotel rooms and The Landing employees. Accounting for demonstrated non-auto travel by The Landing guests and employees and The Landing's existing shuttle service, LSC determined the Project's parking demand required only 87 spaces. As a result, DiamondRock originally requested the City approve the Project with 88 parking spaces. However, based on the PC recommendations at the August 18, 2022, hearing, DiamondRock revised the parking lot plan to provide 96 onsite spaces.

[5] The City has routinely granted exceptions to parking space width for valet-only operations.

After making the findings required for modification to the parking demand ratios (City Code Section 6.10.350.B.2)[6] based on substantial evidence, including LSC's parking study, it approved the special use permit for the Project's 96 parking spaces.[7]

Snow Removal

Appellants claim there is insufficient space on the Property to store snow and the condition of Project approval requiring DiamondRock to contract for snow removal is not enforceable. In response to the PC's August 18, 2022, recommendation, DiamondRock revised the site plan to identify snow storage areas on the Property totaling more than one-fourth of an acre. In the event those areas are insufficient, DiamondRock is required to contract to haul additional snow offsite. To ensure the condition is enforceable, the PC required a deed restriction to be recorded against the Property evidencing the requirements to maintain the onsite snow storage areas and enter into and maintain a contract for snow removal services. The deed restriction will name the City of South Lake Tahoe as a beneficiary with power of enforcement. Again, the City can refuse to issue a certificate of occupancy or release the security deposit required for the Project until DiamondRock submits an executed contract for snow removal. As a successful and well-managed 5-star hotel, it strains credulity to suggest The Landing will mismanage snow storage and snow removal. Nevertheless, should DiamondRock cease to comply with the snow removal requirement, the City has broad enforcement authority, including filing an action in court, as described in Section 6.55.070 and elsewhere in the City Code. DiamondRock has a vested interest in maintaining the Property as a quality resort, including snow removal, and respectfully submits its management will comply with all conditions of approval.

Based on the foregoing, Appellants appeal is without merit as to each issue raised and should be denied. Thank you for your consideration.

Sincerely,

FELDMAN THIEL LLP

By: Kara L. Thiel

Kara L. Thiel

KLT/ld
Enclosures
cc: DiamondRock

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[6] The findings required for reduced parking demand ratios are substantially the same as those for reduced parking space size and, therefore, not repeated here.
[7] It is likely the Property will be overparked with the advent of micro-transit on the South Shore which started this summer with great ridership.

TBUN2WEB 1.2.005

EL DORADO COUNTY 2022 - 2023 PROPERTY TAX BILL

10/15/2022 12:01:16PM

K. E. Coleman, MBA

El Dorado County Treasurer-Tax Collector, 360 Fair Lane, Placerville CA 95667-4197

SECURED TAX ROLL FOR FISCAL YEAR JULY 1, 2022 - JUNE 30, 2023

PROPERTY INFORMATION				IMPORTANT MESSAGES
ASMT NUMBER:	029-602-003-000	TAX RATE AREA:	002002	Original bill date 08/18/2022
ORIG ASMT:	029-602-003-000	ACRES:	0.29	Cortac Number: 5688
FEE NUMBER:	029-602-003-000			
LOCATION:	4121 AZURE AVE			

PO BOX 1827
SOUTH LAKE TAHOE CA 96156

2022 - 2023

DUPLICATE COPY

COUNTY VALUES, EXEMPTIONS, AND TAXES

PHONE #	DESCRIPTION	PRIOR	CURRENT	BILLED
VALUE PLACERVILLE 530-621-5719	LAND	0	354972	354972
VALUE LAKE TAHOE 530-573-3422		0	0	0
VALUE BUS PROP 530-621-5716		0	0	0
VALUE BOAT/PLANE 530-621-5726	STRUCTURAL IMPROVEMENTS	0	408275	408275
EXEMPTIONS 530-621-5719		0	0	0
ADDRESS CHANGES 530-621-5719		0	0	0
TAX RATES 530-621-5470	HOMEOWNERS EXEMPTION	0	-7000	-7000
PAYMENTS 530-621-5800		0	0	0
	NET TAXABLE VALUE			**756247**
	VALUES X TAX RATE PER $100 1.000000			**$7,562.46**

VOTER APPROVED TAXES / TAXING AGENCY DIRECT CHARGES & SPECIAL ASSESSMENTS / FEES

PHONE #	CODE	DESCRIPTION	ASSESSED VALUE	X	TAX RATE / 100	=	TAX AMOUNT
(530) 621-5470	35701	Voter Debt: Lake Tahoe Unified Schl Elctn1999	756247		0.016598		$125.52
(530) 621-5470	35702	Voter Debt: Lake Tahoe Unified Schl Elctn2008	756247		0.032709		$247.36
(530) 621-5470	35800	Voter Debt: Lake Tahoe College Election 2014	756247		0.021338		$161.36

PHONE #	DESCRIPTION	DIR CHRG	PHONE #	DESCRIPTION	DIR CHRG	PHONE #	DESCRIPTION	DIR CHRG
(530) 621-5154	Spcl Tax: CSA#10 Library 2	$24.04	(800) 676-7516	Mello-Roos Spcl Tax:	$54.00	(530) 621-6505	Service Chrg: CSA#3	$29.50
(530) 621-5300	Service Chrg: CSA#3 Snow	$20.00	(530) 621-5300	Service Chrg: CSA#3	$6.00	(530) 621-5300	Service Chrg: CSA#1(	$6.00
(530) 621-5300	Service Chrg: CSA#10 Soli	$6.00	(530) 542-6079	Delq Bill: City of Soutl	$1,020.10			

	AGENCY TAXES	$534.24
	DIRECT CHARGES	$1,165.64
PENALTY & COST $0.00	**FEES**	$0.00
AGENCY TAXES + DIRECT CHARGES + FEES + PENALTY + COST + DELINQUENT PENALTIES		$1,699.88

1st INSTALLMENT $4,631.17	2nd INSTALLMENT $4,631.17	TOTAL TAXES
DELINQUENT AFTER 12/12/2022	DELINQUENT AFTER 04/10/2023	$9,262.34

EL DORADO COUNTY SECURED PROPERTY TAXES - 2ND INSTALLMENT PAYMENT STUB

ASMT NUMBER: 029-602-003-000
ORIG ASMT: 029-602-003-000
FEE NUMBER: 029-602-003-000
LOCATION: 4121 AZURE AVE

TAX YEAR: 2022

MAKE CHECK PAYABLE TO:
K. E. Coleman, MBA
P.O. Box 678002
Placerville CA 95667-8002

PO BOX 1827
SOUTH LAKE TAHOE CA 96156

2022 - 2023 **2ND**

IF PAID BY 04/10/2023 $4,631.17

DELINQUENT AFTER 04/10/2023 (INCLUDES 10% PENALTY OF $463.11 AND $10.00 COST) $5104.28

02960200300072022200000463117220000051042862022 2

CUT HERE

EL DORADO COUNTY SECURED PROPERTY TAXES - 1ST INSTALLMENT PAYMENT STUB

ASMT NUMBER: 029-602-003-000
ORIG ASMT: 029-602-003-000
FEE NUMBER: 029-602-003-000
LOCATION: 4121 AZURE AVE

TAX YEAR: 2022

MAKE CHECK PAYABLE TO:
K. E. Coleman, MBA
P.O. Box 678002
Placerville CA 95667-8002

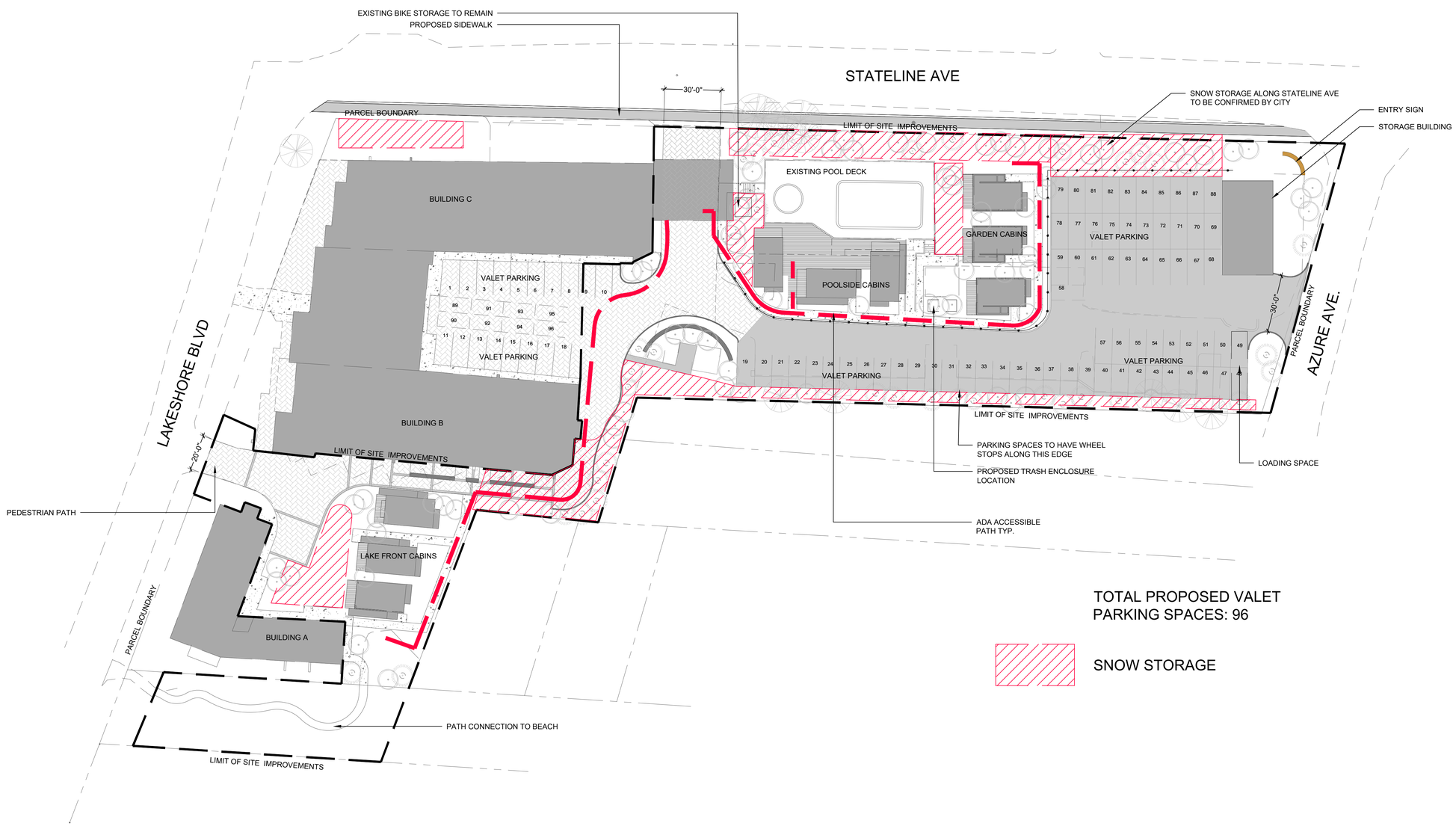
PO BOX 1827
SOUTH LAKE TAHOE CA 96156

2022 - 2023 **1ST**

IF PAID BY 12/12/2022 $4,631.17

DELINQUENT AFTER 12/12/2022 (INCLUDES 10% PENALTY OF $463.11 AND $0.00 COST) $5094.28
TO PAY TOTAL TAXES, RETURN BOTH STUBS BY 12/12/2022 $9262.34

02960200300072022200000463117210000050942892022 2



TOTAL PROPOSED VALET PARKING SPACES: 96

SNOW STORAGE

DESIGNWORKSHOP

Landscape Architecture • Land Planning
Urban Design • Tourism Planning

PO Box 5666
128 Market Street
Suite 3E
Stateline, Nevada 89449
(775) 588-5929

WWW.DESIGNWORKSHOP.COM

THE LANDING RESORT CABINS
DIAMOND ROCK RESORTS
SOUTH LAKE TAHOE, CA

ISSUE DATE: 08/04/2022

REVISIONS

#	DATE	DESCRIPTION

DRAWN: REVIEWED:

PERMIT SET

PROJECT NUMBER: 6025

OVERALL SITE PLAN

SHEET NUMBER

L0-2

©COPYRIGHT DESIGNWORKSHOP, INC.

Aug 29, 2022 - 1:42pm
F:\PROJECTS_A-L\6025-Landing Resort Cabins\D-CAD\02_Sheets\DW-6025-L0-2 Site Plan Permit.dwg

Appeal Procedures (from City Council Protocols Section V.)

a. The City Council Will Consider the Appeal by Patricia Suda Merrikh and Ramiar Marrikh of Planning Commission Decision Approving a Major Design Review, Special Use Permit, and Variance for 4104 Lakeshore Boulevard, File #20-114, APN 029-602-013

Notice of the Public Hearing was published in the Tahoe Daily Tribune October 14, 2022

b. Council will hear evidence and testimony in the following order:

i. Any **opening statement or remarks** by the **appellant** (Patricia Suda Merrikh and Ramiar Marrikh) **and/or appellant's attorney** and **evidence or testimony** from the appellant (requested time limit - **10 minutes**)

Followed by any **questions by Councilmembers or others (including staff)** who wish to ask questions (suggested time - **3 minutes per Councilmember**).

ii. Any **evidence or testimony from staff members** (John Hitchcock) concerning any issues raised surrounding this matter (time scheduled **- 10 minutes**)

Followed by comments from by the applicant (Diamond Rock Hospitality Company) comments (requested time limit – **10 minutes**)

Followed by any questions by the **appellant** (Patricia Suda Merrikh and Ramiar Marrikh) **and Councilmembers** (suggested time - **3 minutes per speaker**).

iii. Any **evidence or testimony** from the **appellant and/or appellants attorney** (Patricia Suda Merrikh and Ramiar Marrikh) in rebuttal to or in clarification of any other evidence or testimony presented, and any **closing statement or remarks** that the appellant wishes to make (requested time limit - **5 minutes**).

iv. Public Comment (time limit – 3 minutes per speaker)

c. The Mayor shall conduct the appeal in such a manner as to afford due process to the parties.

d. Following the presentation of testimony, the Council deliberates on the evidence and testimony presented, and votes on whether to grant the appeal, provided they have all the necessary information. If issues are raised during the appeal hearing that cannot be immediately responded to by Staff, the Hearing should be continued to have such information available for the appeal process.

e. The City Clerk announces the final decision of the Council.

PATRICIA L. SUDA
Attorney at Law

REPLY TO ☐
APTOS OFFICE
311 BONITA DR..
APTOS, CA 95003
831-722-2212 Telephone

☑ REPLY TO
SOUTH LAKE TAHOE OFFICE
4121 Azure Ave.
South Lake Tahoe, CA 96150
plsuda@netscape.net

October 26, 2022

Council Members : City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

Re: Response to the Landing letter dated 10-24-22

Dear Council Members:

This letter is in rebuttal to some comments made by the lawyer for DiamondRock/The Landing.

In Ms. Thiel's second paragraph - I do not understand what she is getting at when she says that it is important to tell you that we approached Diamond Rock to buy our property on two occasions. To show the irrelevance of that statement, it was the Landing's first general manager who approached us shortly after they bought it. After a couple of friendly conversations where we learned their goal was to expand to 120 rooms, post and pre-pandemic, nothing came of it, so we proceeded with our plans to improve our property. I do not see how these facts mean that the City should disregard the Code and its rationale.

What is notable is that Ms. Thiel did not address the issue that the planning commission brought to the Landing's attention, and we brought to your attention. The Landing was asked by the planning commission to explore and find off-site parking for their employees and guests which would keep them compliant with "code-required" requirements for parking space size, drive through sizes and the number of total spaces. Apparently, **the Landing did not want to consider it. (See Planning Commission report 9-15-22 at page 4 of 10)**

When we purchased our home 22 years ago, we knew that per code it permits 5 dwelling units on a 1/3 acres. After we bought the property we built a duplex so that we had a total of three dwelling units on the property. During this process, the Code also required that we have adequate parking for the units. Per Code we could only fit 6 parking spaces instead of the required 10 spaces to comply with the code. **We were not able to build our other 2 permissible dwelling units because the code Parking rules said otherwise.**

Why is the Planning commission recommending so many variances to the code for this applicant. In our experience with the Planning Department and inspectors we were told that any **new improvements to grandfathered non-conforming properties must abide by the new code even though it was a non-conforming grandfathered property.**

Just because DiamondRock is a powerful, publicly traded corporation, with a huge portfolio and has stated it **has committed 6.1 million dollars to improve the Landing**, (**See** attached pages of DiamondRock Hospitality presentation to the public) does not mean that the city should bend over backwards for them. Compliance with the Code should be one of the conditions to build. If

that means less units can be built, that is the code. If that means they need to deal with parking and snow removal according to code, that is the way it should be. **If that means the Landing's existing non-compliant parking issues are corrected in compliance with the code, that is the way it should be.** The conditions you impose are not a hardship to such a successful, wealthy commercial enterprise.

We would also like to reiterate that we never received **any** notice of the scheduled October meeting. At the September hearing, the Planning Department acknowledged that Notices were returned undeliverable. No effort was made apparently to notify us when the 2 mailings came back undelivered to the City. This is despite us being a fairly regular customer of the Planning Department.

We now also understand that someone on the Landing's behalf asked for the already noticed hearing in October to be heard a month earlier, and the planning department complied. Such a move required a new notice mailing. (Which we also did not receive. We were lucky to be notified by our water company of the hearing by email the day before.)

You also should be aware of this fact in that it was very confusing to determine what was going on and when things would be heard. Add on top of this confusion, you have the fact that we asked a city planner in 2021 whether there were any plans for development for the Landing, and we were told no. After reading Ms. Thiel's letter the planning department had received the Landings plan since 2020 and continuing. All of these facts, taken together, are very disconcerting.

Bottom line. We believe that the Code should be enforced as written. Wiser judgments than ours have gone into the City Code and its provisions. It is within the Landing's power to comply with the Code issues without requiring a variance as to code required set backs, parking size, number and aisle widths. The City Code should protect our family from automobiles parked at all hours or the day or night and from the fear that some would jump the wheel stops and injure our children and grandchildren playing in the back yard, or damage our property. **We believe that the 15 foot set back should remain a requirement, and the property line fortified by a barrier wall between our properties and the Landing parking spaces. We would appreciate having some input in the design and specifics of the barrier wall.**

Respectfully,

Patricia Suda Merrikh and Ramiar Merrikh

STRONG BALANCE SHEET WITH HISTORICALLY LOW LEVERAGE

DIAMONDROCK HOSPITALITY

SIGNIFICANT LIQUIDITY AVAILABLE

~$400M [1]

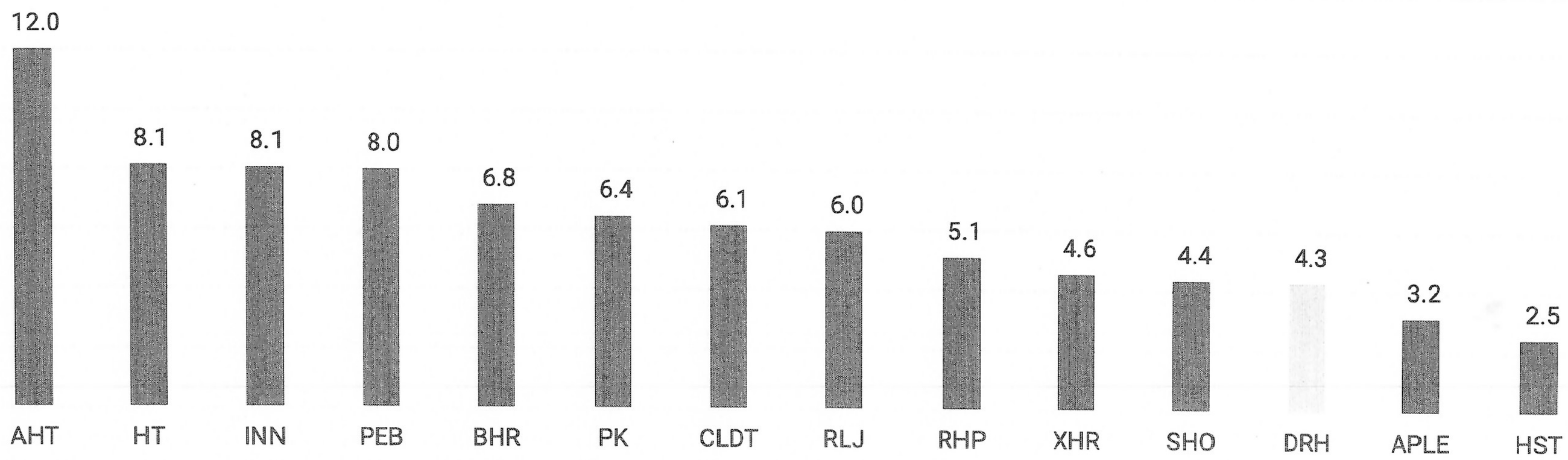
$72M Corporate Cash
$118M Cash at Hotels
$200M Undrawn Revolver

MAJORITY OF PORTFOLIO IS UNENCUMBERED

75%

26 of 34 Hotels
Unencumbered

PEER (NET DEBT + PREFERRED) / EBITDA



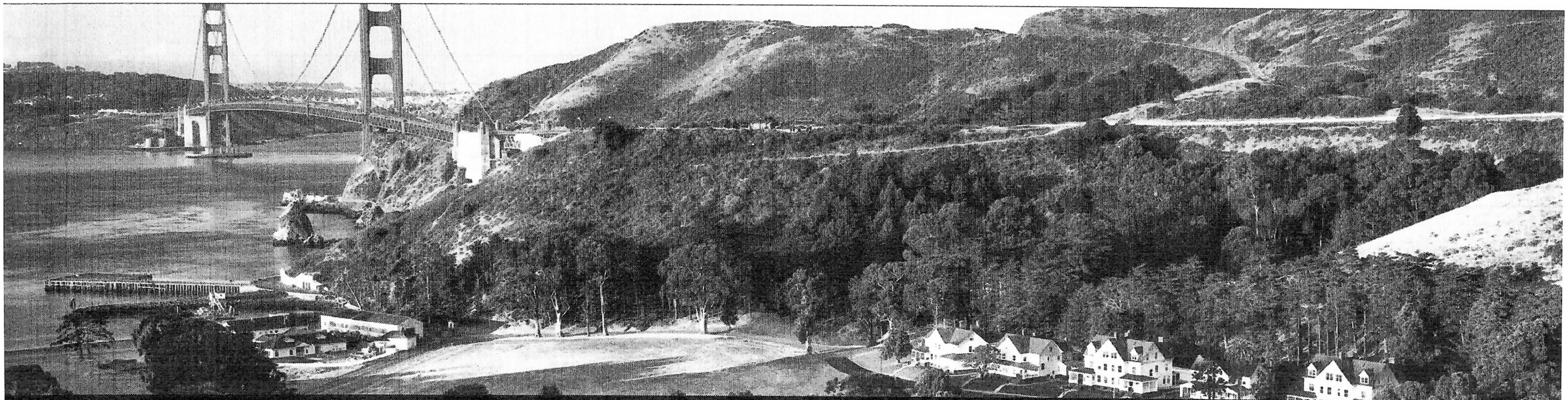
(1) *As of June 30, 2022*
(2) *2022E (Net Debt+Preferred)/EBITDA, Source: Baird Securities*

ROI PIPELINE: $90MM+ of ROI Projects at 40%+ IRRs

DIAMONDROCK HOSPITALITY

PROPERTY	PROJECT	ESTIMATED CAPITAL SPEND[1]	UNDERWRITTEN INCREMENTAL EBITDA[1]	ESTIMATED IRR[2]	ESTIMATED COMPLETION
LODGE AT SONOMA	Autograph Collection Conversion	$9.8	$1.4	25%	Completed
THE HYTHE, LUXURY COLLECTION	Luxury Collection Conversion	$8.4	$3.4	88%	Completed
CHARLESTON RENAISSANCE	F&B Repositioning	$2.1	$0.5	52%	Completed
MARGARITAVILLE BEACH HOUSE	Rebranding	$3.5	$1.3	82%	Completed
EMBASSY SUITES BETHESDA	Brand Conversion	$3.3	$0.5	28%	Completed
HOTEL CLIO, LUXURY COLLECTION	F&B and Public Space Renovation	$2.5	$0.5	42%	Completed
	Luxury Collection Conversion	$3.6	$1.2	74%	Completed
	Recently Completed	$33.2	$8.8	59%	
ORCHARDS INN	Resort Repositioning	$16.0	$2.6	20%	2024
BOSTON HILTON	Third Floor Reconfiguration	$6.0	$1.0	33%	2023
THE LANDING	Additional 14 Keys	$6.1	$1.2	42%	2023
BURLINGTON HILTON	Soft brand Conversion	$2.6	$0.8	75%	2023
	F&B Repositioning	$1.3	$0.4	69%	2023
	Total in Planning	$32.0	$6.1	34%	
	Recently Completed & Active ROI Pipeline	**$65.2**	**$14.9**	**47%**	
	Shadow ROI Pipeline	**$25MM of Capital Spend**		**Estimated 20%+ IRR**	

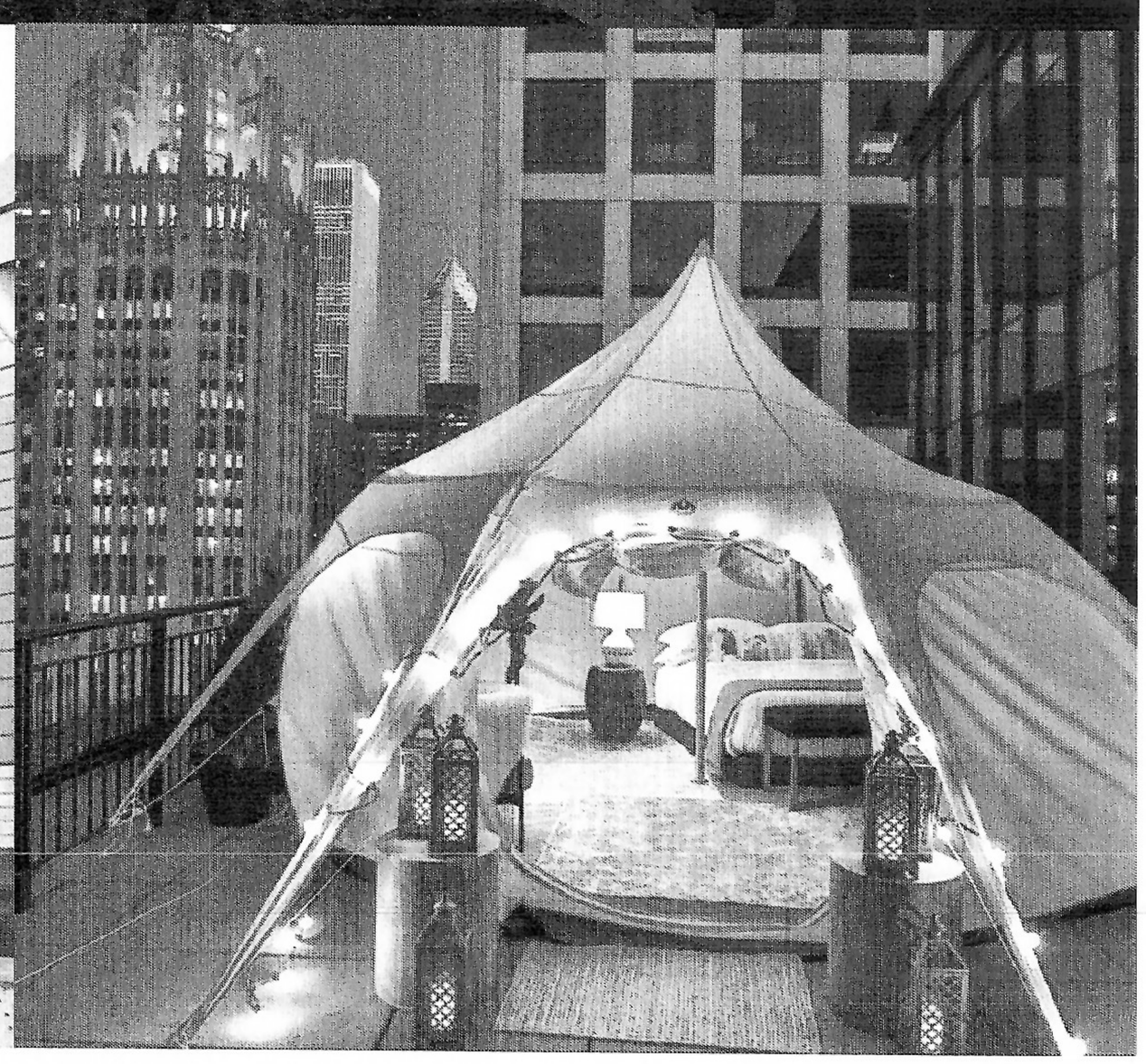
1. Estimated Capital Spend and Estimated Incremental EBITDA based upon management proformas
2. Estimated IRRs are calculated assuming a 3-year stabilization period and a 10.0x terminal multiple



INVESTOR PRESENTATION

DIAMONDROCK
HOSPITALITY

SEPTEMBER 2022



City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 13

Agenda Item: Formation of the Johnson Blvd Underground Utility District

Executive Summary: Procedures for undergrounding overhead utilities requires the formation of an underground utility district (UUD) in accordance with City Code, Chapter 7.10 and California Public Utilities Commission (CPUC) administrated Rule 20A. Chapter 7.10 lists out the various steps required for the formation of a UUD. Step One, defining the boundary of the proposed Johnson Blvd UUD was approved by City Council at the September 6, 2022, City Council meeting. The resolution approving Johnson Blvd UUD boundary also set the date and location of this required public hearing to allow public comment before City Council considers Step 2, passing and adopting a resolution approving the formation of the Johnson Blvd UUD. Following the formation of the Johnson Blvd UUD, Liberty Utilities will notify the CPUC to acquire approval to use Rule 20A funds to complete the undergrounding of overhead utilities located within the UUD defined area. Upon CPUC approval of the use of Rule 20A funds, Liberty Utilities will coordinate with all other affected utility companies and oversee the design, bid, and construction necessary to underground the overhead utilities located within the Johnson Blvd UUD.

Requested Action / Suggested Motions: Pass a Resolution approving the formation of the Johnson Blvd Underground Utility District.
Responsible Staff Members: Stan Hill, Engineering Manager/City Engineer and Anush Nejad, Director of Public Works

Responsible Staff Member: Stan Hill, Engineering Manager/City Engineer (530) 542-6039
Anush Nejad, Director of Public Works (530) 542-6031

Reviewed and Approved By:
Olga Tikhomirova, Finance Director
Susan Blankenship, City Clerk
Heather Stroud, City Attorney

Attachments:

01-Staff Report - Johnson Blvd Underground Utility District Formation.docx
02-UUD Boundary Map.pdf
03-Resolution - Formation of Johnson Blvd UUD.docx
04-Reso. No. 2022-116 Johnson Blvd. District Boundary.pdf
05-Presentation
06-Notice of Public Hearing - Underground Utility District.pdf
07-Proof of Mailing

City of South Lake Tahoe
Report to City Council

Meeting Date: November 1, 2022

Title: Formation of Johnson Blvd Underground Utility District

Location: Johnson Blvd between Lake Tahoe Blvd and Happy Homestead Ave (Northerly Driveway Entry into Police Station and County Courthouse).

Responsible Staff Members: Stan Hill, Engineering Manager/City Engineer
Anush Nejad, Director of Public Works

Background: The Johnson Blvd Complete Streets Project is on the 2022-2027 Capital Improvement Plan, approved and adopted at the August 23, 2022, City Council meeting. Undergrounding of overhead utility lines and removal of utility poles along the Johnson Blvd public right-of-way is the first step in the preparation for the future Johnson Blvd Complete Streets Project. Formation of an underground utility district will allow initiation of engineering and design work to relocate overhead utilities underground. Liberty Utilities will take the lead to coordinate the overhead utility undergrounding effort with affected communications companies now sharing utility poles within the proposed Johnson Blvd Underground Utility District (UUD).

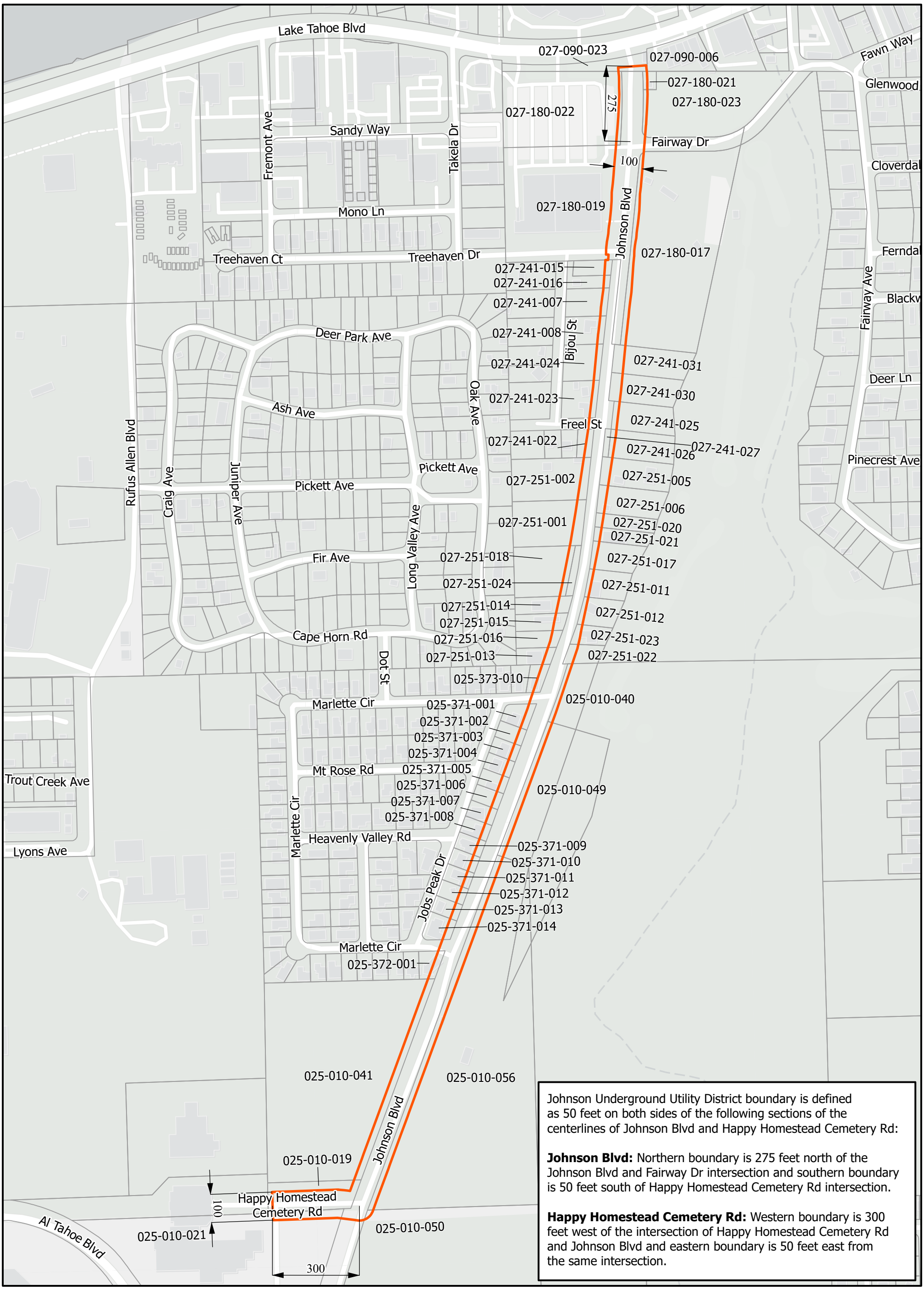
Issue and Discussion: The Johnson Blvd UUD boundary was defined via adopted Resolution 2022-116 at the September 6, 2022, City Council meeting. In accordance with City Council Code, Chapter 7.10, Resolution 2022-116 set the date and location at the City Council Chambers for a Public Hearing. The purpose of the Public Hearing is to provide the opportunity for public input and provide a forum for the City Council to determine if the public necessity, health, or safety requires removal of the overhead electric or communication facilities within all or part of the proposed Johnson Blvd UUD.

Financial Implications: Expenses associated with completing the undergrounding of overhead utilities are funded through monthly invoiced utility rate-payer fees collected by utility companies in accordance with California Public Utility Commission (CPUC) administrated, Electric Rule 20. Liberty Utilities will acquire the approval to use Rule 20A funds from the CPUC before initiating engineering and design work for overhead utility undergrounding.

The City's contribution to the UUD is limited to staff time associated with formation of the UUD. Rule 20A will cover electrical and communications companies engineering, design, bidding, and construction costs. The City is not required to monetarily contribute to the overhead utility undergrounding design effort, construction costs, or any costs associated with the UUD in the future. Formation of the UUD is a procedural process required to initiate the utility undergrounding effort but has no administrative costs, maintenance costs, or reporting requirements assigned to the City.

Environmental Considerations: Liberty Utilities is responsible for completing any environmental permitting necessary to complete the UUD work.

Policy Implications: Undergrounding of overhead utilities precedes the future Johnson Blvd Complete Streets Project. The complete streets project fits well within the City's strategic priorities to improve the built environment, increase recreation and equitable access, increase public safety, and encourages visitors and residents to use alternative modes of transportation other than fossil fuel powered vehicles.



Johnson Underground Utility District boundary is defined as 50 feet on both sides of the following sections of the centerlines of Johnson Blvd and Happy Homestead Cemetery Rd:

Johnson Blvd: Northern boundary is 275 feet north of the Johnson Blvd and Fairway Dr intersection and southern boundary is 50 feet south of Happy Homestead Cemetery Rd intersection.

Happy Homestead Cemetery Rd: Western boundary is 300 feet west of the intersection of Happy Homestead Cemetery Rd and Johnson Blvd and eastern boundary is 50 feet east from the same intersection.

CITY OF SOUTH LAKE TAHOE

Proposed Johnson Blvd Underground Utility District Draft Boundary

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Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

Formation of Johnson Blvd Underground Utility District (UUD)

BACKGROUND

A. Johnson Blvd Complete Streets Project is included within the City of South Lake Tahoe (City) Fiscal Year 2022-2027 Five-Year Capital Improvement Plan.

B. Johnson Blvd is identified within the South Tahoe Middle School Connectivity Plan as a high priority Complete Streets Project.

C. Undergrounding of existing overhead utilities will remove utility poles and dense overhead utility lines, freeing up above ground surface space within the Johnson Blvd public right-of-way to construct a complete streets project with a Class 1 mixed use recreational trail.

D. By Resolution 2022-116, a public hearing was called by City Council to occur at 9:00 a.m. or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, California to review, discuss, receive public comment, and consider adoption of the proposed establishment of the Johnson Blvd Underground Utility District.

E. City Council will ascertain whether the public necessity, safety, or health requires the removal and underground relocation of overhead wires and associated overhead structures located within the area defined as the proposed Johnson Blvd Underground Utility District (Attachment 02).

F. City Council, in accordance with the provisions contained in Chapter 7.10 of South Lake Tahoe Municipal Code, shall determine if the public necessity, health or safety requires the removal of overhead electric and communications facilities within all or part of such proposed district.

   Findings:

   - ✓ Public Necessity: Development of a complete streets project will require undergrounding of overhead utilities, thereby providing additional needed surface area space within the public right-of-way for a proposed Class 1 mixed use recreational trail.
   - ✓ Public Safety: Relocating overhead electrical lines underground reduces risk of fire danger inherent to overhead electrical power distribution lines and protects electrical and communications lines and services from damages and destruction caused by a wildfire event.
   - ✓ Health: Greater reliability of underground delivery assures fewer communications disruptions which corresponds to more effective noticing to the public, especially

during emergency operations. Dependable electrical power to life support systems reduces frequency of required emergency response and life-threatening consequences of a power outage;

- ✓ Undergrounding overhead utilities will avoid or eliminate an unusually heavy concentration of overhead distribution facilities;
- ✓ Streets, roads, or rights-of-way within the proposed Johnson Blvd Underground Utility District are extensively used by the general public and carry a heavy volume of pedestrian and vehicular traffic.

G. Rule 20A utility undergrounding funds will pay for the undergrounding of overhead main-line utilities, including utility trenching, conduit, conductors, trench patch paving and removal of existing overhead utility service lines being replaced within the Johnson Blvd UUD.

H. Rule 20A funds will pay for the first 100 linear feet of undergrounding costs for private utility service line construction between the public right-of-way and a building structure electrical panel and provide up to $1,500 per electric panel reconnection cost occurring as a part of the electrical service line undergrounding.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Approves the formation of the Johnson Blvd Underground Utility District in accordance with the California Public Utility Commission administered Electric Rule 20 and City of South Lake Tahoe Municipal Code, Chapter 7.10.
2. Advises affected property owners to be ready for construction work associated with undergrounding their overhead electrical and communications service lines to underground services delivery between May 2024 to October 2025.

Adopted by the City of South Lake Tahoe City Council on November 1, 2022, by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____

Devin Middlebrook, Mayor

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

Resolution 2022-116

Adopted by the City of South Lake Tahoe
City Council

September 6, 2022

Notice of Hearing to Establish Johnson Blvd Underground Utility District Boundary

BACKGROUND

A. Johnson Blvd Complete Streets Project is included within the City of South Lake Tahoe (City) Fiscal Year 2022-2027 Five-Year Capital Improvement Plan.

B. Johnson Blvd is identified within the South Tahoe Middle School Connectivity Plan as a high priority Complete Streets Project.

C. Undergrounding of existing overhead utilities will remove utility poles and dense overhead utility lines and free up space within the Johnson Blvd public right-of-way to construct a complete streets project with a Class 1 mixed use recreational trail.

D. City Council, in accordance with the provisions contained in Chapter 7.10 of South Lake Tahoe City Code, shall by resolution determine the area to be included in a proposed underground utility district and set a date for a public hearing to determine if the public necessity, health or safety requires the removal of overhead electric and communications facilities within all or part of such proposed district.

E. Rule 20A utility undergrounding funds will pay for the undergrounding of main-line overhead utilities.

F. Rule 20A funds will pay for the first 100 linear feet of undergrounding costs for private utility service line construction and pay up to $1,500 per electric panel upgrade.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Hereby declares its intention to establish Johnson Blvd Underground District (UUD) as shown on the proposed underground utility district map (attached hereto as Exhibit A).
2. In accordance with requirements set forth in Municipal Code Chapter 7.10, the City Council hereby sets the time and place for a public hearing concerning the proposed Johnson Blvd Underground Utility District as follows:

Time: November 1, 2022 at 9:00 AM, or as soon thereafter as the matter may be heard.

Location: City Council Chambers, 1901 Lisa Maloff Way (SLT Airport), South Lake Tahoe, CA

Adopted by the City of South Lake Tahoe City Council on September 6, 2022, by the following vote:

Yes: Creegan, Middlebrook and Wallace
Recused (absent): Friedrich and Bass

Devin Middlebrook (Sep 8, 2022 09:45 PDT)

Date: Sep 8, 2022

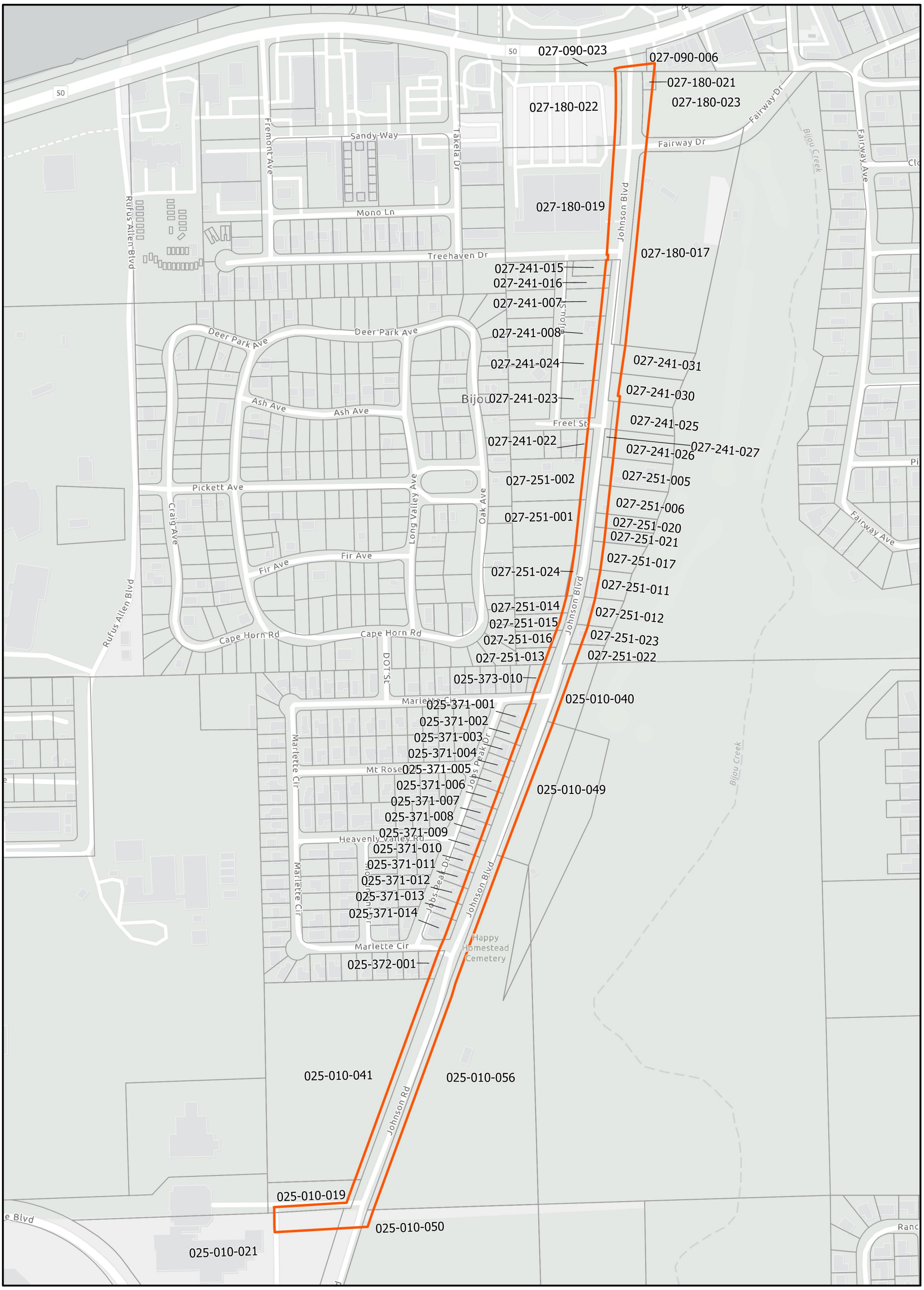
Devin Middlebrook, Mayor

Attest:

Sue Blankenship (Sep 8, 2022 09:39 PDT)

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.



CITY OF SOUTH LAKE TAHOE

Proposed Johnson Blvd Underground Utility District Draft Boundary

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Res 2022-116 Johnson Blvd. District Boundary

Final Audit Report 2022-09-08

Created:	2022-09-07
By:	jo Mcdonough (jmcdonough@cityofslt.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAYBTqeO-CmDWJM-zfWHc27uxyDSdH1_Jt

"Res 2022-116 Johnson Blvd. District Boundary" History

Document created by jo Mcdonough (jmcdonough@cityofslt.us)
2022-09-07 - 8:30:24 PM GMT- IP address: 128.92.136.146

Document emailed to Sue Blankenship (sblankenship@cityofslt.us) for signature
2022-09-08 - 4:35:34 PM GMT

Email viewed by Sue Blankenship (sblankenship@cityofslt.us)
2022-09-08 - 4:39:23 PM GMT- IP address: 128.92.136.146

Document e-signed by Sue Blankenship (sblankenship@cityofslt.us)
Signature Date: 2022-09-08 - 4:39:34 PM GMT - Time Source: server- IP address: 128.92.136.146

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2022-09-08 - 4:39:36 PM GMT

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2022-09-08 - 4:45:27 PM GMT- IP address: 66.189.255.213

Signer dmiddlebrook@cityofslt.us entered name at signing as Devin Middlebrook
2022-09-08 - 4:45:47 PM GMT- IP address: 66.189.255.213

Document e-signed by Devin Middlebrook (dmiddlebrook@cityofslt.us)
Signature Date: 2022-09-08 - 4:45:49 PM GMT - Time Source: server- IP address: 66.189.255.213

Agreement completed.
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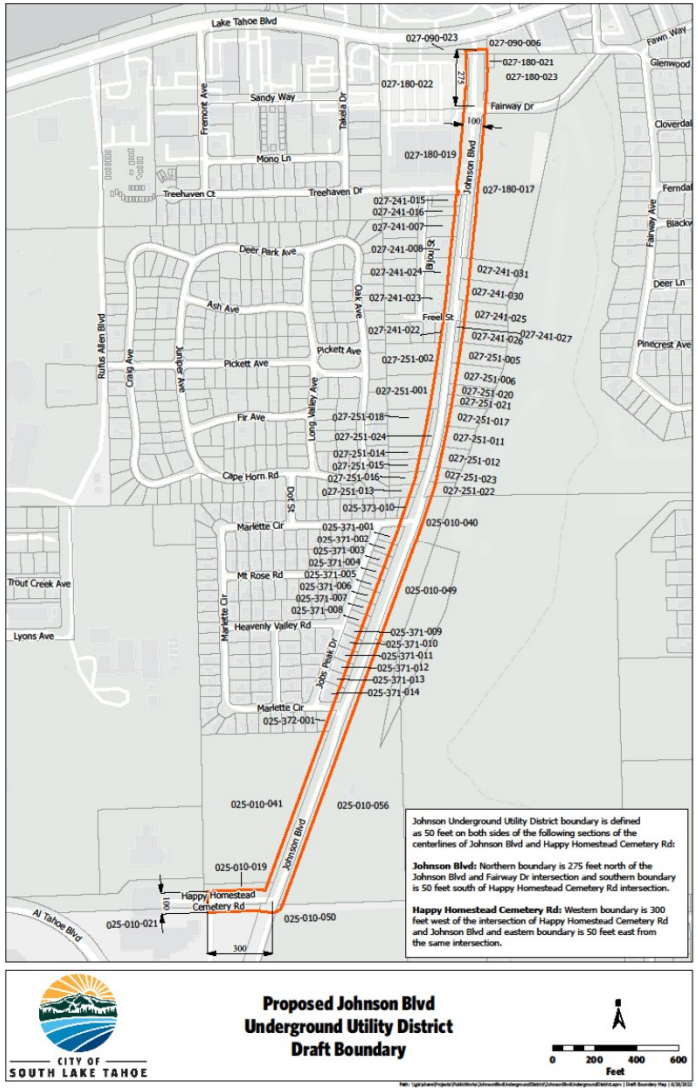
JOHNSON BOULEVARD UNDERGROUND UTILITY DISTRICT

PUBLIC HEARING TO CONSIDER THE FORMATION OF THE JOHNSON BLVD. UNDERGROUND UTILITY DISTRICT

Boundary of Proposed Johnson Boulevard Utility District

Boundary: Extending 50-feet from each side of Johnson Blvd public right-of-way centerline and running from U.S. Highway 50 to Happy Homestead Cemetery Road; then,300-feet west of Johnson Blvd centerline.



JOHNSON BOULEVARD
EXISTING CONDITIONS

SIERRA BOULEVARD
COMPLETE STREETS PROJECT

PRE-PROJECT CONDITION

POST-PROJECT CONDITION

Overview of Procedure
City Code Chapter 17.10 Underground Utility Districts

Required Procedure	Action
Determination of Proposed District Area - Notice of Public Hearing (7.10.030)	September 6, 2022, City Council Meeting – Adopted Resolution 2022-116 defining the area of the proposed underground utility district and setting the date and time for a Public Hearing.
Notification of Public Hearing for City Council to determine and find that the public necessity, health or safety requires the removal of overhead electric or communication facilities within all or part of the proposed district.	1) Posted Resolution 2022-116 on Johnson Blvd; 2) Mailed copies of Resolution to property owner located within the proposed district boundary; 3) Posted notice in the Tahoe Daily Tribune.
Adoption of resolution establishing underground utility district (7.10.040)	November 1, 2022, City Council meeting set for Public Hearing to determine and find that the public necessity, health or safety requires the removal of overhead electric or communication facilities within all or part of the proposed district.
Notice of formation of district (7.10.050)	Within 30 days after passage of resolution, City Clerk notifies all affected utilities and all persons owning real property within described district.

Underground Utility District Funding & Expenses

Funding: Electric Rule 20A - Rate payer fees collected on utility bills that are available to public agencies to pay for cost of undergrounding overhead utilities. Electric Rule 20 is administered by the California Public Utilities Commission (CPUC). Liberty Utilities initiates CPUC approval to use Rule 20A funding.

Expenses: City facilitates undergrounding of overhead utilities by forming underground utility districts. Expense to the City is limited to staff time required to form the district.

- Engineering design of underground facilities borne by utility companies.
- Construction costs, including removal of existing overhead utilities borne by utility companies.
- Rule 20A provides to each property owner: $1,500 to cover expenses of connecting undergrounded services to building structures and covers the cost of up to 100 feet of the underground utility service trenching, conduit, wire, backfill, and pavement patching (where applicable) between the public right-of-way and the building structure.

Formation of Johnson Blvd Underground Utility District

Findings:

- ✓ Public Necessity: Development of a complete streets project will require undergrounding of overhead utilities, thereby providing additional needed surface area space within the public right-of-way for a proposed Class 1 mixed use recreational trail.
- ✓ Public Safety: Relocating overhead electrical lines underground reduces risk of fire danger inherent to overhead electrical power distribution lines and protects electrical and communications lines and services from damages and destruction caused by a wildfire event.
- ✓ Health: Greater reliability of underground delivery assures fewer communications disruptions which corresponds to more effective noticing to the public, especially during emergency operations. Dependable electrical power to life support systems reduces frequency of required emergency response and life-threatening consequences of a power outage;
- ✓ Undergrounding overhead utilities will avoid or eliminate an unusually heavy concentration of overhead distribution facilities;
- ✓ Streets, roads, or rights-of-way within the proposed Johnson Blvd Underground Utility District are extensively used by the general public and carry a heavy volume of pedestrian and vehicular traffic.

Notice of Public Hearing
City of South Lake Tahoe City Council

Considering the Proposed Establishment of the Johnson Boulevard Underground Utility District

NOTICE IS HEREBY GIVEN that the City Council will conduct a PUBLIC HEARING on Tuesday, November 1, 2022, at 9:00 a.m. or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, California.

The purpose of the public hearing will be to receive public input on the proposed establishment of the Johnson Boulevard Underground Utility District . Council will review, discuss, receive public comment, and will consider adoption of the proposed establishment of the Johnson Boulevard Underground Utility District at this meeting.

Any interested person may appear at the public hearing and speak in favor or against this item. Written testimony may be delivered at, or prior to, the Public Hearing addressed to the City Council in care of the City Clerk PublicComment@cityofslt.us or at the address listed below.

A copy of the proposed establishment of the Johnson Boulevard Underground Utility District will be available for public review by no later than Thursday, October 27, 2022. A public agenda packet will be available for review at City Hall, 1901 Lisa Maloff Way, on the City's Website at www.cityofslt.us, or by contacting the City Clerk's Office, (530) 542-6005 or sblankenship@cityofslt.us

For questions regarding this item contact Stan Hill, Engineering Manager at (530) 542-6039 or shill@cityofslt.us

Susan Blankenship
Elected City Clerk
City of South Lake Tahoe
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150
(530) 542-6005

402

Published: September 23, 2022

CITY OF SOUTH LAKE TAHOE
DEPARTMENT of PUBLIC WORKS

NOTICE OF OF A PUBLIC HEARING

CITY OF SOUTH LAKE TAHOE CITY COUNCIL

Proof of Service by Mail

SUBJECT:	Formation of Johnson Blvd Underground Utility District - Notice of Public Hearing
ADDRESS:	Johnson Blvd - See Johnson Blvd Underground Utility District Map
APN:	All affected properties located withing proposed district boundary
DATE OF HEARING:	November 1, 2022
TIME AND LOCATION OF HEARING:	9:00 a.m. at City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150

STATE OF CALIFORNIA
COUNTY OF EL DORADO
CITY OF SOUTH LAKE TAHOE

I am an employee of the City of South Lake Tahoe, Department of Public Works, Engineering Division. On September 26, 2022, I served the attached notice pursuant to Section 7.10.030 of the South Lake Tahoe Municipal Code and Government Code Sections 7.10 (Underground Utility Districts) on the persons named thereon or attached thereto by placing a true copy thereof with postage thereon fully prepaid in the United States mail. I declare, under penalty of perjury, that the foregoing is true and correct.

Stan Hill

Signature

Executed on 10/25/2022 ,

by Stan Hill
Department of Public Works,
Engineering Division
South Lake Tahoe, CA 96150

Notice of Public Hearing

City of South Lake Tahoe City Council
Considering the Proposed Establishment of the
Johnson Boulevard Underground Utility District

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For questions regarding this item contact Stan Hill, Engineering Manager at (530) 542-6039 or shill@cityofslt.us

The City has scheduled a Public Meeting before the Hearing:

PUBLIC MEETING

6:00 PM to 7:00 PM
Thursday, October 20, 2022
City Council Chambers
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

Interested persons are invited to attend the public meeting and public hearing.

Resolution 2022-116

Adopted by the City of South Lake Tahoe
City Council

September 6, 2022

Notice of Hearing to Establish Johnson Blvd Underground Utility District Boundary

BACKGROUND

A. Johnson Blvd Complete Streets Project is included within the City of South Lake Tahoe (City) Fiscal Year 2022-2027 Five-Year Capital Improvement Plan.

B. Johnson Blvd is identified within the South Tahoe Middle School Connectivity Plan as a high priority Complete Streets Project.

C. Undergrounding of existing overhead utilities will remove utility poles and dense overhead utility lines and free up space within the Johnson Blvd public right-of-way to construct a complete streets project with a Class 1 mixed use recreational trail.

D. City Council, in accordance with the provisions contained in Chapter 7.10 of South Lake Tahoe City Code, shall by resolution determine the area to be included in a proposed underground utility district and set a date for a public hearing to determine if the public necessity, health or safety requires the removal of overhead electric and communications facilities within all or part of such proposed district.

E. Rule 20A utility undergrounding funds will pay for the undergrounding of main-line overhead utilities.

F. Rule 20A funds will pay for the first 100 linear feet of undergrounding costs for private utility service line construction and pay up to $1,500 per electric panel upgrade.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Hereby declares its intention to establish Johnson Blvd Underground District (UUD) as shown on the proposed underground utility district map (attached hereto as Exhibit A).
2. In accordance with requirements set forth in Municipal Code Chapter 7.10, the City Council hereby sets the time and place for a public hearing concerning the proposed Johnson Blvd Underground Utility District as follows:

Time: November 1, 2022 at 9:00 AM, or as soon thereafter as the matter may be heard.

Location: City Council Chambers, 1901 Lisa Maloff Way (SLT Airport), South Lake Tahoe, CA

Adopted by the City of South Lake Tahoe City Council on September 6, 2022, by the following vote:

Yes: Creegan, Middlebrook and Wallace
Recused (absent): Friedrich and Bass

Devin Middlebrook (Sep 8, 2022 09:45 PDT)

Date: Sep 8, 2022

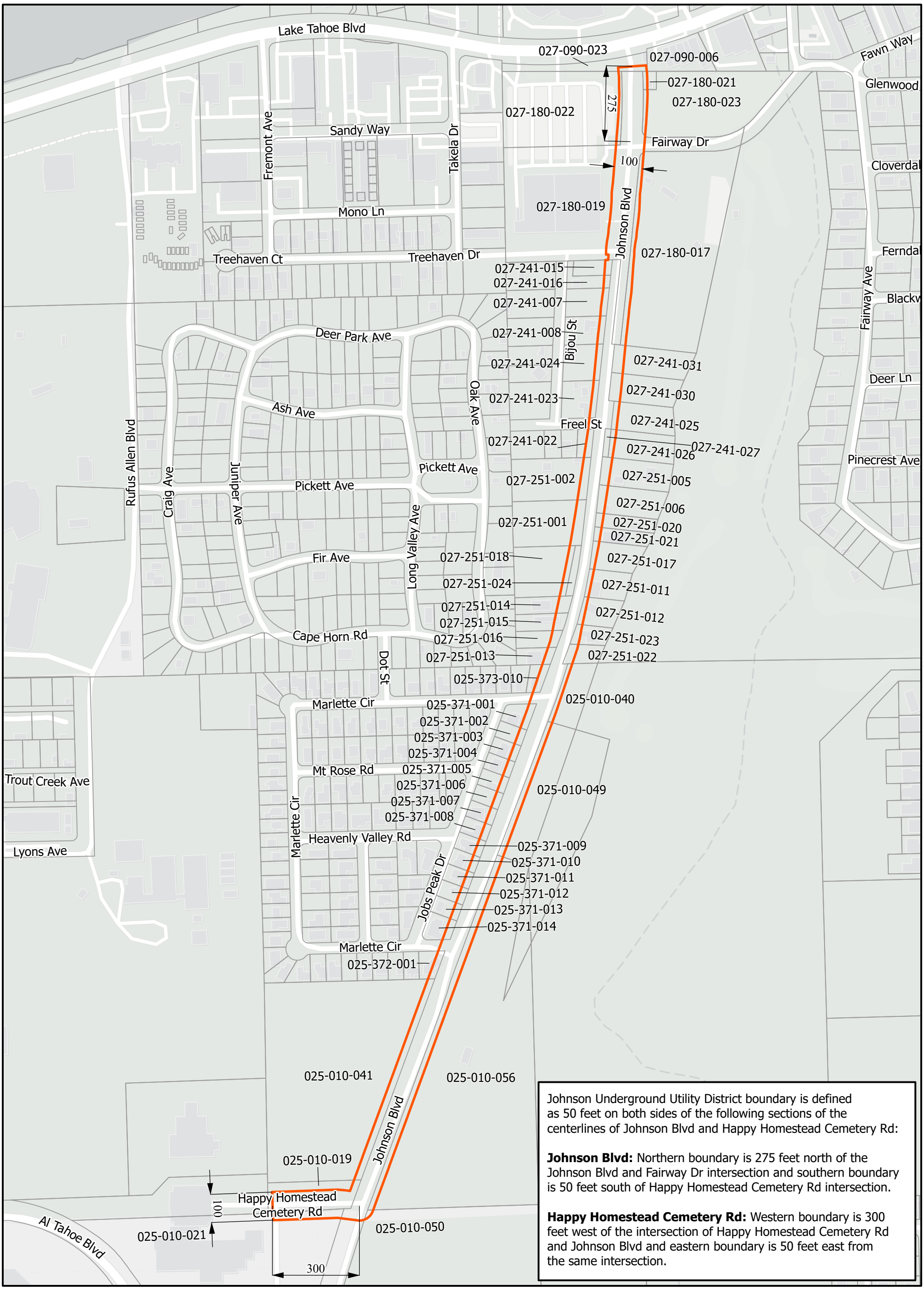
Devin Middlebrook, Mayor

Attest:

Sue Blankenship (Sep 8, 2022 09:39 PDT)

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.



Johnson Underground Utility District boundary is defined as 50 feet on both sides of the following sections of the centerlines of Johnson Blvd and Happy Homestead Cemetery Rd:

Johnson Blvd: Northern boundary is 275 feet north of the Johnson Blvd and Fairway Dr intersection and southern boundary is 50 feet south of Happy Homestead Cemetery Rd intersection.

Happy Homestead Cemetery Rd: Western boundary is 300 feet west of the intersection of Happy Homestead Cemetery Rd and Johnson Blvd and eastern boundary is 50 feet east from the same intersection.

CITY OF SOUTH LAKE TAHOE

Proposed Johnson Blvd Underground Utility District Draft Boundary

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[redacted]
P.O. BOX 800729
DALLAS TX 75380-0729

[redacted]
857 CASTLEWOOD PLACE
PLEASANTON CA 94566

[redacted]
PO BOX 189
HANALEI HI 96714

[redacted]
P.O. BOX 800729
DALLAS TX 75380-0729

[redacted] ...
PO BOX 10938
SOUTH LAKE TAHOE CA 96158

[redacted]
311 LYON STREET
SAN FRANCISCO CA 94117

[redacted]
P.O. BOX 800729
DALLAS TX 75380-0729

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PO BOX 10938
SOUTH LAKE TAHOE CA 96158

[redacted]
PO BOX 11082
ZEPHYR COVE NV 89448-3082

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1275 MEADOW CREST DR
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P O BOX 7534
SOUTH LAKE TAHOE CA 96158

[redacted]...
3455 COSMOS AVE
SACRAMENTO CA 95864-5605

[redacted]
P.O. BOX 800729
DALLAS TX 75380-0729

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1051 STAGECOACH LN
CARSON CITY NV 89703-2365

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1051 STAGECOACH LN
CARSON CITY NV 89703-2365

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5608 MEMORY WAY
FAIR OAKS CA 95628-2937

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PO BOX 745
NOVATO CA 94948-0745

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1051 STAGECOACH LN
CARSON CITY NV 89703-2365

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160 HILLSIDE PL
JACKSON CA 95642

CITY OF SOUTH LAKE TAHOE
1052 TATA LN
SOUTH LAKE TAHOE CA 96150-...

SOUTH LAKE TAHOE CTYOF 1/3
PO BOX 1210
SOUTH LAKE TAHOE CA 96156

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6173 SPRING VALLEY DRIVE
ATWATER CA 95301

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9 RYDER RD
KEENE NH 03431

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PO BOX 19177
SOUTH LAKE TAHOE CA 96151

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611 GLEN OAK DR
LODI CA 95242-4644

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LOS GATOS CA 95033-8952

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1964 VISTA CAUDAL
NEWPORT BEACH CA 92660-39...

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PO BOX 18044
SOUTH LAKE TAHOE CA 96151

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PO BOX 17716
SOUTH LAKE TAHOE CA 96151

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P O BOX 19985
SOUTH LAKE TAHOE CA 96151

[redacted]
26 VICTORIA RD
BURLINGAME CA 94010-2957

[redacted]
PO BOX 342
ZEPHYR COVE NV 89448

[redacted]
3020 SAMARIA PLACE
SAN JOSE CA 95111

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26 VICTORIA RD
BURLINGAME CA 94010-2957

[redacted]
PO BOX 17716
SOUTH LAKE TAHOE CA 96151

[redacted]
310 WEST ST APT 12
CROCKETT CA 94525

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UNITED STATES OF AMERICA &...
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STOCKTON CA 95207-2526

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CONCORD CA 94518-1841

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CARSON CITY NV 89703-2365

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2196 LAKE TAHOE BLVD STE 1
SOUTH LAKE TAHOE CA 96150-...

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424 E AVE
CORONADO CA 92118-1716

SOUTH LAKE TAHOE CITY OF
1052 TATA LN
SOUTH LAKE TAHOE CA 96150-...

[redacted]...
1179 JOBS PEAK DR
SOUTH LAKE TAHOE CA 96150-...

HAPPY HOMESTEAD CEMETER...
PO BOX 8728
SOUTH LAKE TAHOE CA 96158

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1051 STAGECOACH LN
CARSON CITY NV 89703-2365

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11074 CARAMEL CREST CT
LAS VEGAS NV 89135-7805

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1227 JOBS PEAK DR
SOUTH LAKE TAHOE CA 96150-...

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City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 14

Agenda Item: Adoption of Local Hazard Mitigation Plan and Amendment to General Plan Health and Safety Element

Executive Summary: A Local Hazard Mitigation Plan (LHMP) assesses vulnerabilities and identifies and prioritizes mitigation projects to reduce risk and increase resiliency. The 2022 LHMP update, pending approval by the Federal Emergency Management Agency (FEMA), makes the City eligible for FEMA Pre-Disaster Mitigation and Hazard Mitigation Assistance (HMA) grant programs. FEMA requires the LHMP to be updated every five years to maintain eligibility for grants. The proposed LHMP has been developed with participation from stakeholders and the general public.

Requested Action / Suggested Motions: Pass a Resolution adopting the 2022 Local Hazard Mitigation Plan (LHMP) update and amending the City of South Lake Tahoe General Plan Health and Safety Element Policy HS-1.9 to incorporate the LHMP by reference.
Responsible Staff Member: Jim Drennan, Fire Chief and Hilary Roverud, Director of Development Services

Responsible Staff Member: Jim Drennan, Fire Chief
Hilary Roverud, Director of Development Services

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01-Staff Report
02-Local Hazard Mitigation Plan
03- PC Resolution 2022-018 LHPM
04-Council Resolution
05-Powerpoint Presentation
06-Public Hearing -Local Hazard Mitigation Plan.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Local Hazard Mitigation Plan update adoption and City General Plan Health and Safety Element amendment

Location: Citywide

Responsible Staff Member: Jim Drennan, Fire Chief
Hilary Roverud, Director of Development Services

Description/Analysis

Background:
The Disaster Mitigation Act (DMA) of 2000 (Public Law 106-390) requires local governments to develop and adopt pre-disaster mitigation plans in order to minimize property damage and the risk to public health and safety that might result from the effects of a natural or man-made disasters. A LHMP assesses risk and vulnerabilities and identifies and prioritizes mitigation projects. The 2022 LHMP update, pending approval by the Federal Emergency Management Agency (FEMA), makes the City eligible for FEMA Pre-Disaster Mitigation and Hazard Mitigation Assistance (HMA) grant programs. FEMA requires the LHMP to be updated every five years to maintain eligibility for grants.

This single-jurisdiction LHMP update is a customized plan tailored for the City of South Lake Tahoe and an update to the previous Natural Hazards Mitigation Plan adopted in 2008, which expired in 2012.The related General Plan amendment adopts the 2022 LHMP update into the General Plan by reference. California adopted Assembly Bill (AB) 2140 (Hancock) in 2006, which added provisions specifying what is to be included in a LHMP and requiring a linkage between local jurisdiction's LHMP and the Safety Element of their General Plan. AB 2140 requires a jurisdiction to adopt the LHMP into the Safety Element of the General Plan in order to be eligible for an increased share of disaster relief funding under the California Disaster Assistance Act.

The increasing cost of disaster recovery in the nation and the State of California over the past decades, and specifically from the recent wildfires in 2021 and 2022 that occurred near the Tahoe Basin (Tamarack Fire, Mosquito Fire) and in the Tahoe Basin (Caldor Fire), has prompted a renewed interest in determining effective and holistic approaches to minimize natural hazards. Hazard mitigation planning plays an important role in building community resilience through the identification of hazards, assessment of vulnerabilities, and the development of mitigation actions.

The City recognized the importance of developing a customized and updated LHMP and was responsible for initiating its development in 2021 after receiving a FEMA Hazard Mitigation

Grant Program (HMGP) planning grant award in 2019. The goal of the LHMP update is to develop practical, attainable, and cost-effective mitigation actions to reduce vulnerability to the identified hazards and reduce human, property, and economic losses from hazard events. The City contracted with Wood Environment & Infrastructure Solutions, Inc. and now WSP USA Environment & Infrastructure Inc. to facilitate and develop the updated LHMP. Subsequently, the plan was prepared pursuant to the requirements of the DMA of 2000, so that the City would become eligible for FEMA HMA, Flood Mitigation Assistance (FMA), and Building Resilient Infrastructure and Communities (BRIC) grant programs.

Goal Alignment:
This LHMP update identifies resources, information, and strategies for reducing risk from natural hazards. Mitigation strategies in the plan were collaboratively developed to best meet the needs of the City's planning partners, stakeholders, and their citizens. One of the benefits of hazard mitigation planning and specifically convening a Hazard Mitigation Planning Committee (HMPC) is the ability to pool resources and eliminate redundant activities within a planning area that has uniform risk exposure and vulnerabilities.

This LHMP update builds on successful mitigation actions developed in adjacent planning areas, such as the Lake Valley Fire Protection District (LVFPD) service area based on their 2020 LHMP and the 2018 County of El Dorado LHMP. This plan will also help guide and coordinate mitigation activities throughout the City's Planning Area, as defined by the South Lake Tahoe city limits. The 2022 LHMP update was developed to meet the following objectives:

- Meet or exceed requirements of the DMA of 2000.
- Enable the City to use federal HMA and BRIC grant funding to reduce risk through mitigation.
- Create a risk assessment that focuses on the City's hazards of concern.
- Maintain and implement the LHMP to identify natural hazards, minimize or eliminate their effects and reduce prospective costs of reparations before any natural hazard takes place consistent with Policy HS-1.9 in the City of South Lake Tahoe's General Plan Health and Safety Element.
- Create a single planning document that integrates all planning partner and stakeholder input into a framework that supports partnerships and coordination within the City and the Tahoe Basin.
- Meet the planning requirements of FEMA's National Flood Insurance Program (NFIP) Community Rating System (CRS) if the City chooses to participate in this program in the future.
- Coordinate existing plans and programs so that high-priority initiatives and projects to mitigate possible disaster impacts are funded and implemented.

Discussion:
To begin the LHMP update process, in October 2020, the City issued a Request for Proposal (RFP) (#2020-11-02) seeking a qualified consultant to help prepare an update to the City's LHMP. In December 2020, the City selected Wood Environment & Infrastructure Solutions, Inc. (now WSP USA Environment & Infrastructure Inc.) as its consultant.

City staff and WSP Environment & Infrastructure Inc. began the LHMP update process with an evaluation of the existing Natural Hazards Mitigation Plan, a compilation of background

information, the development of a Community Engagement Strategy, and the establishment of a HMPC comprised of both City staff and external agency and organization partners. City staff was comprised of the representatives from the Fire Department, City's Manager's Office, Development Services Department (including the Planning and Building Divisions), and Public Works Department. Planning partners and stakeholders included the California Tahoe Conservancy, Tahoe Regional Planning Agency, LVFPD, South Tahoe Public Utility District, Tahoe Prosperity Center, and Tahoe Chamber of Commerce. Public participation was an important part of the LHMP update process. The public outreach for the LHMP update included deliberate engagement with planning partners, stakeholders, and community groups with an acute interest and/or experience in hazard mitigation issues as well as opportunities for the general public to participate and inform the LHMP update.

The planning process began with a kick-off meeting with the HMPC on May 20, 2021. The meeting covered the scope of work for the LHMP update and an introduction to the DMA requirements. During the planning process, the HMPC communicated through virtual planning work sessions, email, and monthly virtual meetings, and added information to the City's LHMP webpage. WSP Environment & Infrastructure, Inc. distributed draft planning documents via email to the City (Fire Department's Fire Chief and Development Services Department Director) and then distributed materials to the HMPC. The HMPC met three times during the planning period (May 20, 2021, November 3, 2021, and February 4, 2022).The risk assessment focused on potential impacts from earthquakes, energy shortages, dam incidents, drought, climate change, flooding, landslides, severe winter weather and heavy snow storms, and wildfire. Mitigation actions addressed prevention, property protection, public education and awareness, natural resource protection, emergency services, and improved management practices for structural projects. The actions were then prioritized using the STAPLEE criteria (social, technical, administrative, political, legal, economic, and environmental).

Public Outreach:
Public involvement for hazard mitigation plans according to the DMA of 2000 (CFR § 201.6(b)) requires the planning process to include an opportunity for the public to comment on the plan during the drafting stage and prior to plan approval and opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities to be involved in the planning process. The City developed a Community Engagement Strategy for the LHMP update to provide a meaningful process through which the City and their citizens, public officials, and stakeholder groups could effectively participate in the LHMP planning process. It outlines a range of engagement platforms the City used to notify and engage stakeholders and the public. The City notified the project stakeholders and public about the LHMP update via email, the circulation of press releases, newspaper notices, and social media postings. The City formally engaged El Dorado County, Alpine County, and Douglas County, as neighboring jurisdictions during the planning process, and to comment on the Administrative Draft LHMP.

The City also circulated a public survey for the LHMP update for a two-month period and facilitated two public workshops advertised as "Community Conversations." The first Community Workshop was on October 13, 2021 and the second Community Workshop was on May 26, 2022. The second Community Workshop received news coverage on Fox 40 News. The Public Review Draft LHMP was available for public comments for 30 days between April 25, 2022 through May 27, 2022. The City compiled public comments on the planning process, hazard profiles, risk assessment, and the Draft LHMP during public review. During this time formal comments on the draft plan circulated during public review were compiled and organized. These comments were submitted by email and through an online form; some public

comments were also recorded during the second Community Workshop. The City incorporated public input by reviewing the comments and revising the LHMP prior to submittal to Cal OES and FEMA Region IX.

The LHMP and General Plan amendment were presented to the Planning Commission at a public hearing on October 13, 2022. No public comments were received and the Planning Commission adopted Resolution 2022-018 recommending that the City Council adopt the LHMP update and amendment to the General Plan incorporating the LHMP into the General Plan. The LHMP is included as attachment 02 and appendices are available on the City website at: https://www.cityofslt.us/1210/Local-Hazard-Mitigation-Plan.

Environmental Review:
Development and adoption of the South Lake Tahoe LHMP update is a planning exercise to prepare the City for foreseeable emergencies and other risks. As the plan indicates, implementation of any of the mitigations identified will be a post-adoption actions subject to staff review on a case-by-case basis and City Council action. Accordingly, the plan is not a project subject to the requirements of the California Environmental Quality Act (CEQA) given the plan itself is a continuing administrative or maintenance activity, such as general policy and procedure making (i.e., Health and Safety Element Policy HS-1.9), or governmental administrative activity, and will not result in direct or indirect physical changes in the environment in accordance with Section 15378(b).

The plan is also categorically exempt based on the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment, and it can be seen with certainty that there is no possibility that the current activity may affect the environment, in accordance with Section 15061(b)(3). It is also exempt from CEQA in accordance with Section 15183 as a project that is consistent with the City's General Plan, Community Plans, and Zoning Ordinance; and/or categorically exempt from CEQA in accordance with Section 15162 as a feasibility and planning study that informs the City of vulnerabilities to natural hazards and develops potential future actions to mitigation risks.

Policy Implications:
The purpose of the Stafford Act, as amended by the DMA of 2000, is to "reduce the loss of life and property, human suffering, economic disruption, and disaster assistance costs resulting from natural disasters." Section 322 of the Stafford Act specifically addresses mitigation planning and requires state and local governments to prepare LHMPs as a precondition to receiving FEMA HMA and BRIC grant funding. The requirements of Title 44 Code of Federal Regulations (CFR) Section 201.6 includes regulations that must be met before FEMA will approve a LHMP. LHMPs must also be updated every 5 years in order for jurisdictions to remain eligible for FEMA HMA and BRIC funding.

This action is consistent with the following City Council Strategic Plan priorities and actions associated with the Built Environment, Community for All, and Continuous Improvement, and specifically the Public Safety priorities and actions:

Priority 3.2 Inclusion and Diversity
As City leaders our goal is to execute the commitment to support diversity, equity, and inclusion in all hiring practices. Additionally, the City should conduct an external baseline

analysis of the City to understand where action can be taken to be more equitable and inclusive.

The LHMP Community Engagement Strategy laid out a framework for ensuring the hazard mitigation planning process engaged key community-based organizations, where possible and integrated new mitigation actions that focused on addressing the needs of those most vulnerable to natural hazards.

Priority 5.1 Public Safety
Ensure substantial investment in public safety by investing in police, fire and snow removal operations and equipment needs and develop engagement opportunities for residents to participate in meaningful dialogue with first responders to improve community trust.

The LHMP update integrated key wildfire preparedness and emergency evacuation planning actions into the mitigation strategy; this involved ongoing coordination with neighboring jurisdictions, as well as the HMPC and public. The LHMP update also included two "Community Conversations" with the public to discuss hazard mitigation, the Caldor Wildfire response and recovery process, the Defensible Space Inspection Program, and other public safety issues and concerns.

Priority 5.3 Infrastructure and Maintenance
Ensure our city has sustainable funding sources to properly maintain infrastructure including roads, snow removal, facilities, recreation sites and trails. Actively seek funds to develop sustainable infrastructure projects based on a prioritized capital improvement project list.

During the development and comprehensive update of the City's LHMP Mitigation Strategy, the HMPC reviewed the status of existing mitigation actions and provided updates. The HMPC also worked with City staff to ensure the mitigation actions aligned with the City's Sustainable Capital Improvement Infrastructure Projects. The City's Public Works Department representative provided this review. The HMPC also incorporated snow removal projects and key fuel reduction projects into the mitigation strategy.

Priority 5.5 Fiscal Sustainability and Resiliency
Ensure wise stewardship/oversight of public resources to maintain long-term financial viability.

This priority focuses on the importance of adaptability as the key to resiliency and ensuring resistance to external shocks and challenges from outside forces, such as natural disasters and economic downturns. The comprehensive development of the LHMP update is the City's main roadmap to building a safer South Lake Tahoe and promoting resiliency throughout every department at the City. The City can achieve this through ongoing implementation and maintenance of the mitigation strategy, annual review and evaluation review, and regular LHMP updates.

This action is also consistent with the following City of South Lake Tahoe General Plan Health and Safety Element Policy:

Policy HS-1.9 Natural Hazard Mitigation Plan

Maintain and implement the Natural Hazard Mitigation Plan to identify natural hazards, minimize or eliminate their effects and reduce prospective costs of reparations before any natural hazard takes place.

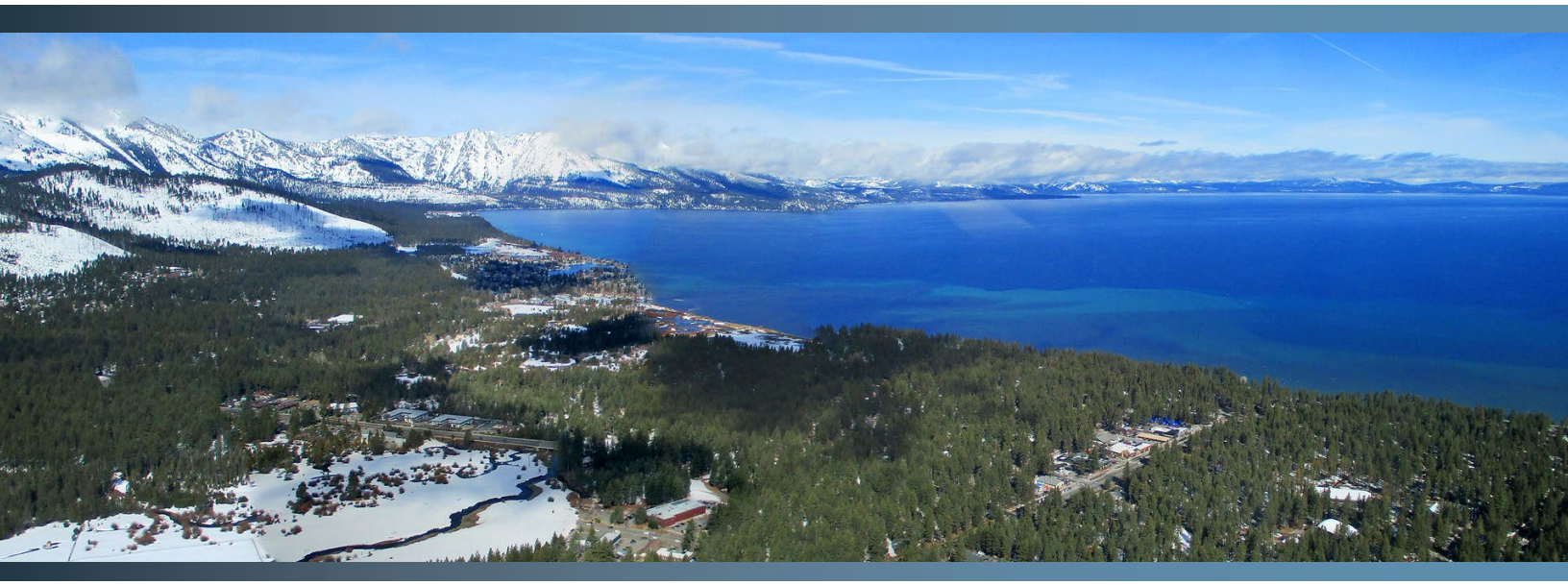
City staff conducted a General Plan consistency analysis and determined that the LHMP goals, objectives, and mitigation actions are consistent and complementary of the goals, policies, and implementation programs included in the Health and Safety Element.

Financial Impacts:

Adoption of the LHMP does not have any direct financial implications. Indirectly, adoption of the LHMP update may have financial implications in order to provide necessary resources to implement programs and remain in compliance with DMA of 2000 (44 CFR § 201.6) requirements and annual plan maintenance and implementation protocols.

The FEMA HMGP grant was awarded for $ $93,750, with a required $31,250 City match of staff time. Formal adoption of the LHMP will allow the State to release the retention amount withheld throughout the grant duration. Once the plan is adopted locally, the City will become eligible to apply for future HMA, FMA, and BRIC funds through FEMA.

City of South Lake Tahoe Local Hazard Mitigation Plan Update



Prepared for:
City of South Lake Tahoe
2101 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150

October 2022

Executive Summary

The purpose of hazard mitigation is to reduce or eliminate long-term risk to people and property from hazards. The City of South Lake Tahoe (City) developed this Local Hazard Mitigation Plan (LHMP) update to make the City and its residents less vulnerable and more resilient to future hazard events. This plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 so that South Lake Tahoe would be eligible for the Federal Emergency Management Agency's (FEMA) Pre-Disaster Mitigation and Hazard Mitigation Grant programs.

The City followed a planning process prescribed by FEMA, which began with the formation of a hazard mitigation planning committee (HMPC) comprised of key City representatives, and other regional stakeholders. The HMPC conducted a risk assessment that identified and profiled hazards that pose a risk to the City of South Lake Tahoe, assessed the City's vulnerability to these hazards, and examined the capabilities in place to mitigate them. The City is vulnerable to several hazards that are identified, profiled, and analyzed in this plan. Floods, wildfires, severe weather, earthquake, climate change, and energy shortage hazards are among the hazards that can have a significant impact on the City.

Based on the risk assessment review and goal setting process, the HMPC identified the following five goals, which provide the direction for reducing future hazard-related losses within the City's Planning Area:

- **Goal 1** – Save lives and protect property and the safety of City residents, workers, and visitors.
- **Goal 2** – Reduce impact of future disaster events and the disruption of critical facilities and essential community services by building adaptive capacity to a changing climate.
- **Goal 3** – Enable and leverage post-disaster and Building Resilient Infrastructure Communities funding.
- **Goal 4** – Hasten timely recovery from disasters and build valuable partnerships.
- **Goal 5** – Demonstrate a dedication to improving the City's safety and well-being and increasing public awareness of hazards and their mitigation.

To meet identified goals, the plan recommends 30 mitigation actions, which are summarized in the table that follows. Once formally approved by the California Office of Emergency Services (Cal OES) and FEMA Region IX and adopted by the City, this plan will be updated every five years.

Table ES-0-1 Mitigation Action Summary Table

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Priority	Goals & Lifelines
DI-1	Regularly coordinate with dam owners and operators on dam evaluations and inspections, dam rehabilitation activities, emergency action planning and EAP updates, and early warning and notification messaging related to the implementation of the City of South Lake Tahoe EOP procedures.	New Action	Dam Incidents	Low	Goals 1, 2, 3, 4, and 5
D-1	Incentivize drought-tolerant landscaping that is also fire-resistant	New Action	Drought, Wildfire	Medium	Goals 1, 2, and 5
E-1	Develop a homeowner's guide to earthquake preparedness techniques.	2008 Action	Earthquake	Medium	Goal 5

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Priority	Goals & Lifelines
E-2	Inspect all City buildings and, where applicable, upgrade structures to withstand earthquake events	2008 Action	Earthquake	Medium	Goals 2 and 5
ES-1	South Tahoe Zero Energy District (STZED) Connected Community Partnership	New Action	Energy Shortages, Severe Weather: Winter Storms and Heavy Snow, Severe Weather: High Wind	High	Goals 1, 2, 3, 4, and 5
F-1	Within new permit applications applicable to existing parcels remove existing development from recognized flood-prone areas or require appropriate construction and methods to minimize impacts from flooding	2008 Action	Flood	High	Goals 1, 2, 4, and 5
F-2	Floodplain management ordinance update	New Action	Flood	Medium	Goals 1, 2, 3, 4, and 5
F-3	Master storm drainage project	New Action	Flood	High	Goals 1, 2, 3, 4, and 5
F-4	Maintenance of storm drainage system	New Action	Flood	High	Goals 1, 2, 3, 4, and 5
F-5	Inspect all bridges within the City to ensure they are structurally safe from failure during peak flow scenario	2008 Action	Flood	Medium	Goals 1, 2, 4, and 5
L-1	Inspect road cuts and fills for signs of failure and erosion and stabilize slopes	2008 Action	Landslide	High	Goals 1, 2, and 5
L-2	Within City zoning ordinance, review and adapt measures that limit construction on steep slopes where extensive cut and fill would be necessary	2008 Action	Landslide	High	Goals 1, 2, 4, and 5
SW-1	Continue to coordinate with El Dorado County and Caltrans to conduct snow removal and maintain roadway operations to promote winter public safety	New Action	Severe Weather: Heavy Snow and Winter Storms	High	Goals 1, 2, 4, 5
SW-2	Designate accessible public warming shelters during severe storm and flood events that result in power outages and ensure the shelters have adequate capacity; heat, food, and water supplies; and on-site permanent back-up power generation that can serve vulnerable populations, residents, and visitors	New Action	Severe Weather: Heavy Snow and Winter Storms; Energy Shortages	High	Goals 1, 2, 4, 5

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Priority	Goals & Lifelines
SW-3	Develop a Winter Response Plan for vulnerable populations in the City	New Action	Severe Weather: Heavy Snow and Winter Storms; Energy Shortages	High	Goals 1, 2, 4, 5
SW-4	Build community awareness about severe winter snow storm preparedness	New Action	Severe Weather: Heavy Snow and Winter Storms; Energy Shortages	High	Goals 1, 2, 4, 5
W-1	Enforce City ordinance relating to road construction to facilitate emergency vehicle ingress and egress	2008 Action	Wildfire	High	Goals 2, 4, and 5
W-2	Forest Fuel Reduction and Defensible Space Program	New Action	Wildfire	High	Goals 1, 2, and 5
W-3	Promote forest health within the National Forests and State lands of the City to reduce fuel loading	2008 Action	Wildfire	High	Goals 1, 2, and 5
W-4	Hazardous fuel treatment and reduction at Airport and Recreation Center	New Action	Wildfire	High	Goals 1, 2, 3. 4 and 5
W-5	Develop a homeowner guide for reducing the threat of wildland fire to private homes	2008 Action	Wildfire	High	Goals 1, 2, 4 and 5
W-6	Develop partnerships with concerned citizen groups to identify and implement neighborhood-specific fire safety programs	2008 Action/New Action	Wildfire	High	Goals 1, 2, 4, and 5
W-7	Fire hazard defense – Home Hardening Program	New Action	Wildfire	High	Goals 1, 2, 3, 4, and 5
W-8	Enhance reliability and availability of water distribution system for fire flow and ensure appropriate water pressure	New Action	Wildfire	High	Goals 1, 2, 3. 4 and 5
W-9	Routine updates to City Evacuation Plan including the development of procedures that identify and address the needs of socially vulnerable populations in the City	New Action	Wildfire	High	Goals 1, 2, 3. 4 and 5
PH-1	Pandemic Response Plan	New Action	Public Health Hazards	High	Goals 1, 2, 3, 4, and 5
MH-1	Reverse 911 System	New Action	Multi-Hazard	High	Goals 1, 2, 3, and 5

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Priority	Goals & Lifelines
MH-2	Routine LHMP Update	New Action	Multi-Hazard	High	Goal 1, 2, 3, 4 and 5
MH-3	Local EOP Review	New Action	Multi-Hazard	High	Goal 1, 2, 3, 4 and 5
MH-4	Disaster Preparedness Plan	New Action	Multi-Hazard	High	Goal 1, 2, 3, 4 and 5
MH-5	Examine Retrofitting Utilities to Below Ground Level and Analyzing Options with Local Utility Providers	New Action	Multi-Hazard	High	Goal, 1, 2, and 4

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List of Acronyms

AAGR	Average annual growth rate
ABP	Annual burn probability
ACS	American Community Survey
AIS	Aquatic invasive species
APA	Approved Pending Adoption
AR	Atmospheric river
ATSDR	Agency for Toxic Substances and Disease Registry
BFE	Base flood elevation
BMP	Best management practices
BRIC	Building Resilient Infrastructure and Communities
Cal OES	California Office of Emergency Services
CalARP	California Accidental Release Prevention
CALFIRE	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CARB	California Air Resources Board
CAS	Climate Adaptation Strategy
CBC	California Building Code
CBO	Community-based organizations
CDAA	California Disaster Assistance Act
CDBG	Community Development Block Grants
CDC	Center for Disease Control
CDCP	Centers for Disease Control and Prevention
CDDA	California Disaster Assistance Act
CDFW	California Department of Fish and Wildlife
CDPH	California Department of Public Health
CEQA	California Environmental Quality Act
CFA	Commercial Floor Area
CGS	California Geological Survey
CIP	Capital Improvement Program
CIS	Community Information System
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CRS	Community Rating System
CUPA	Certified Unified Program Agency
CWPP	Community Wildfire Protection Plan
DAC	Disadvantaged Community
DEIR	Draft Environmental Impact Report
DER	Distributed energy resources
DFIRM	Digital Flood Insurance Rate Map
DFIRM	Digital Flood Insurance Rate Map
DMA	Disaster Mitigation Act
DOE	Department of Energy
DOF	Department of Finance
DSOD	Division of Safety of Dams
DWR	Department of Water Resources

EAP	Emergency Action Plan
EDCAQMD	El Dorado County Air Quality Management District
EERE	Energy Efficiency and Renewable Energy
EID	El Dorado Irrigation District
EIP	Environmental Improvement Program
EIR	Environmental Impact Report
EJ	Environmental justice
EOC	Emergency Operations Centers
EOP	Emergency Operations Plan
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Floodplain Insurance Rate Map
FIS	Flood Insurance Study
FMA	Flood Mitigation Assistance
FRA	Federal Responsibility Area
FRAP	Fire and Resource Assessment Program
GHG	Greenhouse Gas
GIS	Geographic Information System
GMP	Groundwater Management Plan
GSA	Groundwater Sustainability Agency
HIFLD	Homeland Infrastructure Foundation-Level Data
HIRA	Hazard Identification and Risk Assessment
HMA	Hazard Mitigation Assistance
HMGP	Hazard Mitigation Grant Program
HMP	Hazard Mitigation Plan
HMPC	Hazard Mitigation Planning Committee
HUD	Housing and Urban Development
IBC	International Building Code
ICS	Incident Command System
IPCC	Intergovernmental Panel on Climate Change
ISO	Insurance Services Office
IVT	Integrated Water Vapor Transport
LAFCO	Local Agency Formation Commission
LAL	Lightning Activity Level
LHMP	Local Hazard Mitigation Plan
LOMA	Letter of Map Amendment
LOMR	Letter of Map Revision
LPA	Lakeside Park Association
LRA	Local Responsibility Area
LTBMU	Lake Tahoe Basin Management Unit
LTCC	Lake Tahoe Community College
LVFPD	Lake Valley Fire Protection District
MCL	Maximum contaminate level
MHI	Median household income
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MMI	Modified Mercalli Intensity
MOU	Memorandum of Understanding
MSR	Municipal Services Review

MTBE	Methyl tert-butyl ether
NCEI	National Center for Environmental Information
NEHRP	National Earthquake Hazard Reduction Program
NEPA	National Environmental Policy Act
NFHL	National Flood Hazard Layer
NFIP	National Flood Insurance Program
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NREL	National Renewable Energy Laboratory
NRHP	National Register of Historic Places
NWS	National Weather Service
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
PA	Public Assistance
PAS	Plan area statements
PIF	Pandemic Intervals Framework
PIO	Public Information Officer
PPA	Power purchase agreements
PPE	Personal protective equipment
PRC	Public Resources Code
PSPS	Public Safety Power Shutoffs
RDR	Residential Development Rights
RHNA	Regional Housing Needs Allocation
ROW	Rights-of-way
RUU	Residential Units of Use
RWQCB	Regional Water Quality Control Board
SAC	Sierra Avalanche Center
SARS	Severe acute respiratory syndrome
SBA	Small Business Administration
SCENIC	Southwest Climate and Environmental Information Collaborative
SEMS	Standardized Emergency Management System
SEZ	Stream Environment Zone
SFHA	Special Flood Hazard Area
SHMP	State Hazard Mitigation Plan
SNMPLA	Southern Nevada Public Land Management Act
SNPLMA	Southern Nevada Public Land Management Act
SOI	Sphere of Influence
SPCC	Spill Prevention, Control, and Countermeasure
SRA	State Responsibility Areas
STPUD	South Tahoe Public Utility District
STR	South Tahoe Refuse
STZED	South Tahoe Zero Energy District
SVI	Social Vulnerability Index
SWAT	Special Weapons and Tactics Team
TAU	Tourist Accommodation Units
TFFT	Tahoe Fire and Fuels Team
TKPOA	Tahoe Keys Property Owners Association
TKWC	Tahoe Keys Water Company

TMDL	Total Maximum Daily Load
TPC	Tahoe Prosperity Center
TRCD	Tahoe Resource Conservation District
TRPA	Tahoe Regional Planning Agency
URM	Unreinforced Masonry
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very high fire hazard severity zones
VMT	Vehicle miles traveled
WHO	World Health Organization
WRCC	Western Regional Climate Center
WUI	Wildland urban interface

1 Introduction

The City of South Lake Tahoe (City) prepared their original Natural Hazards Mitigation Plan (herein referred to as an HMP) in 2008 to guide hazard mitigation planning to better protect the people and property of the City from the effects of hazard events. This previous 2008 HMP expired in 2012. The City completed a comprehensive Local Hazard Mitigation Plan (LHMP) update in 2021-2022. The LHMP update covers both natural and human-health hazards. Several factors underscore the need for this planning effort:

- South Lake Tahoe is exposed to both natural and human-health hazards that have caused past damage and impacts on the local emergency response and health systems in the City.
- Limited local resources make it difficult to be pre-emptive in reducing risk.
- Eligibility for federal financial assistance is paramount to promote successful hazard mitigation in the Planning Area.
- South Lake Tahoe and the stakeholders participating in this plan want to be proactive in preparing for the probable impacts of natural hazards.

The LHMP update demonstrates the City's commitment to reducing risks from hazards and serves as a tool to help decision makers direct mitigation activities and resources.

1.1 Purpose of the Plan

The purpose of this LHMP is to identify goals, objectives, mitigation actions, and strategies that will help reduce risk and prevent future losses in the City. Hazard mitigation is best realized when community leaders, businesses, citizens, and other stakeholders join together to undertake a process of learning about hazards that can affect their area and use this knowledge to prioritize needs and develop a strategy for reducing damage. Hazard mitigation is most effective when it is based on a comprehensive long-term plan that is developed prior to a disaster occurring.

This plan was also developed to make the City eligible for certain federal disaster assistance, specifically, the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Assistance (HMA) grants including the Hazard Mitigation Grant Program (HMGP), Flood Mitigation Assistance (FMA) and Building Resilient Infrastructure and Communities (BRIC) program. The LHMP update will also make the City safer and more resilient to future disasters.

1.2 Background

Each year in the United States, disasters take the lives of hundreds of people and injure thousands more. Nationwide, taxpayers pay billions of dollars annually to help communities, organizations, businesses, and individuals recover from disasters. These monies only partially reflect the true cost of disasters, because additional expenses to insurance companies and nongovernmental organizations are not reimbursed by tax dollars. Many disasters are predictable, and much of the damage caused by these events can be alleviated or even eliminated.

FEMA defines hazard mitigation as "any sustained action taken to reduce or eliminate long-term risk to human life and property from a hazard event." The results of a three-year, congressionally mandated independent study to assess future savings from mitigation activities provides evidence that mitigation activities are highly cost-effective. On average, each dollar spent on mitigation saves society an average of

$6 in avoided future losses in addition to saving lives and preventing injuries (Natural Hazard Mitigation Saves: 2017 Interim Report).

Hazard mitigation planning is the process through which hazards that threaten communities are identified; likely impacts are determined, prioritized and implemented. This plan continues the hazard mitigation planning process for the City of South Lake Tahoe. The plan identifies natural, human-health, and human-caused hazards and risks within the City and identifies the hazard mitigation strategy to reduce vulnerability and make the community more disaster resistant and sustainable. Information in this plan can be used to help guide mitigation activities and local land use decisions. Proactive mitigation planning will help reduce the cost of disaster response and recovery to the community and its property owners by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruption. The City's Planning Area has been affected by hazards in the past and is thus committed to reducing future disaster impacts and maintaining eligibility for federal funding.

1.3 Federal Regulatory Framework

The City's 2008 HMP was originally prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 (Public Law 106-390) and the implementing regulations set forth by the Interim Final Rule published in the Federal Register on February 26, 2002 (44 CFR §201.6). Hereafter, these requirements and regulations will be referred to collectively as the Disaster Mitigation Act, or DMA 2000. While the act emphasized the need for mitigation plans and more coordinated mitigation planning and implementation efforts, the regulations established the requirements that LHMPs must meet in order for a local jurisdiction to be eligible for certain federal disaster assistance and hazard mitigation funding under the Robert T. Stafford Disaster Relief and Emergency Act (Public Law 93-288).

Because the City is subject to many kinds of hazards, access to these programs is vital. As a result, the City and their participating stakeholders completed the comprehensive plan update process to bring the LHMP into compliance with federal regulations and as well as recent California legislation related to wildfire risk and climate change. The updated 2021-2022 LHMP also addresses additional natural hazards, human-health hazards, and emerging concerns related to energy shortages and energy resiliency. Information in this plan will be used to help guide and coordinate mitigation activities and decisions for local land use policy in the future. Proactive mitigation planning also reduces the cost of disaster response and recovery to the community and its property owners by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruption. The City has been affected by hazards in the past and is committed to reducing future disaster impacts and maintaining eligibility for federal funding.

This LHMP identifies resources, information, and strategies for reducing risk from natural hazards. Elements and strategies in the plan were selected because they meet a program requirement and because they best meet the needs of the planning partners and their citizens. One of the benefits of hazard mitigation planning and specifically convening a Hazard Mitigation Planning Committee (HMPC) is the ability to pool resources and eliminate redundant activities within a planning area that has uniform risk exposure and vulnerabilities. This plan will build on successful mitigation actions developed in adjacent planning areas, such as the Lake Valley Fire Protection District (LVFPD) service area based on their LHMP and the County of El Dorado LHMP. This plan will also help guide and coordinate mitigation activities throughout the Planning Area. The LHMP update was developed to meet the following objectives:

- Meet or exceed requirements of the DMA.
- Enable all planning partners to use federal grant funding to reduce risk through mitigation.
- Meet the needs of each planning partner as well as state and federal requirements.
- Create a risk assessment that focuses on the City of South Lake Tahoe's hazards of concern.

- Create a single planning document that integrates all planning stakeholders into a framework that supports partnerships within the City.
- Meet the planning requirements of FEMA's Community Rating System (CRS) if the City chooses to participate in this program in the future.
- Coordinate existing plans and programs so that high-priority initiatives and projects to mitigate possible disaster impacts are funded and implemented.

1.4 State and Local Regulatory Framework

The LHMP update was prepared consistent with the Health and Safety Element of the City of South Lake Tahoe General Plan (adopted in 2011), as the planning effort covers common overlapping natural hazard issues and mutually reinforcing policies and implementation programs. The LHMP and Health and Safety Element are considered complimentary documents that address natural hazards, and both planning documents contain goals, policies, and project actions or implementation programs to enhance the City's mitigation efforts related to public health and safety.

California Government Code Section 65302.10, also referred to as Assembly Bill (AB) 2140 encourages California counties and cities to adopt their current, FEMA-approved LHMPs into the Safety Element of their General Plan. This adoption by reference or incorporation of the LHMP into the Safety Element of the General Plan follows plan approval and makes the City eligible to be considered for part or all of its local-share costs on eligible Public Assistance (PA) funding to be provided by the State through the California Disaster Assistance Act (CDAA). The CDAA allows the State to pay up to 18.75 percent of the non-federal share that would otherwise fall upon the County or City to pay for PA projects. The legislature passed AB 2140 to provide additional funding after a disaster occurs. The local share is 25 percent of the total project cost; therefore, the legislation allows city and counties that comply to be eligible for only the remaining local share (6.25 percent).

AB 2140 is an optional state incentive to help counties and cities become more resilient to natural hazards. Compliance with AB 2140 also expires when the LHMP expires, and the City must re-adopt the plan into the Safety Element during update cycles to ensure continued compliance and funding eligibility.

1.5 What's New in the LHMP Update

DMA Requirement §201.6(d)(3):
A local jurisdiction must review and revise its plan to reflect changes in development, progress in local mitigation efforts, and changes in priorities, and resubmit it for approval within 5 years in order to continue to be eligible for mitigation project grant funding.

The updated LHMP complies with FEMA guidance and California Office of Emergency Services (Cal OES) guidelines for LHMPs. The update followed the requirements noted in the DMA of 2000 and FEMA's 2013 Local Hazard Mitigation Planning Handbook. This LHMP update involved a comprehensive review and update of each hazard profile in the 2008 HMP, the addition of public health hazards and climate-related hazards, the integration of a detailed risk and vulnerability assessment, and thorough status update on the progress in evaluating, monitoring, and implementing the mitigation strategy outlined in the initial plan. The planning process provided an opportunity to review jurisdictional priorities related to hazard significance and mitigation actions, and revisions were made to particular hazard profiles that have a low probability of future occurrence in the City's Planning Area

Another major change in the City's LHMP update included building a new HMPC consisting of both City department representatives and an equal number of outside agency and organizational stakeholders in

the community. HMPC participation from a diverse and local stakeholder group allowed the team to fully integrate other related state, regional, and local planning mechanisms and new hazard information. The 2008 HMP assessed nine natural hazards, including avalanche, dam failure, drought, earthquake, flooding, landslide, severe storms, wildland fire, and seiche hazards. The 2021-2022 LHMP assessed the same nine natural hazards and added hazard profiles public health hazards and climate-related hazards related to energy shortages and energy resiliency. The risk assessment was also slightly reorganized. The flood profile discusses stream environment zones (SEZs) and seiche hazards. The severe storm profile was also split into two separate severe weather hazard sections: one profile focuses on heavy rain, thunderstorms, hail, lightning, and high wind hazards and another profile focuses on heavy snow and winter storms. The risk assessment also integrates a separate section on climate change and how climate change may affect the other natural hazards.

During the 2021-2022 LHMP update, the City and Wood Environment & Infrastructure Solutions, Inc. (planning consultant) developed a summary of each section in the 2008 NHMP and guided the HMPC through the elements that needed updating during HMPC Meeting #1. This included analyzing each section using FEMA's local plan update guidance (2013) to ensure that the plan met the latest requirements. The City and Wood team determined that nearly every section of the 2008 NHMP would need revision to align the plan with the latest FEMA planning guidance and requirements and recent California legislation. A detailed summary of the changes in this plan update is highlighted in the table below.

Table 1-1 City of South Lake Tahoe Local Hazard Mitigation Plan Update Highlights

Section #	Section Description	Summary of Plan Review, Analysis, and Updates
1	Introduction	• Revised to reference updated DMA 2000 regulations and planning guidance and State of California legislation • Revised to reflect updated 2021-2022 planning process
2	Community Profile and Capability Assessment	• Updated with recent census data and current economy description • Updated land use and development trends
3	Planning Process	• Documents the planning process for the 2021-2022 update, including coordination among agencies and stakeholders • Describes how 2008 NHMP was integrated with/into other planning efforts • Describes 2021-2022 public participation process • Summarizes the results of the Public Survey • Describes the HMPC • Describes the 10-step process followed for the update
4	Hazard Identification and Risk Assessment	• Added an updated list of disaster declarations • Added tables that include recent National Center for Environmental Information data • Updated past occurrences for each hazard to include recent data • Integrated a Vulnerability Assessment focused on the vulnerabilities and impacts to people, property, economy, critical buildings and infrastructure, natural and cultural environment, and future development • Developed a detailed critical facilities database that includes almost 100 assets organized by Community Lifeline • Assessed the vulnerabilities of the critical facilities within the City's Planning Area • Updated growth and development trends to include recent Census and local data sources

Section #	Section Description	Summary of Plan Review, Analysis, and Updates
		• Updated historic and cultural resources using local/state/national sources that are within the City • Updated property values for vulnerability and exposure analysis, using updated building information based on assessor's data • Updated estimate flood losses using the latest Digital Flood Insurance Rate Map (DFIRM) and assessor's data • Added National Flood Insurance Program (NFIP) data and repetitive loss structure data • Incorporated new hazard loss estimates • Applied the Critical Facility GIS inventory data to assess wildfire threat to the City • Added an updated Hazus-MH Level I earthquake vulnerability analysis data with two scenarios performed (one probabilistic scenario and one ShakeMap scenario) for the City • Two additional hazards were added to the hazard profiles: Public Health Hazards: Pandemics/Epidemics and Climate-Related Hazards associated with Energy Shortages and Energy Resiliency • Reorganized the Severe Storms profile to include two separate sections on severe weather: Heavy Rain, Thunderstorms, Hail, and Lightning, and Wind/Tornado and another section on Heavy Snow and Winter Storms. Both sections also discuss the different but different secondary impacts from such hazards related to power outages • Updated information regarding specific vulnerabilities to hazards, including maps and tables of specific assets at risk, specific critical facilities at risk, and specific populations at risk • Revisited and updated hazard significance/priority levels by applying quantitative hazard indexes and ratings levels • Updated all hazard maps in LHMP update • Added climate change considerations section to each hazard profile and vulnerability assessment
5	Mitigation Strategy	• Indicated what previous actions were completed that may reduce previously identified vulnerabilities • Updated mitigation strategy based on the results of the updated risk assessment, completed mitigation actions, and implementation obstacles and opportunities since the completion of the 2008 NHMP • Updated goals and objectives based on HMPC input • Added additional hazard-specific objectives for new hazard profiles • Included updated information on how actions are prioritized, or how priorities changed • Reviewed mitigation actions from the 2008 NHMP and developed a status report for each action that was completed, deleted, or carried forward into the 2021-2022 LHMP • Combined similar mitigation actions from the 2008 NHMP related to landslide and flood mitigation • Identified new mitigation actions proposed by the HMPC with more detail on implementation than the previous plan

Section #	Section Description	Summary of Plan Review, Analysis, and Updates
6	Plan Implementation and Maintenance	• Reviewed and updated procedures for monitoring, evaluating, and updating the plan • Revised to reflect current methods • Updated the system for monitoring progress of mitigation activities by identifying additional criteria for plan monitoring and maintenance • Added a process for incorporation of the LHMP update into existing mechanisms
7	Plan Adoption	• Updated to reflect 2022 adoption process

Source: Wood 2022

1.6 Plan Organization

- Chapter 1: Introduction
- Chapter 2: City Profile and Capability Assessment
- Chapter 3: Planning Process
- Chapter 4: Hazard Identification and Risk Assessment (HIRA)
- Chapter 5: Mitigation Strategy
- Chapter 6: Plan Implementation and Maintenance
- Chapter 7: Plan Adoption

2 City Profile and Capability Assessment

Carved out of the beautiful Sierra Nevada, the City of South Lake Tahoe was incorporated in 1965 to serve the citizens who live and visit the southern end of the largest alpine lake in North America. South Lake Tahoe is the most populous city in El Dorado County. The 2010 United States Census reported that the City had a population of 21,430. The City's population was around 23,398 by January 1, 2021, according to California Department of Finance (DOF). The City's annual population growth rate is currently at 0.8%. (California DOF 2021).

The City extends about 5 miles west-southwest along U.S. Highway 50, also known as Lake Tahoe Boulevard, and is interconnected by numerous unique and distinct neighborhoods. The east end of the City, on the California-Nevada state line next to the community of Stateline, Nevada, consists of visitor destination services and amenities and tourism at Heavenly Village. The western end of the City at the Y intersection in Tahoe Valley consists of mixed-use and community-serving commercial and recreation uses and local housing. The center of the City is Lakeview Commons at El Dorado Beach, which has become the civic and recreational center of the community. Lakeview Commons consists of a consolidation of civic uses including a large beach, boat ramp, and numerous picnic facilities; easy access to Lake Tahoe and water sport concessions, a nearby library, recreation center, and campground; and bike and pedestrian connections to restaurants, retail businesses, transit stops, and parking areas.

The vision for South Lake Tahoe according to the South Lake Tahoe General Plan is "to become a vibrant and sustainable community that is the economic and social heart of the Lake Tahoe Basin." The City's Health and Safety vision promotes "coordination with local, regional, state, and federal agencies to create a healthy and fire-safe forest, open spaces, and built environment within the City limits and on surrounding public and private lands."

2.1 Location and Geography

The City of South Lake Tahoe is located at the eastern end of El Dorado County in a basin surrounded by the mountain peaks of the Sierra Nevada. The City is comprised of 16.6 square miles of land and 6.4 square miles of water. The City's elevation ranges from a low of about 6,200 feet to high elevations at 7,440 feet. Lake Tahoe is located to the north of the City. National forest lands are located to the east, south, and west of the City. Highway 50 connects the City to the western part of El Dorado County and the community of Meyers. The City of Placerville is located approximately 60 miles to the west.

2.2 Land Use Distribution

According to the City's 2011 General Plan Land Use and Community Design Element, "In 2030 the Highway 50 corridor will be transformed into an interconnected series of compact mixed-use (commercial, office, residential, and tourist accommodation) districts that serve the needs of residents and visitors alike.. The corridor will be the heart of the community and contain year-round sidewalks and bike paths. The transformation of the corridor will be fueled by the cooperative efforts of local, regional, and state governments, and private investors who share the vision for a prosperous and healthy region."

The City of South Lake Tahoe is located in a unique regulatory and planning environment – the Lake Tahoe Region. The Tahoe Regional Planning Agency (TRPA) has land use and environmental regulatory authority for the long-term preservation of Lake Tahoe and its environment. These land use and environmental regulations are outlined in the TRPA's Bi-State Compact, Regional Plan, and Code of Ordinances. The City of South Lake Tahoe regulates development under applicable federal, state law, and

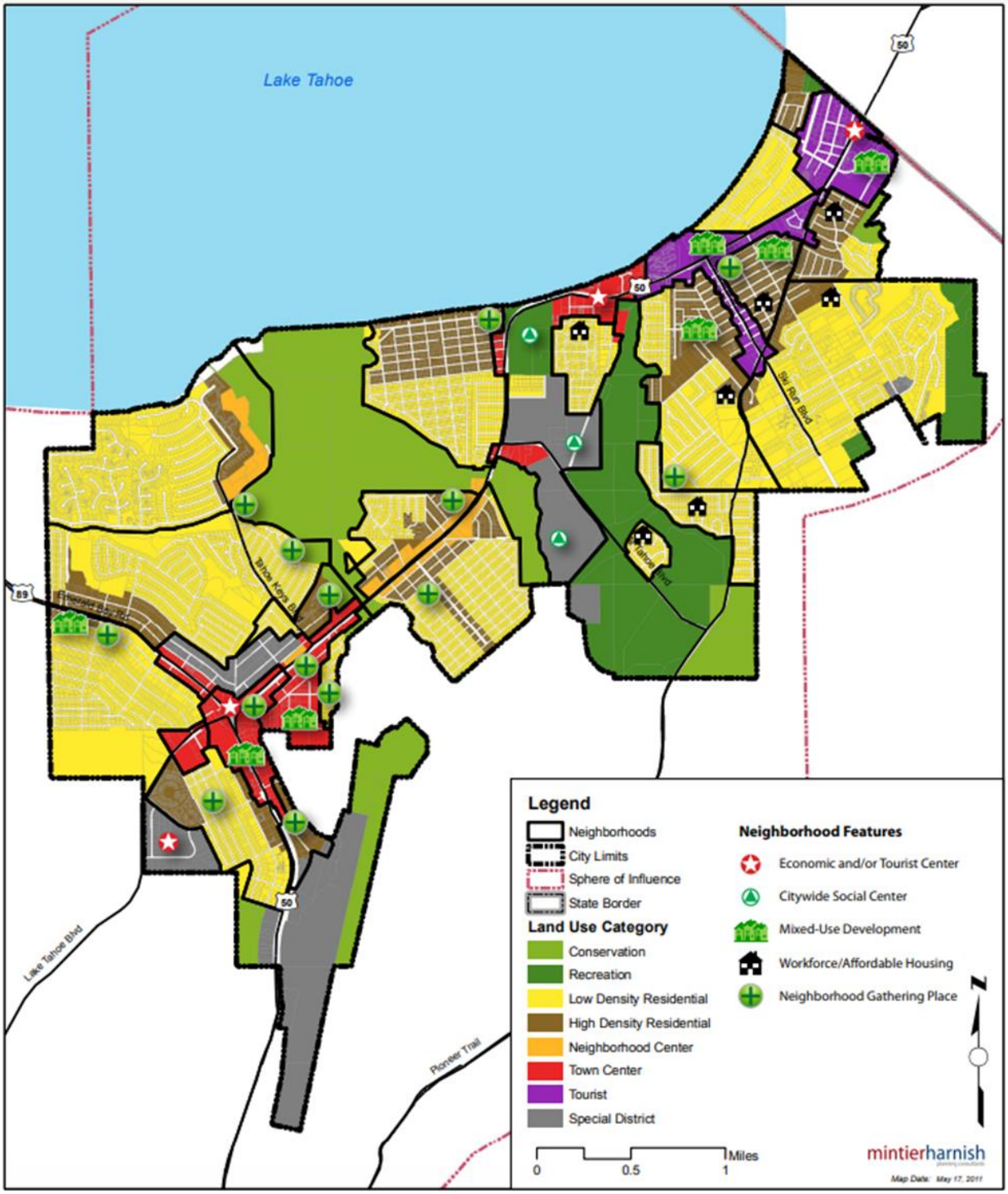
local regulations, while acknowledging the role of TRPA to adopt environmental thresholds regulating carrying capacities and a Regional Plan to achieve the goal of the long-term preservation of Lake Tahoe. TRPA's Regional Plan requires land use to be consistent with the regional environmental thresholds. The City works with TRPA to achieve the common goals and objectives of preserving Lake Tahoe and addressing the future needs of South Lake Tahoe residents and visitors.

To meet the future needs of South Lake Tahoe residents and visitors, TRPA allocates sufficient development rights (commodities) within the Tahoe Basin. TRPA's commodities include Commercial Floor Area (CFA), Tourist Accommodation Units (TAU), Residential Development Rights (RDR), Residential Units of Use (RUU), and land coverage. The City encourages ways to develop a connected city, eliminate non-conforming uses, and maximize the City's ability to secure development rights from TRPA, establish specific and local policies and regulations that meet the environmental thresholds of TRPA's Regional Plan, and reduce vehicle miles traveled (VMT) by residents and visitors who currently travel long distances to shop for certain products. Creating a more sustainable community is also the overarching vision for the City by the year 2030.

Meanwhile, the City promotes infill development and revitalization, and encourages the revitalization, reuse, and expansion of existing and vacant sites in the City. In terms of commercial uses, the City aims to provide incentives and commodities for new resident- and visitor-serving commercial uses by revitalizing and consolidating existing commercial uses. The City also expects to provide tourist-serving uses near highways and other highly-visible locations. The City is also working on maintaining an industrial district that provides for warehousing, research and development, light industrial, and "green" technologies that are attractive, compatible with adjoining non-industrial uses, and well-designed and maintained. As far as community design, the City continues its work to enhance and unify the visual quality of South Lake Tahoe. The City also desires to become a leader in "green" building technology, energy efficiency, emerging technologies, and sustainable development practices in the Lake Tahoe Basin.

Figure 2-1 below is the City's Land Use Diagram from the City's 2011 General Plan Land Use and Community Design Element. The land use designations shown correspond directly to the TRPA's proposed Transect Zoning System. There are eight residential and non-residential land use designations, which are conservation, recreation, low-density residential, high-density residential, neighborhood center, town center, tourist center and special district.

Figure 2-1 City of South Lake Tahoe Land Use Diagram



Source: City of South Lake Tahoe 2011

2.3 History

The original inhabitants of the Basin, the Washoe Tribe of Nevada and California (Wašiw people, or Wa She Shu people) have long considered the shores of Lake Tahoe to be a sacred site (Washoe Tribe of

Nevada and California 2021). In 1844, American explorers John C. Fremont and Kit Carson first viewed the lake from Red Lake Peak, located south of the Basin. The lake, now known as Lake Tahoe, went through several name changes. It was officially labeled Lake Tahoe, based upon the Native American name meaning "big water," in 1945 by journalist Henry Degroot.

By the 1860s, development within the Tahoe Basin began to extend towards the Town of Truckee due to the commerce spurred by the silver mines of Virginia City. An extensive logging industry was established at the lake to supply this boom. The logging industry resulted in hillside scarring due to clear-cutting that would forever change the terrain and appearance of the Basin. As logging and mining dwindled, tourism developed with a rush to build resorts featuring dance halls and gambling in the late 1800s.

The next major boom to affect the Lake Tahoe Region occurred in preparation of the 1960 Winter Olympics, held at Squaw Valley (now Palisades Tahoe Resort) on the northwest side of the lake. Small motels were erected on the south shore to provide the necessary lodging, resulting in a new type of tourism as the sport of skiing became and remains a popular family endeavor. Today, outdoor recreation and gaming continue to be the basis of the local economy. It provides ample options for visitors who travel here from all around the world to take in the awe-inspiring beauty of the Lake Tahoe Basin.

2.4 Demographics

2.4.1 Population and Growth Projections

Comprehensive data on the City of South Lake Tahoe's demographics was obtained from the U.S. Census Bureau's database and the California DOF population estimates. Between 2010 and 2019 the population of South Lake Tahoe increased by 1,485 persons (6.9 percent) as shown by Table 2-1 (U.S. Census 2021). During the same time, the State of California's population increased by 6 percent and El Dorado County's population increased by 6.4 percent. This growth trend demonstrates that the City has grown slightly faster than the State and the surrounding region (U.S. Census 2021).

Table 2-1 City of South Lake Tahoe Populations Changes (counts), 2010-2020

Year	Total Population
2020	22,847
2019	22,915
2018	22,700
2017	22,166
2016	21,637
2015	21,607
2014	21,485
2013	21,368
2012	21,326
2011	21,403
2010	21,430

Sources: California DOF 2019

The City's annual population growth rate is currently at around 0.8%. (California Demographic Data: State Dept. of Finance), outpacing the State and nation's current population growth rate (around 0.38% and 0.5% respectively).

Although the City's population growth trends had relatively stable growth over the past decade, the City still must plan for this residential and commercial growth. According to the City's General Plan's Land Use and Community Design Element, the City plans to pursue the maximum amount of available CFA that can be allocated by the TRPA. This can consist of an additional 386,000 square feet above 2009 levels to use as an incentive for revitalization, economic growth, and urban renewal in terms of future residential development. Similarly, the City plans to pursue the maximum amount of available for residential unit allocations from the TRPA to use as an incentive for revitalization, including workforce housing. This can consist of an additional 940 market-rate units and 222 affordable units.

The City is currently in the process of updating their Housing Element. According to the City's 2022 - 2027 Housing Element Public Review Draft, the Regional Housing Needs Allocation (RHNA) allocated 289 new housing units to South Lake Tahoe for the planning period (2022 – 2027). Of 289 housing units, 162 units are to be affordable to moderate-income households and below, including 35 extremely low-income units, 35 very low-income units, 50 low-income units, and 42 moderate-income units (City of South Lake Tahoe 2022). Table 2-2 breaks down South Lake Tahoe's demographics for select characteristics.

Table 2-2 City of South Lake Tahoe's Demographic and Social Characteristics, 2015-2019

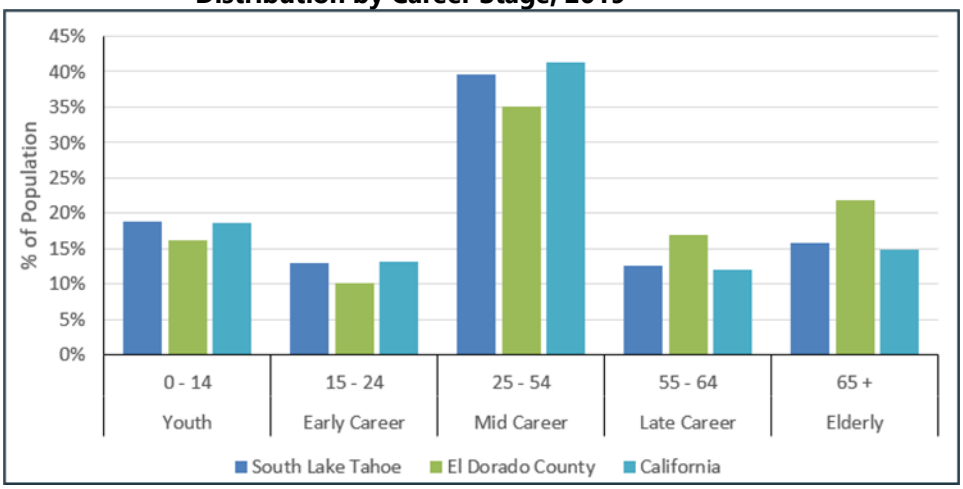
Characteristic	
Gender/Age	
Median Age	37.1
Male, percentage	53.6%
Female, percentage	46.4%
Under 5 Years, percentage	5.8%
Under 18 Years, percentage	17.0%
65 Years and Over, percentage	14.9%
Race/Ethnicity	**Percentage**
White	58.8%
Hispanic or Latino (Any Race)	30.5%
Asian	7.1%
Two or more races alone, Not Hispanic or Latino	2.2%
Black or African American	1%
American Indian/Alaska Native	0.2%
Native Hawaiian and Other Pacific Islander	0.1%
Education**	**Percentage**
High School Graduate or Higher	86.9%
Bachelor's Degree or Higher	24.3%

Source: U.S. Census Bureau American Community Survey, 2013-2017, www.census.gov/
**California DOF estimates

2.4.2 Age

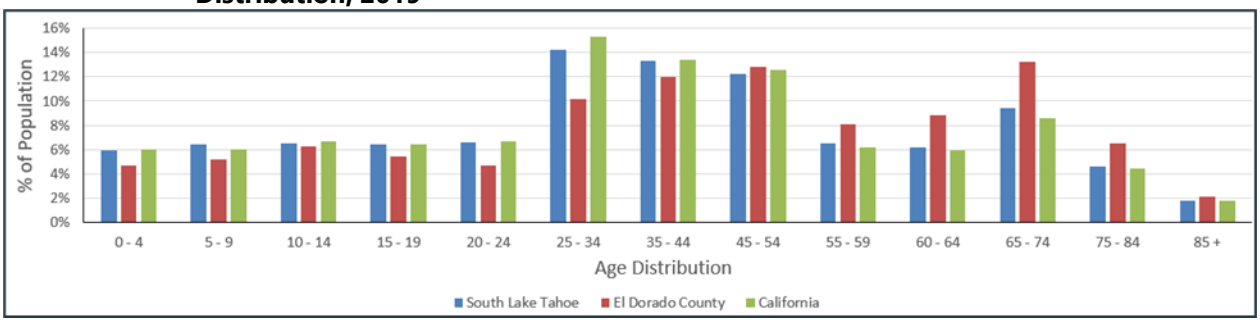
As noted in Table 2-2 and according to the 2015-2019 American Community Survey (ACS) (5-year estimates), the median age of South Lake Tahoe residents was 37.1 years old (ACS 2019). The City is also ranked 14th of the County's 14 incorporated cities and census-designated places in terms of age, with the County's median age being 45.9, yet older than the median age of California (36.5) (ACS 2019). The City's labor force is older than the State but younger than the County overall. Figure 2-2 and Figure 2-3 show the age distribution as of 2019.

Figure 2-2 City of South Lake Tahoe* vs. El Dorado County vs. State of California Age Distribution by Career Stage, 2019



Source: 2019: ACS 1-Year Estimates Data Profiles
* Sacramento-Roseville-Folsom, CA Metro Area data is used as approximation for the City of South Lake Tahoe.

Figure 2-3 City of South Lake Tahoe* vs. El Dorado County vs. State of California Age Distribution, 2019



Source: 2019: ACS 1-Year Estimates Data Profiles
* Sacramento-Roseville-Folsom, CA Metro Area data is used as approximation for the City of South Lake Tahoe.

2.5 Housing

Housing tenure for City shows the majority of residents rent their home. (U.S. Census Bureau ACS 2019). Table 2-3 breaks down the differences in housing tenure.

Table 2-3 City of South Lake Tahoe, 2013-2017

Characteristic	Estimates
Occupied Housing Units	8,932
Owner Occupied	3,662
Renter Occupied	5,270

Source: U.S. Census Bureau ACS, 2013-2017, www.census.gov/

Median home prices in the City of South Lake Tahoe as of 2021 was $740,000, which is $90,500 (or around 14%) higher than the County's median home sales of $649,500 and $205,000 (or around 27.8%) higher than City of Placerville's median home sales of $535,000.

According to TRPA's Regional Plan, past regulations were updated to promote affordable housing opportunities including allowing mixed-use development and allowing 70 percent coverage in town and regional centers, permitting additional height with adoption of an area plan, and allowing transfer

bonuses for residential unit transfers into town or regional centers. These changes support denser development in town and regional centers, including housing development. However, several of the existing regulations that act as constraints to the production of affordable housing remain. Moreover, per ABX1 26, the South Lake Tahoe Redevelopment Agency was dissolved on June 27, 2011. This dissolution action eliminated the funding mechanism by which the redevelopment agency funded affordable housing and infrastructure development. Nevertheless, the City continues to seek creative solutions to provide affordable housing opportunities that work within the framework of TRPA regulations and is part of the current process to provide recommendations on potential changes to TRPA affordable housing policies to address these constraints. (City of South Lake Tahoe 2022) Based on input received from the HMPC, several housing projects were recently implemented, with one larger-scale project underway.

2.6 Race and Ethnicity

Table 2-4 shows the comparative demographic estimates between 2010 and 2019. The City is more diverse in terms of race and ethnicity compared to the County but less diverse compared to the State.

Table 2-4 City of South Lake Tahoe Race and Ethnicity, 2010-2014 vs. 2013-2017

Race/Ethnicity	2010-2014			2015-2019		
	South Lake Tahoe	County	California	South Lake Tahoe	County	California
White	58.3%	79.3%	39.2%	58.8%	77.8%	37.2%
Black	1.4%	0.8%	5.7%	1%	0.8%	5.5%
American Indian and Alaska Native	0.7%	0.6%	0.4%	0.2%	0.5%	0.4%
Asian	4.6%	3.7%	13.3%	7.1%	4.5%	14.3%
Native Hawaiian and Other Pacific	0.1%	0.1%	0.4%	0.1%	0.3%	0.4%
Other	0%	0%	0.2%	0%	0.2%	0.3%
Hispanic	32.2%	12.4%	38.2%	30.5%	12.8%	39.0%
Two Or More Races Alone, Not Hispanic or Latino	2.6%	2.9%	2.7%	2.2%	3.1%	3.0%

Source: U.S. Census Bureau ACS, Comparative Demographic Estimates, 2010-2014 and 2015-2019 estimates, www.census.gov/

2.7 Income and Poverty

Individual households are commonly expected to use private resources and funds to prepare for, respond to and recover from disasters. This means that households living in poverty are disadvantaged when confronting natural and human-caused hazards. Households living in poverty may also occupy poorly built or inadequately maintained housing. These housing types may be more susceptible to damage in earthquakes or flood events than other types of housing. In urban areas, such as the City, households living in poverty may also live in older houses and multi-family housing that is poorly constructed. Further, residents living below the poverty level are less likely to have insurance to compensate for the losses incurred from natural disasters.

Persons under 18 years old in the City can also be disproportionately affected by poverty. According to the ACS data, 17.1 percent of the City's total residents under the age of 18 were living in poverty in 2019 while 25.4 percent of the City's total residents under the age of 18 were living in poverty in 2015 (see Table 2-5 below), compared to the 8.0 and 12.7 percent of all families in the City, respectively. As shown in Table 2-5, the percentage of residents in poverty in the City has decreased since 2012. According to the ACS data, the percentage of households that earn more than $50,000 annually has been increasing.

Table 2-5 City of South Lake Tahoe's Comparative Economic Characteristics, 2012, 2015, and 2019

	City of South Lake Tahoe		
Characteristic	2012	2015	2019
Families Below Poverty Level	12%	12.7%	8.0%
All People Below Poverty Level (under 18 years)	23.4%	25.4%	17.1%
All People below Poverty Level (18 years and over)	15.8%	9%	8.9%
Median Household Income	$41,445	$39,793	$49,390
Per Capita Income	22,829	24,136	$30,441
Population in Labor Force*	72%	68.5%	68.9%
Population Employed*	63.6%	60.0%	63.4%
Unemployment	11.6%	12.4%	7.3%

Source: U.S. Census Bureau ACS, obtained by California Office of Finance.
*Excludes active duty armed forces

The City had the lowest median household income among all the cities and census-designated places in the County, which was $49,390. In addition, 8 percent of families were living below the poverty line. During 2019, the median household income in El Dorado County was $83,377, while 5.1 percent of families were living below the poverty line. In addition, the median household income for the State in 2019 was 75,235 and 9.6 percent of families were living below the poverty line. Based on this comparison, the City of South Lake Tahoe has a lower median household income than the County and State. The City also has more families that were living below the poverty line, when compared to the County. (DOF 2019; U.S. Census Bureau ACS 2019). There are segments of the City's population that are low-income and disadvantaged, and in turn socially vulnerable and expected to be more susceptible to natural disasters and less likely to recover at the same pace as the rest of the community.

Additional demographic data and information on income, social vulnerability, and disadvantaged communities in City are summarized below in Section 2.8 Social Vulnerability. Information on growth is summarized in Section 2.10 Growth and Development Trends.

2.8 Social Vulnerability

Social vulnerability considerations were included in the development of this plan to identify populations across the City that might be more vulnerable to hazard impacts based on a number of factors. Hazard events can have very different impacts for different segments of a community, even if the hazard effects the entire City of South Lake Tahoe. The combination of socioeconomic status, household composition, physical disabilities, age, race and ethnicity, education level, primary language, housing, and transportation barriers can alter the way communities prepare for and respond to hazard events. For example, as stated in the previous section, families with lower household incomes may not be able to renovate their home to be more resilient to flooding, earthquakes, or severe weather, and as a result these households may be disproportionately affected by a flood, earthquake, or severe winter storm event. The elderly population may have limited mobility due to age and physical disabilities, which could lead to less accessibility during hazard events, particularly winter storms and mandatory evacuations. It may also be more time-intensive for this population to receive hazard information and respond in the event of a hazard. Similarly, for those segments of the population where English is not their native language, it may take these individuals and families more time to prepare and respond during a hazard event.

The social vulnerability considerations in this plan cover household income, ethnicity, English proficiency, senior population, disabled population, single-parent households metrics. The considerations in this plan are broad in scope and are based on best available data and mapping information from the following the

Center for Disease Control's (CDC) Agency for Toxic Substances and Disease Registry (ATSDR) Social Vulnerability Index (SVI).

2.8.1 CDC Agency for Toxic Substances and Disease Registry (ATSDR) Social Vulnerability Index (SVI)

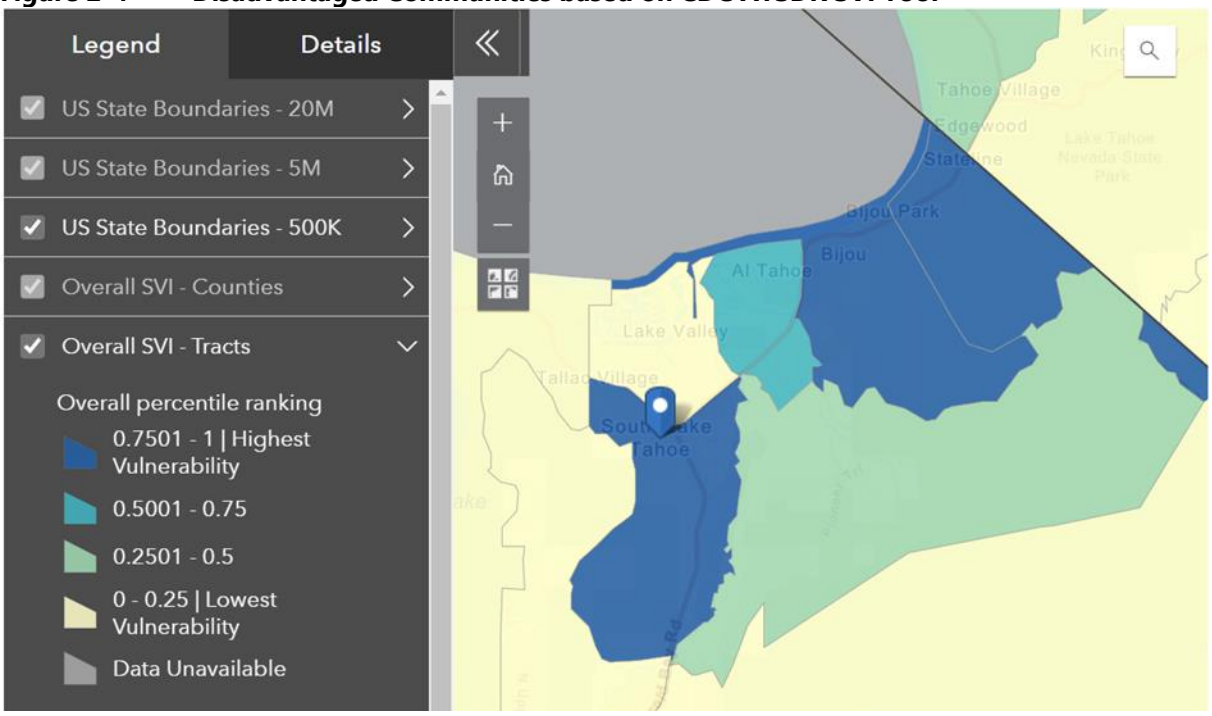
A SVI was developed by the CDC ATSDR and their Geospatial Research, Analysis & Services Program, as a way to portray communities' capacities to prepare for and respond to natural and manmade disasters. The SVI provides information on vulnerable populations to assist emergency response planners and public health officials in the identification of communities more likely to require additional support before, during, and after a hazardous event. The CDC's SVI includes county- and state-level maps that show relative vulnerability, provide key socially and spatially relevant information on communities' populations, and the maps compare the SVI based on Census Tracts. This SVI index combines four main themes of vulnerability: socioeconomic status; household composition and disability; minority status and language; and housing and transportation. The information from the SVI data informs the vulnerability of people, as qualitatively discussed in the vulnerability assessment for each hazard in Chapter 5.

An overview of social vulnerability for the City's Planning Area is shown in Figure 2-4 based on CDC SVI data aggregated to Census Tracts. The SVI map depicts that within the City, there is one census tract in the northeastern portion with population with a high vulnerability to disasters (in dark blue) and a portion of another census tract to the southwest with population with a high vulnerability (also in dark blue). There is also one census tract in the central-to-north portion with a relatively high vulnerability (in turquoise blue; vulnerability lower than dark blue Census Tracts but still relatively high compared to tracts in green and yellow). The Census Tracts shaded in green and yellow have moderate to low vulnerability to disasters. The overall social vulnerability in the surrounding unincorporated portion of El Dorado County based on the SVI data is shown in Figure 2-5. Additional maps using the four main vulnerability themes of the SVI, including socioeconomic vulnerability, household composition and disability, minority status, language vulnerability, and housing and transportation are provided on the CDC's SVI online materials and maps at https://svi.cdc.gov/.

The census tracts depicted in the SVI maps correspond to the California Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 mapping tool and census tract datasets. The CalEnviroScreen 4.0 scores are calculated by two groups of indicators: pollution burden and population characteristics that account for sensitive populations and socioeconomic factors. Pollution burden represents potential exposure to pollutants and the adverse environmental conditions caused by pollution. Population characteristics consists of health condition (asthma, cardiovascular disease, etc.), education, housing burden, linguistic isolation, poverty, and unemployment indicators.

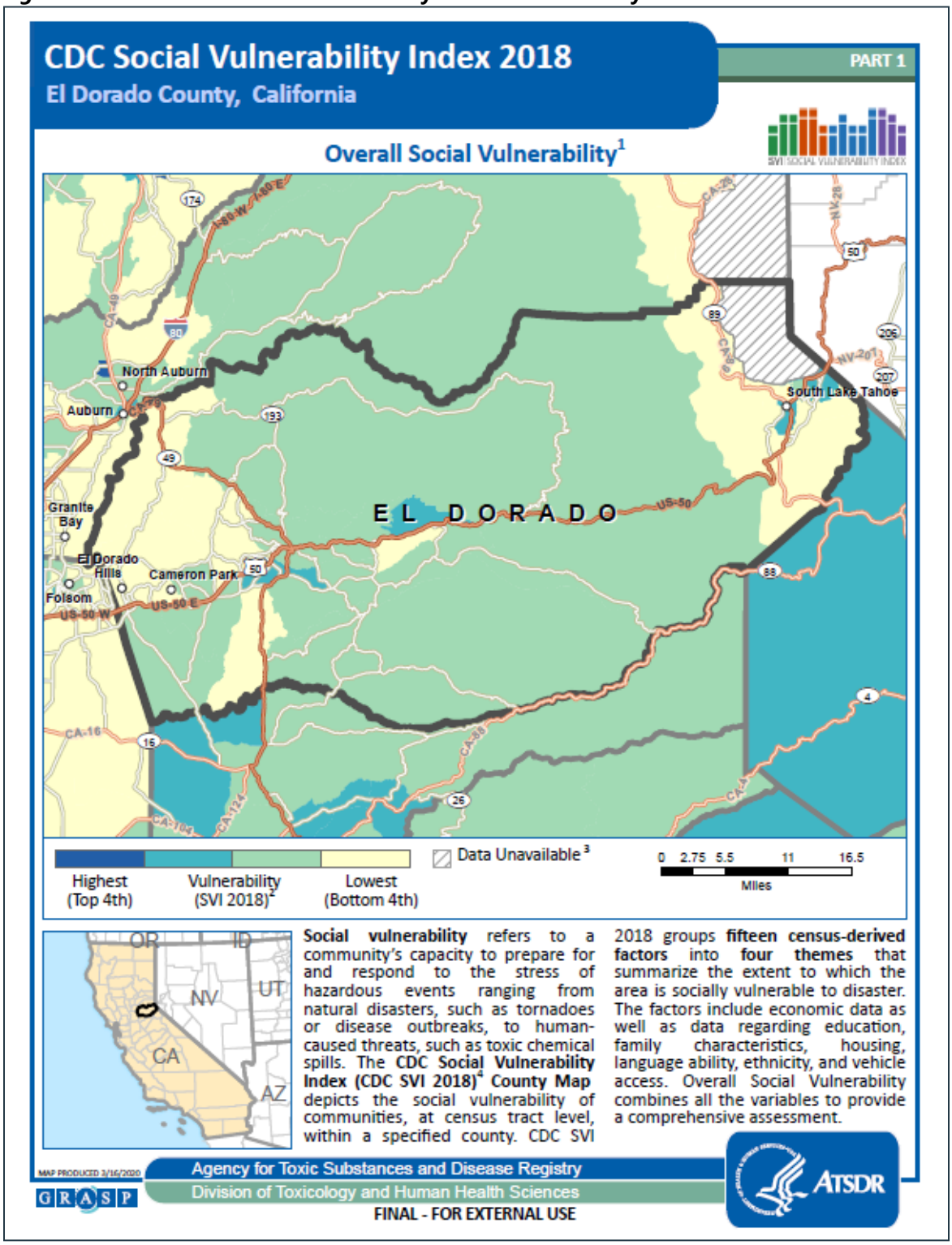
CalEnviroScreen 4.0 depicts three census tracts (Census Tracts 6017031600 [Population 3,326]; 6017030401 [Population 3,011]; and 6017030402 [Population 4,368]) within the 40 to 50 percentiles compared to other census tracts in the County and relative to the rest of the places in California. This tool also included the Tahoe Valley neighborhood, which the SVI map designated a lower vulnerability.

Figure 2-4 Disadvantaged Communities based on CDC ATSDR SVI Tool



Source: CDC ATSDR 2021

Figure 2-5 Overall Social Vulnerability in El Dorado County based on SVI Data



2.8.2 Environmental Justice

Certain low-income residents, communities of color, and immigrant communities in California have disproportionately experienced greater environmental burdens and related health problems than other

communities. The inequity is a result of many factors, including, but not limited to inappropriate zoning, discriminatory housing, limited political and economic power among certain demographics, and development patterns that tend to concentrate pollution in certain communities (CEJA 2018). When combined with a lack of economic resources and unjust policy making, these residents and communities, also known as disadvantaged communities (DACs) or environmental justice (EJ) groups can face significant barriers to their overall health, livelihood, and resiliency to hazard events. With the support of community-based organizations (CBOs), planners, local governments, and public health advocacy groups, recent legislation in California was developed to create healthier cities and counties and prioritize the needs of DACs.

SB 1000 Requirements §65302(h)(1)
The environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, shall do all of the following: *Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.* *Identify objectives and policies to promote civil engagement in the public decision making process.* *Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.*

In 2016 California passed Senate Bill 1000 (SB 1000), the Planning for Healthy Communities Act, which mandates that cities and counties to adopt EJ elements or integrate EJ goals and policies into the elements of their general plans when they are updating two or more elements of their General Plan concurrently on or after January 1, 2018. EJ is defined by State law as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies" (Gov. Code § 65040.12(e)). According to the California Environmental Protection Agency (EPA), SB 1000, and pursuant to Section 39711 of the California Health and Safety Code a Disadvantaged Community (DAC) is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

Cities and counties are individually responsible for identifying EJ communities within their jurisdictions and incorporating the SB 1000 requirements into their planning processes. The City incorporated these requirements into the LHMP, as this plan will be incorporated into their General Plan in accordance with Government Code Section 65302.10 (Assembly Bill [AB] 2140). The City meets these requirements by identifying DACs and socially vulnerable communities based on best available data sources, promoting engagement in the public decision-making process and in socially vulnerable communities through the implementation of an outreach strategy and targeted outreach (tailored public surveys, outreach to appropriate CBO representatives), and addressing EJ considerations to a degree in the vulnerability assessment, and by considering prioritization criteria, such as social equity during the development of mitigation actions. For example, during HMPC meetings, prioritization criteria included social equity (both as part of FEMA's STAPLE/E criteria and as a stand-alone metric). The HMPC was provided this information to determine whether applying a higher priority to actions that related to social equity that benefited DACs or socially vulnerable communities made sense for the South Lake Tahoe community. The HMPC also broadly addressed vulnerable and sensitive populations, specifically based on those identified as socially vulnerable during the Caldor wildfire evacuation. The following sections summarize additional information on DACs within the City based on various state and local sources, in addition to the tools described in Section 2.8.1.

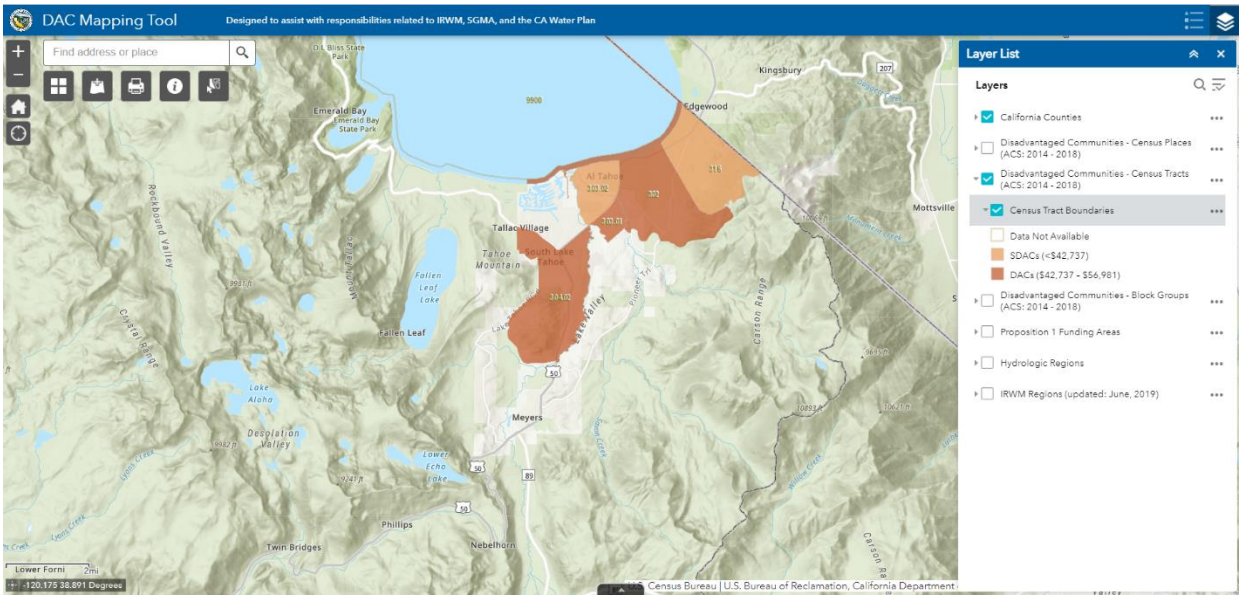
2.8.3 Disadvantaged Communities

DACs refer to areas in California that suffer the most from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes and the high incidence of asthma and other health diseases. DACs have been identified across the State, region, and the County of El Dorado using various criteria. The social equity considerations in this plan regarding DACs cover household income, ethnicity, English proficiency, senior population, disabled population, and single-parent households metrics. The considerations in this plan are also based on best available data and mapping information from the California Department of Water Resources (DWR) Disadvantaged Communities (DAC) Mapping Tool. The metrics and methodology applied by this state mapping tool is summarized below, followed by a "snapshot" of the social vulnerability metrics and information available for the population in the City according to the tool.

California DWR Disadvantaged Community (DAC) Mapping Tool

California DWR defines DACs as a community with an annual median household income (MHI) that is less than 80 percent of the statewide annual MHI (Public Resources Code 7500(g)). Census geographies within an annual MHI less than 60 percent of the statewide annual MHI are considered "severely disadvantaged communities." Figure 2-6 shows DACs within the City's Planning Area.

Figure 2-6 Disadvantaged Communities Census Tracts based on California DWR DAC Mapping Tool



Source: California DWR 2028

As shown in Figure 2-6 there is one severely DAC census tract (in light orange) to the west of the center of the City. This severely DAC census tract has 2,519 residents within 1,198 households. The MHI of this census tract is $36,346 in 2018 while the City's MHI is $49,390 as of 2019. There is another severely DAC census tract in the northeastern portion of the City. In addition, there are also several DAC Census Tracts in the central portion of the City as well as in the east-to-central and southwestern portions (in dark orange). Once DACs are identified the City and HMPC can target outreach and engagement in these communities.

2.8.4 Economy and Employment

The most comprehensive economic data available for the City comes from the U.S. Census Bureau ACS data and the California DOF. Select estimates of economic characteristics for the City are summarized below.

As of 2019, South Lake Tahoe had the lowest unemployment rates of the cities in the County. The ACS 5-year estimates show a 7.3 percent unemployment rate, higher than the County (5.5 percent), and statewide rates (6.1 percent) and even nationwide (5.3 percent). Table 2-5 above summarizes the City's general economic characteristics. Unemployment rates have fluctuated in the past few years based on the most recent ACS data and California DOF data.

Table 2-6 illustrates the breakdown of employment by industry in the City of South Lake Tahoe from 2015-2019, as well as the number of people employed by each industry, and Table 2-7 lists the City's major employers and approximate number of employees.

Table 2-6 City of South Lake Tahoe's Employment by Industry, 2015-2019

Industry	# Employed	% Employed
Agriculture, Forestry, Fishing, Mining	222	1.9
Construction	799	6.8
Manufacturing	463	3.9
Transportation and Warehousing, and Utilities	393	3.3
Information	91	0.8
Wholesale Trade	120	1.0
Retail Trade	1,251	10.6
Finance, Insurance, Real Estate and Rental and Leasing	631	5.3
Arts, Entertainment, and Recreation, and Accommodation, and Food Services	4,196	35.6
Educational Services and Health Care and Social Assistance	1,575	13.3
Professional, Scientific, and Management, and Administrative and Waste Management Services	1,266	10.7
Other Services	391	3.3
Public Administration	402	3.4
Totals	11,800	100

Source: U.S. Census Bureau ACS, 2015/2019 www.census.gov/
*Civilian population 16 or older

Table 2-7 City of South Lake Tahoe's Major Employers

Employer	# of Employees
Barton Memorial Hospital	875
Lake Tahoe Unified School District	407
El Dorado County	254
Lake Tahoe Community College	232
City of South Lake Tahoe	200
Marriot Corporation	189
Lake Tahoe Resort Hotel	142
South Tahoe Public Utility District	118
Raley's Supermarket	114
United States Forest Service	112

Source: City of South Lake Tahoe, 2020 Comprehensive Annual Financial Report For Fiscal Year Ended September 30, 2020 https://www.cityofslt.us/DocumentCenter/View/15596

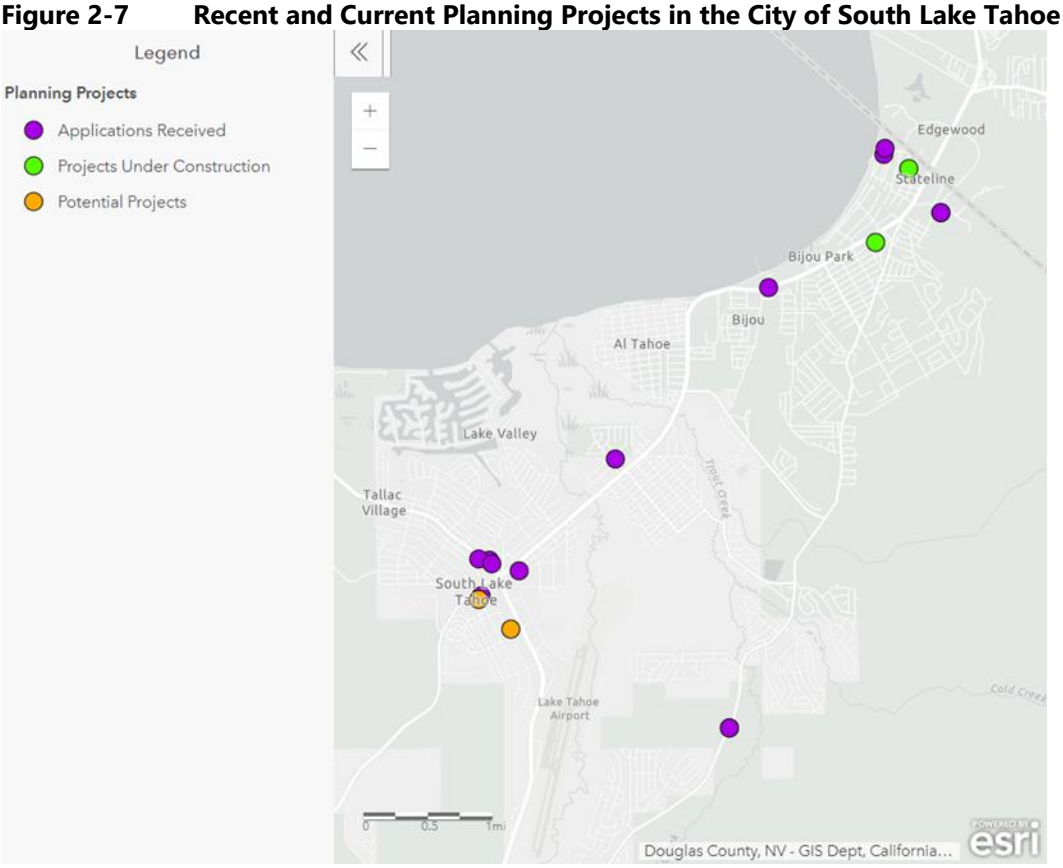
2.9 Commuter Population

Based on ACS five-year estimates data for 2013-2017, around 9.7 percent of South Lake Tahoe's workforce traveled to another county for employment while 65.6 percent worked within El Dorado County. Of those traveling outside the County for work, nearly 11.2 percent drove alone while 16.5 percent carpooled. Around 3.6 percent of those traveling outside the County used public transportation compared to 64.7 percent of those who travel within the County for work. These commuter patterns have also likely changed since the COVID-19 pandemic and the increased flexibility for employers to support working from home options. Commuting patterns can increase congestion on U.S. Highway 50 and 89 as well as other local county and city roads. Commute congestion can also affect the City's transportation infrastructure, as well as how the City responds to hazard events that may limit the commuting population's ability to travel to work and safely return to South Lake Tahoe after an event.

2.10 Growth and Development Trends

As mentioned previously in 2.2 Land Use Distribution, TRPA has land use and environmental regulatory authority for the long-term preservation of Lake Tahoe and its environment. One of TRPA's main tools for protecting the environment is growth control regulations, which limit the amount of development that occurs in the Basin each year. Figure 2-7 below shows the location of mainly commercial and housing projects where the City received development applications, projects are under construction, or there are potential projects under consideration. Most of these projects are near the City's downtown area or along the Lake Tahoe Boulevard corridor and are within City limits. Growth and development trends show that residential and commercial development has occurred within core areas designated for transit-oriented development consistent with the General Plan. Past, recent, current development projects are sited outside flood-prone areas. Past projects within mapped flood zones were also constructed consistent with the City's Floodplain Management Ordinance regulations according to State inspection and audit reports (FEMA 2020). Therefore, past and current development patterns do not change the City's overall vulnerability to known hazards.

Figure 2-7 Recent and Current Planning Projects in the City of South Lake Tahoe



Source: City of South Lake Tahoe 2022

2.11 Mitigation Capability Assessment

During the development of this plan the City's HMPC completed a mitigation capability assessment to understand what loss prevention mechanisms are already in place. When combined with the risk assessment the mitigation capability assessment this results in the City's "net vulnerability" to disasters, and more accurately focuses the goals and proposed actions of this plan. For this planning effort, a representative from most departments where the City had in-house staff available, participated on the HMPC.

The HMPC used a two-step approach to conduct the capability assessment for the City. First, an inventory of common mitigation activities was made through the use of a matrix. The purpose of this effort was to identify policies and programs that were either in place, needed improvement and could be enhanced, or could be undertaken if deemed appropriate. Second, the HMPC conducted an inventory and review of existing policies, regulations, plans, and programs to determine if they contributed to reducing hazard-related losses or if they inadvertently contributed to increasing such losses.

Similar to the HMPC's effort to describe hazards, risks, and vulnerability of the City of South Lake Tahoe, this mitigation capability assessment describes the City's existing capabilities, programs, and policies currently in use to reduce hazard impacts or that could be used to implement hazard mitigation activities. It also identifies select state and federal departments/agencies that can supplement the City's mitigation capabilities. This assessment is divided into four sections: regulatory mitigation capabilities, administrative and technical mitigation capabilities, fiscal mitigation capabilities, and mitigation outreach and partnerships.

2.11.1 City of South Lake Tahoe's Regulatory Mitigation Capabilities

Table 2-8 lists planning and land management tools typically used by local jurisdictions to implement hazard mitigation activities and indicates those that are in place in the City of South Lake Tahoe. Excerpts from applicable policies, regulations, and plans and program descriptions follow to provide more detail on existing mitigation capabilities.

Table 2-8 City of South Lake Tahoe's Regulatory Mitigation Capabilities

Regulatory Tool (ordinances, codes, plans)	Yes/No	Comments
General Plan	Yes	The City's General Plan was last amended in 2011 and the Housing Element was last amended in 2014 and is currently being updated. The Draft Housing Element was made available for public comment in February 2022. Both planning documents are the City's most comprehensive land use and development tools. The General Plan establishes the vision for the buildout of the City of South Lake Tahoe through 2030 while the Housing Element covers the planning period from June 2014 through June 2022. The Draft Housing Element (currently under review) is for the 2022-2027 planning period. These planning documents, including the Health and Safety Element include a set of broad-based goals and objectives to guide development in the City. The City and HMPC also provided updates on the status of the implementation programs outlined in the Health and Safety Element, which informed the development of mitigation projects in the LHMP. Upon adoption of the LHMP, the City should update and amend the health and safety to include the LHMP.
Zoning Ordinance	Yes	The South Lake Tahoe City Code's Title 6 – Development Services includes land use development standards, building regulations, community investment and revitalization strategies, and incentives for rehabilitation and upgrading public and private infrastructure. These regulations also reference specific community plan areas, Area Plans, and Plan Area Statements (PAS). Other regulations are outlined in the floodplain management regulations and residential development design standards.
Subdivision Ordinance	Yes	Chapter 6.55 under Title 6 Development Services of the City Code summarizes the PASs that provide detailed plans and policies for specific areas of the City, similar to a Subdivision Ordinance. Each PAS contains written text, maps, and specific land use policies and regulations for these areas. Each PAS also corresponds to the TRPA Regional Plan Overlay Maps. There are 26 PASs in the City limits, including the Stateline/Ski Run Community Plan and Bijou/Al Tahoe Community Plan.
Growth Management Ordinance	Yes	Development in the Tahoe Basin, including the City of South Lake Tahoe is guided by the Lake Tahoe Regional Plan and the City's 2011 General Plan. While not referenced as a growth management ordinance, development in the Tahoe Basin is controlled by established growth caps that regulate development over time through development rights. Development rights are land use units that entities must acquire before a property is developed. They include TAUs, single- and multi-family residential units, and CFA. These incentives also apply to development in the City's Planning Area and encourage removing development from environmental sensitive areas and

Regulatory Tool (ordinances, codes, plans)	Yes/No	Comments
		transferring that development to areas for suitable for buildings and infrastructure in town centers.
Floodplain Ordinance	Yes	The City adopted its Floodplain Management Ordinance in 2001, which is in Chapter 6.65 of the City Code. It provides direction for new and existing development located within Special Flood Hazard Zones (SFHAs). The primary goal of this ordinance is to reduce future flood damage through the implementation of building techniques that minimize the potential loss of life and property due to development in floodplains. It references the floodplain development standards found in the Lake Tahoe Regional Plan and the Lahontan Basin Plan. It contains six articles that cover methods of reducing flood losses, general provisions, administration related to the floodplain administrator, and standards and provisions for flood hazard reduction. The ordinance also contains elevation and floodproofing requirements regarding residential and nonresidential construction, and new or substantial improvements. Requirements related to new or substantial improvements shall have the lowest floor, including basement follow specific building standards if located in an AO zone. This construction must be elevated above the highest adjacent grade to a height equal to or exceeding the depth number specified in feet on the Floodplain Insurance Rate Map (FIRM) or elevated at least two feet above the highest adjacent grade if no depth number is specified. Whereas, construction in an A zone must be elevated to or above the base flood elevation (BFE). Construction in all other zones shall be elevated to or above the BFE. The elevation of the lowest floor shall also be certified by a registered professional engineer or surveyor, verified by the community building inspector, and provided to the floodplain administrator.
Other Special Purpose Ordinance (e.g., stormwater, steep slope, wildfire)	Yes	City Code Chapter Title 7, Chapter 7.15 discusses Urban Runoff and Storm Water Quality Management. The purpose of this chapter is to protect and promote the health, safety and general welfare of the citizens of the City and to protect and enhance the water quality, beneficial uses, habitats and ecosystems in receiving waters by reducing pollution and pollutant loads discharged in urban runoff from areas within the City's jurisdiction by the maximum extent practicable, and by prohibiting non-stormwater discharges to municipal storm drain systems. This chapter is intended to assist in protection and enhancement of watercourses, water bodies (such as Lake Tahoe), and wetlands in a manner pursuant to and both compliant and consistent with the Federal Water Pollution Control Act, Porter-Cologne Water Quality Control Act, and National Pollutant Discharge Elimination System (NPDES) Permit No. CAG616001 (Tahoe Municipal Stormwater Permit), as such laws and permits are amended and/or renewed. This City Code Chapter was amended and passed on March 16, 2021.
Building Code	Yes	The City adopted the 2019 California Building Code (CBC). Adoption and reference to the 2019 CBC is outlined in Title 6, Chapter 6.15 – Building Regulations.

Regulatory Tool (ordinances, codes, plans)	Yes/No	Comments
Fire department Insurance Services Office (ISO) Rating	Yes	ISO rating of 4 for the City's Fire Department.
Erosion or Sediment Control Program	Yes	City Code Chapter Title 7, Chapter 7.20 discusses the City's Grading, Erosion and Sediment Control.
Stormwater Management Program	Yes	The City's Stormwater Management Program works to control and reduce the discharge of fine sediment, nutrients, and other pollutants from private lands and City streets and facilities into streams and beaches along the Lake Tahoe shoreline. In addition to the Urban Runoff and Storm Water Quality Management Ordinance, the City also keeps a Stormwater Management Program Brochure to encourage civilians to help locate potential threats to the City's stormwater system. Stormwater runoff discharges in the City are regulated under state and federal laws through NPDES Municipal Separate Stormwater Sewer System (MS4) discharge permits. This permit was issued to the City by the Lahontan Regional Water Quality Control Board and requires the City to take actions to meet the requirements of the Lake Tahoe Total Maximum Daily Load (TMDL).
Site Plan Review Requirements Building Permits and Inspections/Plan Check Permits	Yes	The City's Development Services Department's Building Division seeks to ensure the safety of structures for the public within the City by providing services such as building code interpretation, Plan Check service, Building Permit issuance and inspection services. The City's Planning Division and Engineering Division also carry out site plan reviews include reviewing subdivision maps, construction plans, and other plans for various development projects.
Capital Improvements Program/Plan	Yes	The Engineering Division is responsible for the implementation of the City's adopted five-year Capital Improvement Program (CIP), which consists of a variety of projects to construct, maintain, repair, and rehabilitate the City's infrastructure, facilities, and specialized equipment. CIP projects are defined as one-time projects that are not maintenance related, having assets of significant value generally over $50,000, with an expected useful life of five or more years. The projects are subject to change based on new or shifting service needs, special financing opportunities, emergency needs, or other directives established by the City Council. As such, the CIP is updated annually.
Economic Development Plan	Yes	The City's economic development goals are outlined in the City's 2021-2026 Strategic Plan. This plan lists strategic priorities and goals for the City's future economic development, including developing an economic development strategy, working with local tourism partners to support the development of a regenerative tourism model, and identifying ways to support resident retention and workforce development. The Strategic Plan was developed by the Transformation Change Committee, which was formed on April 1, 2020. The HMPC also consisted of a representative from the Tahoe Prosperity Center.
Local Emergency Operations Plan Emergency Preparedness Plan	Yes	The City's Emergency Operations Plan (EOP) was last updated in July 2021. The EOP describes the roles and operations of the departments and personnel of the City during a major emergency. The EOP

Regulatory Tool (ordinances, codes, plans)	Yes/No	Comments
		sets forth standard operating procedures for managing public emergencies resulting from dam incidents, floods, storms, earthquakes, tsunami, hazardous material incidents and other natural or manmade disasters. The EOP also further defines and describes the emergency management organization which shall be used during emergencies. In addition, members of the City's Emergency Management Community Council created an Emergency Preparedness Guide to help local residents be prepared for disasters after the Angora Fire occurred in June 2007.
Other Special Plans	Yes	The City developed their first Climate Action Plan (CAP) in 2020, which will continue the growth of South Lake Tahoe's climate leadership. The strategies in the City's CAP will allow them to achieve emissions reduction goals, improvements to public health and safety, improved equity and justice engagement and policies, better jobs and prosperity, and local environmental quality. The Lake Tahoe Regional Plan guides development in the Tahoe Basin to achieve balance between the natural and built environment. The Regional Plan outlines actions to attain these thresholds that restore Lake Tahoe while balancing economic and community vitality. The Regional Plan is meant to be updated every four years, in conjunction with an environmental evaluation report, so that the plan can adapt to changing needs, circumstances and emerging threats. Within the Regional Plan are specific area plans that allow other regulatory agencies in the Lake Tahoe Basin to implement the Regional Plan policies with greater flexibility and at the community scale. Area Plans are intended to reflect the community's vision for its future and can be developed for varying geographical scales – from a local neighborhood or commercial center to an entire county. Community plans are similar to PASs but focus on additional specific areas that contain a combination of residential, commercial, and light industrial uses.
Flood Insurance Study or Other Engineering Study for Streams	Yes	The City, in cooperation with FEMA's National Floodplain Insurance Program (NFIP), completed a re-study of the 1978 FIRM and the FIRM was revised on April 3, 2012. The Flood Insurance Study (FIS) for El Dorado County was completed on September 26, 2008.
Elevation Certificates	Yes	New or substantial residential construction in the AO zone shall have the lowest floor, including basement elevated above the highest adjacent grade to a height equal to or exceeding the depth number specified in feet on the FIRM, or elevated at least two feet above the highest adjacent grade if no depth number is specified. Construction in an A zone must be elevated to or above the BFE (according to City Code Chapter 6.65.150(B)) and construction in all other zones shall be elevated to or above the BFE. The elevation of the lowest floor shall be certified by a registered professional engineer or surveyor (elevation certificate), verified by the community building inspector, and provided to the floodplain administrator.

Regulatory Tool (ordinances, codes, plans)	Yes/No	Comments
Other	Yes	South Tahoe Public Utility District (STPUD) Urban Water Management Plan (2020), LVFPD LHMP (2020), County of El Dorado LHMP (2018)

Source: HMPC Data Collection Guide

As indicated in the table above, the City has several plans and programs that guide the City's development in hazard-prone areas. Starting with the City of South Lake Tahoe's General Plan, which is the most comprehensive of the City's plans when it comes to mitigation, these relevant plans and programs are described in more detail below.

City of South Lake Tahoe General Plan 2020 (2011)

The City's General Plan provides a comprehensive and long-term blueprint for the future by establishing a framework for how South Lake Tahoe should grow and change, using a time frame of 2010-2030. The General Plan contains goals, objectives, policies, and implementation programs that empower the City and community to achieve their future vision. The General Plan serves as the community's constitution for land use and development. It addresses all aspects of development organized in nine chapters or elements, including seven required by State planning law and four elements prepared to meet local needs and concerns. The seven mandatory elements include the Land Use Element, Housing Element, Transportation and Circulation Element, Recreation and Open Space Element, Natural and Cultural Resources Element, Health and Safety Element, and Noise Element. The two remaining elements include the Economic Development Element and Public/Quasi-Public Facilities and Services Element. The following three elements have goals, policies, and implementation programs related to hazards and hazard mitigation, as detailed below:

- Public/Quasi-Public Facilities and Services Element
- Natural and Cultural Resources Element
- Health and Safety Element

The summary below tracks the organization of each relevant element, with topically-focused goals.

Public/Quasi-Public Facilities and Services Element

This element provides the policy context for the City to achieve its vision for future public/quasi-public facilities and services. It summarizes broad policies that ensure adequate public facilities and services exist and are maintained to meet the needs of the community. Relevant public facilities and services as well as stormwater drainage and water quality, fire protection and snow removal goals are outlined in Table 2-9.

Table 2-9 City of South Lake Tahoe Public Facilities, Services, Fire Protection and Snow Removal Goals

Goal/Policy	Goal Description
Goal PQP-1	To ensure the timely maintenance, expansion, and upgrade of public facilities and services for the entire community.
Goal PQP-4	To protect water quality of streams and Lake Tahoe by reducing pollutant loads associated with urban stormwater runoff.
Goal PQP-6	To protect residents, employees, and visitors in South Lake Tahoe from injury and loss of life, and to protect property and businesses from fires.
Goal PQP-11	To provide efficient snow removal on public streets and sidewalks to promote safe, year-round access to these facilities.

Natural and Cultural Resources Element

The natural and cultural resources element has hydrological resources as a heading, which discusses the goals and policies for protecting the City's hydrological resources. Relevant flood and stormwater conveyance goals and policies are outlined in Table 2-10.

Table 2-10 City of South Lake Tahoe Flood and Stormwater Conveyance Goals and Policies

Goal/Policy	Goal/Policy Description
Goal NCR -2	To protect and enhance the clarity of Lake Tahoe and water quality in the area's rivers, creeks, and groundwater.
Policy NCR-2.1	The City shall require new projects and, working with TRPA, encourage existing developed properties to retain runoff on-site wherever physically possible and economically efficient or, if not possible or efficient, to contribute to the construction and long-term maintenance of off-site water quality measures.
Policy NCR-2.3	The City shall improve stormwater quality management by including, along with other proven options, the use of swales and natural treatment systems and integration of runoff into functional design elements and public art. The City shall also incorporate the latest technologies for water quality treatment facilities into restoration efforts.
Policy NCR-2.9	The City shall require property owners and developers to dedicate land within 100-year floodplains, conservation easements, and SEZ to the City or other City-designated entity when a development project is approved.
Policy NCR-2.12	The City shall provide incentives to remove public and private development from SEZ and 100-year floodplains in order to reduce drainage problems and damage to public and private property.

Health and Safety Element

Planning for growth and development requires the consideration of a wide range of public safety issues. Many of the safety risks associated with development, including risks to buildings and infrastructure, can be avoided through siting decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the planning and land use review process. The City's Health and Safety Element aims to minimize risks posed by various hazards, including fire hazards, geologic and seismic hazards, flooding hazards, avalanche hazards, noise, hazardous materials and airport hazards. The element also addresses emergency preparedness. Relevant natural hazard and emergency preparedness goals are outlined in Table 2-11.

Table 2-11 City of South Lake Tahoe Emergency Response and Disaster Preparedness Goals

Goal	Goal Description
Goal HS-1	To plan for, train for, and respond to major incidences and disasters in order to minimize loss of life, major injury, and loss of property.
Goal HS-2	To provide minimize fire hazards and provide fire protection services that maintain a safe and healthy community.
Goal HS-3	To protect lives and property from seismic and geologic hazards and adverse soil conditions.
Goal HS-4	To protect life and property from seasonal flooding and flooding related to large storm events.
Goal HS-5	To protect and maintain the safety of residents, businesses, and visitors by reducing the threat of avalanches.
Goal HS-6	To protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials, waste, and natural substances.
Goal HS-7	To protect and maintain the safety of residents, businesses, and visitors by reducing the threat of aircraft hazards.
Goal HS-8	To protect South Lake Tahoe's residents, workers, and visitors from the harmful and annoying effects of excessive exposure to noise.

During the development of the LHMP, the HMPC provided input regarding the status of the implementation programs in the Health and Safety Element, and several of these programs that are ongoing were integrated into the LHMP. The programs that informed the development of the LHMP, in particular, include Fire-Safe Landscaping and Forest Fuel Reduction Program for mitigating wildland fire hazards. As such, new mitigation actions were developed based on the HMPC's input and the programs included in the Health and Safety Element.

City of South Lake Tahoe 2022 – 2027 Housing Element (December 2021 Draft)

This Housing Element is a comprehensive update of the 2014 Housing Element; the Draft Housing Element is currently under review and expected to be adopted prior to the completion of this LHMP. The planning period is for June 30, 2022, through June 30, 2027. The Housing Element is one of the seven mandatory elements of the General Plan. The purpose of the Housing Element is to identify the community's housing needs, to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the community will implement to achieve the stated goals and objectives.

South Tahoe Public Utility District (STPUD) Urban Water Management Plan (2020)

STPUD is the major water supply of the City. STPUD's Urban Water Management Plans (UWMP) meets the requirements of the California Water Code, which requires every urban water supplier providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually to adopt and submit an UWMP every five years. The core requirements for this UWMP include: 1) a description of the water service area; 2) a description of the existing and planned supply sources; 3) estimates of past, present, and projected water use; 4) 20x2020 analysis and target compliance; 5) a description of the conservation program; and 6) a description of the Water Shortage Contingency Plan. Several of the objectives and the sustainability principles outlined in the plan will help the City mitigate drought hazards.

Floodplain Management Regulations and NFIP Participation (1978)

The City joined the NFIP (regular entry) on July 3, 1978. The City of South Lake Tahoe adopted its Floodplain Management Ordinance in 2001, which is in Chapter 6.65 of the City Municipal Code. It provides direction for new and existing development located within SFHAs. The primary goal of this ordinance is to reduce future flood damage through the implementation of building techniques that minimize the potential loss of life and property due to development in floodplains. It references the more restrictive floodplain development standards found in the Regional Plan for the TRPA and the Lahontan Basin Plan. The ordinance contains six articles that cover a variety of topics, including methods of reducing flood losses, the establishment of development permits, designation as well as duties and responsibilities of the floodplain administrator, and provisions for flood hazard reduction. Provisions for flood hazard reduction contain standards required for construction, utilities, subdivisions, manufactured homes, recreational vehicles and floodways.

City of South Lake Tahoe Urban Runoff and Storm Water Quality Management Ordinance (2021)

City Code Chapter Title 7, Chapter 7.15 discusses the City's Urban Runoff and Storm Water Quality Management. The purpose of this chapter is to protect and promote the health, safety and general welfare of the citizens of the City and to protect and enhance the water quality, beneficial uses, habitats and ecosystems in receiving waters by reducing pollution and pollutant loads discharged in urban runoff from areas within the City's jurisdiction by the maximum extent practicable, and by prohibiting non-stormwater discharges to municipal storm drain systems. The ordinance supports the protection and

enhancement of watercourses, water bodies (such as Lake Tahoe), and wetlands in a manner pursuant to and both compliant and consistent with the Federal Water Pollution Control Act, Porter-Cologne Water Quality Control Act, and NPDES Permit No. CAG616001 (Tahoe Municipal Stormwater Permit), as such laws and permits are amended and/or renewed.

City of South Lake Tahoe Emergency Operations Plan (EOP) (2021)

The City's EOP was updated in July 2021. The EOP describes the roles and operations of the departments and personnel of the City during a major emergency. The EOP sets forth standard operating procedures for managing public emergencies resulting from floods, storms, earthquakes, tsunami, hazardous material incidents and other natural or manmade disasters. The EOP further defines and describes the emergency management organization, which shall be used during emergencies. The EOP addresses integration and coordination with other governmental levels when required utilizing the following mandated organizational structures: Standardized Emergency Management System (SEMS) and the Incident Command System (ICS). The EOP also consists of a series of threat summaries based upon the City's operational area hazards analysis, which was conducted in conjunction with El Dorado County, providing a description of the local area, risk factors, and anticipated nature of situations that could threaten or occur in the City. This section ties into the 2021 LHMP update. The following identified threats are discussed:

- Major earthquake
- Lake Tsunami
- Wildland urban/interface fire
- Extreme weather
- Flooding
- Utility failure
- Hazardous material incident
- Landslide/avalanche
- Structure fire/explosion
- Civil unrest or public panic
- Natural security threat
- Terrorism
- Transportation emergencies
- Public health emergency
- School emergency
- Cyber-terrorism

The EOP covered both natural and human-caused hazards, whereas the LHMP update focuses on natural hazards, public health hazards, and climate-related hazards.

2.11.2 City of South Lake Tahoe Administrative/Technical Mitigation Capabilities

Table 2-12 identifies the City personnel responsible for activities related to mitigation and loss prevention in the City of South Lake Tahoe.

Table 2-12 City of South Lake Tahoe's Administrative and Technical Mitigation Capabilities

Personnel Resources	Yes/No	Department/Position
Planner/engineer with knowledge of land development/land management practices	Yes	City Planning Division staff
Engineer/professional trained in construction practices related to buildings and/or infrastructure	Yes	City Building/Engineering Division staff
Planner/engineer/scientist with an understanding of natural hazards	Yes	City Engineering Division and City Planning Division staff

Personnel Resources	Yes/No	Department/Position
Personnel Skilled in Geographic Information Systems (GIS)	Yes	GIS Analyst – Public Works Department
Full-time Building Official	Yes	City Building Division
Floodplain Manager	Yes	City Zoning Administrator
Emergency Manager	Yes	City Manager (Director of Emergency Services)
Grant Writer	Yes	Handled within each department/program; City's Finance Department Grants Manager also oversees and manages all City grants
GIS Data—Hazard Areas	Yes	GIS Analyst – Public Works Department
GIS Data—Critical Facilities	Yes	GIS Analyst – Public Works Department
GIS Data—Building Footprints	Yes	GIS Analyst – Public Works Department
GIS Data—Land Use	Yes	GIS Analyst – Public Works Department
GIS Data—Assessor's Data	Yes	GIS Analyst – Public Works Department
Warning Systems/Service (Reverse 911, Cable Override, Outdoor Warning Signals)	Yes	Fire Danger/Red Flag Warning System; CivicReady; Reverse 911

Source: HMPC Data Collection Guide

City Departments/Agencies

The City of South Lake Tahoe government consists of a City Council with three council members, a Mayor Pro Term and the Mayor. The City Manager is appointed by the Mayor and City Council as the Chief Executive Officer of the City of South Lake Tahoe and is directly responsible to the City Council to develop and implement policies guiding the City.

City Attorney's Office

The City attorney, directly appointed by the City Council, and the Deputy City Attorney are responsible for administration of all legal affairs of the City, including the City Council, the various City commissions, as well as all City departments and officers.

City's Clerk Office

The City Clerk is elected for a four-year term and is directly responsible to the public and serves as a direct link between the residents and their government. The City Clerk oversees, promotes, and encourages open and participatory government. The City's Clerk Office maintains the City's municipal code and also attests and certifies ordinances, resolutions, agreements and deeds.

City Manager's Office

The City Manager directly manages the following functions: Communications, Economic Development, Sustainability and Strategic Priorities. The City Manager is currently also supported by a Public Information Officer (PIO).

City Services

Finance Department

The Finance Department is responsible for protecting the City's fiscal health and sustainability by maintaining compliance with financial policies and internal controls and ensuring accurate accounting of financial transactions. The department oversees timely revenue collection and accounts receivable processing, timely payment of accounts payable, payroll and debt service, transparent and professional financial reporting, effective budget management, grant administration, cash and investment management, debt financing and administration, and ensuring efficient purchasing practices. The

department provides professional support to the City Council, City Manager, and operating departments to assist them in making sound financial and organizational decisions that promote the fiscal sustainability of the City and its ability to provide services to the community.

Fire Department

The South Lake Tahoe Fire Department services 16 square miles of urban/wildland interface housing with a population of roughly 24,500 people. The Fire Department provides fire suppression, vehicle accidents support, rescue, medical call response, or other response to residences for concerned citizens that need help. The Fire Department also provides community outreach and education programs.

Development Services Department

The Development Services Department is responsible for projects and programs consistent with the policies of the City's General Plan Housing Element. The department consists of three divisions: the Building Division, Planning Division, and Housing Division.

The Building Division issues Building Permits, performs inspections to ensure compliance of the CBC, TRPA regulations, and City Ordinances for all construction. The division also enforces driveway encroachments, ADA issues, and investigates building and substandard housing complaints.

The Planning Division is responsible for current and long-range planning activities, which implement the City's General Plan. Current planning activities include reviewing and permitting development activities to ensure new development and redevelopment projects are consistent with the City's General Plan, PASs, and Title 6, Development Services, of the South Lake Tahoe City Code. The Planning Division provides the staff support for the City of South Lake Tahoe Planning Commission and Airport Land Use Commission.

The Housing Division oversees the City's housing programs and resources consistent with the policies of the City's General Plan Housing Element. They department also oversees the implementation and development of multi-unit affordable housing projects supported through grant funds and project partners.

Human Resources Department

The City of South Lake Tahoe Human Resources Department is responsible for coordinating recruitment efforts for the City. Human Resources also provides support to City employees at all levels.

Parks and Recreation Department

The Parks and Recreation Department sustains the delivery of the parks, facilities, programs, and services to create a sense of community, enable a safe environment, and enhance City residents' quality of life.

Police Department

The police department is a full-service police department that strives to make South Lake Tahoe safe and crime-free. In a typical month, the department responds to about 2,350 calls for service. The department includes K-9 Officers, Patrol Division, Crisis Response Unit (Special Weapons and Tactics Team [SWAT] Team and Crisis Negotiations Team), Joint Dispatch Center, Detective Unit and community services.

Public Works Department

The Public Works Department is responsible for engineering, CIP implementation, Streets and Snow Removal Services, along with the operation and maintenance of City-owned Facilities and Equipment. The Public Works Department also has web-based service request portal for City staff and citizens. The service allows the public to submit service requests for public works.

2.11.3 City of South Lake Tahoe Fiscal Mitigation Capabilities

Table 2-13 identifies financial tools or resources that the City could potentially use to help fund mitigation activities.

Table 2-13 City of South Lake Tahoe's Fiscal Mitigation Capabilities

Financial Resources	Accessible /Eligible to Use (Yes/No)	Comments
Community Development Block Grants (CDBG)	Yes	The City is an Entitlement Jurisdiction under the CDBG Program. A majority of CDBG allocation is for housing development and housing-related services, including income loan program funding. Because of the Entitlement status the HOME Investments Partnership Program, Emergency Shelter funds are available to the City. The funds, granted through the U.S. Department of Housing and Urban Development (HUD) target programs and/or projects geared towards assisting low and moderate-income persons by providing decent housing, a suitable living environment, and expanding economic opportunity. The City has been awarded other CDBG funds related to economic development (business loan programs), business coaching technical assistance, and related housing programs for low and moderate-income households. They have not yet applied for CDBG-Mitigation Funds (CDBG-MIT) funds.
Capital Improvements Project funding	Yes	Numerous CIP projects are being implemented or are under development in the City using federal and state funding sources, including transportation program funding (federal and state). Funding for restoration projects is also provided by the TRPA SEZ Mitigation Funds.
Authority to levy taxes and assessments for specific purposes	Yes	Tax assessment for a specific mitigation project.
Fees for water, sewer, services	No	Utility fees can be used for hazard mitigation of water and sewer projects; however, the STPUD and three other small water providers serve the City's water and wastewater needs. The STPUD implements their own LHMP and uses associated utility rates and fees to complete the large-scale utility upgrade projects and improvements in their service area.
Impact fees for new development	Yes	The City oversees a comprehensive development impact fee program.
Incur debt through general obligation bonds	Yes	
Incur debt through special tax bonds	Yes	
Incur debt through private activities	Yes	
Withhold spending in hazard-prone areas	No	

2.11.4 Mitigation Outreach and Partnership Capabilities

City of South Lake Tahoe Strategic Plan 2021 – 2026

This 5-year Strategic Plan serves as a "blueprint" for the City Council and discusses in detail the respective objectives and action items of five strategic priorities that focus on the built environment, recreation and equitable access, community for all, economic development, and continuous improvement. Carbon neutrality is one of its strategic priorities. The action items for the carbon neutrality goal include establishing a sustainability/energy manager position to facilitate the implementation of the City Climate Action Plan (CAP), creating a comprehensive communication strategy to ensure there is consistent messaging related to developing a more sustainable community, and working with community partners to achieve 100% local, renewable energy for all entities by 2025.

Public safety is another key strategic priority. One of the key action items in the Plan states "develop a wildfire preparedness and emergency evacuation plan in coordination with neighboring jurisdictions."

TRPA Lake Tahoe Regional Plan (2012)

The TRPA leads the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region, while improving local communities' interactions with the environment. The Regional Plan describes the needs and goals of the region and provides statements of policy to guide decision making as it affects the region's resources and remaining capacities. The plan with all of its elements, as implemented through agency ordinances and rules and regulations, will achieve and maintain the adopted environmental threshold carrying capacities (thresholds) while providing opportunities for orderly growth and development. The Plan discusses six elements as well as the goals and policies established for these elements. The six elements include: Land Use Element, Transportation Element, Conservation Element, Recreation Element, Public Services & Facilities Element, and Implementation Element.

Lake Tahoe Basin Community Wildfire Protection Plan (CWPP) (2015)

This Community Wildfire Protection Plan (CWPP) was developed by the Tahoe Fire and Fuels Team (TFFT), an action-oriented forum of organizations involved in implementing the Lake Tahoe Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy. It builds on previous planning efforts and covers the wildland urban interface (WUI) for all Lake Tahoe Basin fire protection districts and departments. The CWPP examines common issues faced by Lake Tahoe communities and general strategies for mitigation while also provides an in-depth assessment of each TFFT geographic division and provides specific recommendations, actions, and projects for improving community resiliency to wildfire.

El Dorado County Local Hazard Mitigation Plan (2018)

El Dorado County developed their LHMP update to make the County and its residents less vulnerable to future hazard events. The LHMP includes a risk assessment that identified and profiled hazards that pose a risk to the County, assessed the County's vulnerability to these hazards, and examined the capabilities in place to mitigate them. The County is vulnerable to several hazards that are identified, profiled, and analyzed in this plan. Floods, levee failures, wildfires, and severe weather are among the hazards that can have significant impact in El Dorado County. Based on the risk assessment, the LHMP's HMPC identified goals and objectives for reducing the County's vulnerability to hazards. The goals include: 1) minimize risk and vulnerability of El Dorado County to the impacts of natural hazards and protect lives and reduce damages and losses to property, economy, public health, and safety, and the environment; 2) provide protection for critical facilities, infrastructure, utilities and services from hazard impacts; 3) improve public awareness, education, and preparedness for all hazards; 4) increase communities' capabilities to mitigate

losses and to be prepared for, respond to, and recover from a disaster event; 5) maintain FEMA Eligibility/Position the communities for grant funding, and 6) continued compliance with the NFIP/enhancement of floodplain management program through participation in the NFIP.

Lake Tahoe Forest Action Plan (2019)

Responding to the increasing threat to the forests in the Lake Tahoe Region, the partner organizations of the TFFT developed the Lake Tahoe Forest Action Plan in 2019 to proactively minimize the growing risk. The Plan charts a path for collaboration across property boundaries to accelerate landscape restoration and community wildfire protection. The Plan aligns with state and federal plans and mandates that call for increasing the pace and scale of forest management including Nevada's Cohesive Strategy Implementation Plan and Forest Action Plan, California Executive Orders B-52-18 and N-05-19, and USDA Forest Service Region 5's Ecological Restoration Leadership Intent. The Plan implements the forest health focus area of the Basin's Environmental Improvement Program, the signature partnership to restore and protect Tahoe's natural resources. The action plan also contains three overarching strategies that support completing and maintaining all WUI treatments and implementing large-landscape restoration: 1) scale up to match the scale of the solution to the scale of the threat; 2) build capacity for all phases of the forest landscape management cycle; and 3) leverage technology for rapid, large-scale, more efficient implementation.

City of South Lake Tahoe Climate Action Plan (2020)

The City developed their first CAP in 2020, which will allow for the continuation and growth of South Lake Tahoe's climate leadership. In 2017, the City of South Lake Tahoe became the first jurisdiction in the Sierra Nevada and the 26th in the nation to adopt a 100% Renewable Resolution, committing the City to a number of renewable energy targets and greenhouse gas emissions reduction goals. This commitment highlighted the community's support for progressive and urgent action on climate. The strategies in the City's CAP will allow them to effectively achieve emissions reduction goals, improvements to public health and safety, improved equity and justice engagement and policies, better jobs and prosperity, and local environmental quality. The 2020 CAP, in combination with this LHMP update, is the City's main roadmap to create a more resilient community.

City of South Lake Tahoe Municipal Services Review and Sphere of Influence (SOI) Update (2016)

The Municipal Services Review (MSR) process is a comprehensive assessment of the ability of existing government agencies to effectively and efficiently provide services to residents and users. This review is intended to provide El Dorado Local Agency Formation Commission (LAFCo) with information related to the operations and management of the City of South Lake Tahoe. The MSR focuses on service providers within the area of the City and will make determinations in each area of evaluation, providing the basis for El Dorado LAFCo to review possible amendments to SOI or possible reorganization, consolidation, or annexation with those other service providers. The MSR assessed the following areas of evaluation for the City: growth and population projections, disadvantaged unincorporated communities, present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies, financial ability to provide services, agricultural and open space lands and SOI Review.

Lake Valley Fire Protection District (LVFPD) Local Hazard Mitigation Plan (2020)

LVFPD is a special district that was formed in 1947 to provide fire protection along California's south shore of Lake Tahoe. The area of the district is approximately 83 square miles in size, located six miles south of the City. The LVFPD provides fire, rescue, and emergency medical services to the community of Meyers (unincorporated community in El Dorado County), permanent population 12,000, and automatic and

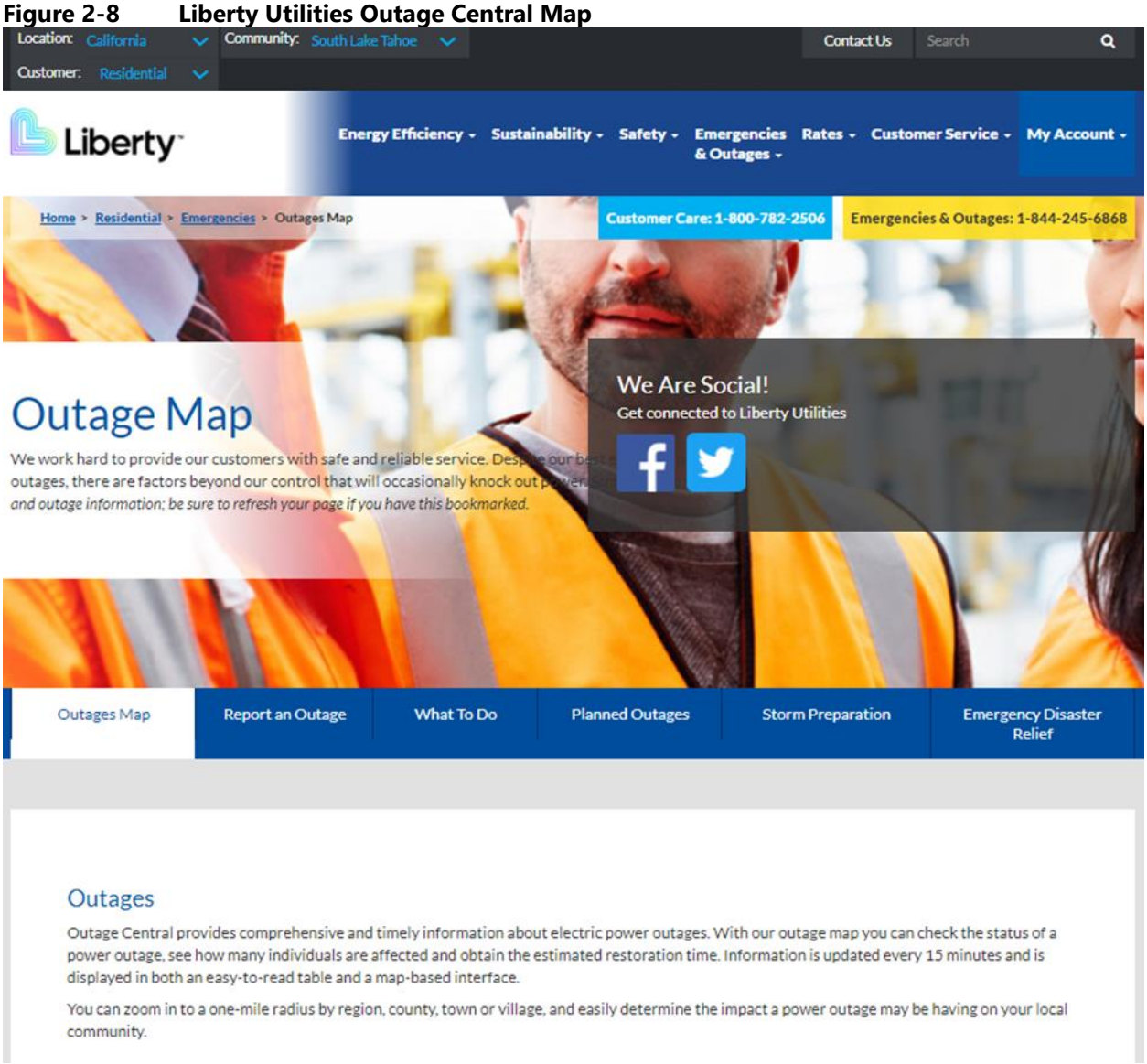
mutual aid to neighboring communities. Seasonal tourist fluctuations may swell the population of Meyers to over 50,000.

The LVFPD's LHMP serves to help protect the district's assets and communities by improving disaster preparedness and increasing resiliency. It serves as a guide for the LVFPD's decision makers as they commit resources to reducing the effects of potential hazards. The LVFPD LHMP contains a HIRA section that assesses hazards including avalanche and debris flows, dam failure, drought/tree mortality/extreme heat, floods, severe storms and wildfire. This LHMP is a comprehensive, long-term plan that focuses on identifying mitigation strategies, local policies and actions that can be implemented to reduce specifically identified risks and future losses to constituents.

Liberty Utilities Outage Map

Outage Central provides comprehensive and timely information about electric power outages. As shown in Figure 2-8, residents can check the status of a power outage, see how many individuals are affected and obtain the estimated restoration time. Information is updated every 15 minutes and is displayed in both an easy-to-read table and a map-based interface.

Figure 2-8 Liberty Utilities Outage Central Map



Source: Liberty Utilities 2022

On the same webpage, detailed updates and information with regards to utility shutoffs caused by recent hazards and disasters are also available for residents to view.

Community Shelters

According to the City's Housing Element, there are currently no homeless shelters in the City of South Lake Tahoe. Most of the current homeless population often uses motel rooms or camping for their permanent residence. The nearest homeless shelter in El Dorado County is Grace Place, which is operated by United Outreach of El Dorado County during the winter months. This shelter is located over 50 miles away in Camino, California.

Dam Owners and Operators Coordination

The City of South Lake Tahoe coordinates with numerous dam owners and operators, including owners upstream of the County. Coordination involves partnerships with federal, state, and local officials, agency engineers, emergency managers, emergency preparedness coordinators, dam owners and operators, and property owners near areas that can be potentially affected by dam incidents. Key agencies within the City's partnership include the FEMA's National Dam Safety Program (NDSP), Army Corps of Engineers (USACE), US Forest Service, California Division of Safety of Dams (DSOD), El Dorado Irrigation District, South Tahoe Public Utility District (STPUD), and Tahoe Keys Property Owners Association. Given there are range of mitigation actions that can be taken to reduce the risk of dam incidents and the effects of dam failure, the City has an ongoing partnership with key dam owners and operators in order to ensure each agency is aware of each other's actions and to coordinate them effectively, recognizing that working together maximizes risk reduction. As a result, many of these dam owners and operators were invited as stakeholders to inform and support the update of the City's LHMP. STPUD was also a HMPC participant and provided additional details on the Emergency Effluent Holding dam. Information on Echo Lake dam was acquired from the National Inventory of Dams (NID), the California Division of Safety of Dams (DSOD), and from safety details the City acquired from the El Dorado Irrigation District (i.e.,1992 dam rehabilitation activities, etc.). El Dorado Irrigation District was also invited to participate in the LHMP update as a regional stakeholder, and requested to comment on the plan during public review.

Information on these dam owners and operators are shown in the table below.

Table 2-14 City of South Lake Tahoe Dams of Concern Owner/Operator & Emergency Information

Dam Name	Downstream Community	Dam Owner
Echo Lake	South Lake Tahoe	El Dorado Irrigation District
Emergency Effluent Holding	South Lake Tahoe	STPUD
Fallen Leaf Lake	Fallen Leaf Lake	USDA FS
Tallac	South Lake Tahoe	Wooldridge and Jarvis

Other Planning Capabilities (Ongoing)

The HMPC noted the following additional mitigation outreach efforts during planning sessions:

- **Fire Department** – The City's Fire Department keeps up-to-date emergency/disaster information available on its website, which covers various resource including Community Evacuation Plan, Emergency Evacuation Plan map, Fire Danger/Red Flag Warning System. The website also contains information related to Lake Tahoe Basin fuels reduction and fire prevention strategy. In addition, the website mentions that June is the annual wildfire awareness month for the City. The City also aims to become a Fire Adapted Community.
- **County of El Dorado Office of Emergency Services (OES) Website** – The main County's website contains various information related to emergency preparedness. The County's OES website includes linkages to Cal OES, FEMA, County's LHMP, as well as other emergency preparedness-related resources.
- **Tahoe Regional Planning Agency** – The agency published an article regarding Caldor Fire and Climate Resilience on October 2021, mentioning that TRPA and Lake Tahoe Environmental Improvement Program (EIP) partners are working to bring more resources into the Basin and scaling up wildfire protection and forest fuel reduction projects. Other partnerships noted include the Tahoe Science Advisory Council and the Lake Tahoe West Restoration Partnership.

- **California Tahoe Conservancy** – The Conservancy received $41 million to reduce wildfire risk and help Tahoe adapt to climate change in 2021. This funding will help the Conservancy and its partners in the TFFT implement the Lake Tahoe Basin Forest Action Plan more quickly. The Forest Action Plan – developed by the TFFT's 21 federal, tribal, state, and local conservation, land management, and fire agencies – charts a path for collaboration across property boundaries to accelerate landscape restoration and community wildfire protection at Tahoe.
- **Tahoe Prosperity Center** – The Tahoe Prosperity Center (TPC) is a regional community and economic development nonprofit for the Tahoe Basin. The TPC's Executive Director was a HMPC representative and involved in the City's LHMP update. The organization focuses on comprehensive economic development and working with local businesses, jurisdictions, nonprofit organizations, and community members to advance data-driven initiatives for the community and economy.

2.11.5 Opportunities for Enhancement

Based on the capabilities assessment, the City of South Lake Tahoe has several existing mechanisms in place that already help to mitigate hazards. In addition to these existing capabilities, there are also opportunities for the City to expand or improve on these policies and programs to further protect the community.

Required future opportunities for enhancement comply with Assembly Bill 2140 include amending the City's General Plan Health and Safety Element to include the LHMP. The City can update other plans, such as the City's Capital Improvement 5 Year Plans to include hazard mitigation actions and climate adaptation strategies that relate to infrastructure resiliency. Other future improvements may include providing hazard training for staff or hazard mitigation grant funding in partnership with TRPA, El Dorado County, other adjacent counties, and Cal OES.

Benefits of CRS Program Participation

The City of South Lake Tahoe does not currently participate in the NFIP CRS Program. There are currently only 89 active flood insurance policies in effect in the City, with an average premium cost of $974. With a small number of policies, the City will need to determine if it makes sense to apply to participate in the program. Table 2-14 shows the CRS discount for policy holders by CRS Class if the City did participate in the program.

Table 2-15 Cost Savings by Policy and by Community for each CRS Class

CRS Class	Description	Total	SFHA	X-STD/AR/A99
09	Per Policy	$33	$100	$44
	Per Community	$2,940	$2,588	$352
08	Per Policy	$62	$199	$44
	Per Community	$5,528	$5,176	$352
07	Per Policy	$91	$299	$44
	Per Community	$8,116	$7,764	$352
06	Per Policy	$124	$398	$88
	Per Community	$11,057	$10,353	$704
05	Per Policy	$153	$498	$88
	Per Community	$13,645	$12,941	$704
04	Per Policy	$182	$597	$88
	Per Community	$16,233	$15,529	$704
03	Per Policy	$211	$697	$88
	Per Community	$18,821	$18,117	$704
02	Per Policy	$241	$796	$88

CRS Class	Description	Total	SFHA	X-STD/AR/A99
	Per Community	$21,409	$20,705	$704
01	Per Policy	$270	$896	$88
	Per Community	$23,997	$23,293	$704

[1] – SHFA includes Zones A, AE, A1-A30, V, V1-V30, AO, and AH; discount varies depending on class.

[2] – SFHA includes Zones A99, AR, AR/A, AR/AE, AR/A1-A30, AR/AH, and AR/AO; 10 percent discount for Classes 1-6; 5 percent discount for Classes 7-9

Source: CRS 2021

At a Class 9, there is an average discount of $100 per policy for the 26 policies in place within the Special Flood Hazard Area (SFHA) and approximately $2,940 in annual savings across the entire community. This is a small saving from a per policy perspective, but with CRS Class improvements, it may add up to more substantial community-level benefits. CRS participation will only provide direct financial benefits to flood insurance policy holders; however, the program does provide benefits to the greater community beyond the policy holder insurance discounts, such as comprehensive floodplain management practices, public awareness about flood hazards and insurance, and flood protection assistance.

Other Opportunities

Additional training opportunities will help to inform City staff members on how best to integrate hazard information and mitigation projects into their departments. Continuing to train City staff on mitigation and the hazards that pose a risk to the City will lead to more informed staff members who can better communicate this information to the public. The City's Grant Manager in the Finance Department in conjunction with the Fire Department and Development Division staff are currently being trained on HMGP funding opportunities and grant writing by participating in federal and state (FEMA and Cal OES) webinars and training series.

3 Planning Process

DMA Requirement §201.6 Local Mitigation Plans (b) and §201.6(c)(1):

An open public involvement process is essential to the development of an effective plan. In order to develop a more comprehensive approach to reducing the effects of natural disasters, the planning process shall include:

1) An opportunity for the public to comment on the plan during the drafting stage and prior to plan approval;

2) An opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, and agencies that have the authority to regulate development, as well as businesses, academia, and other private and nonprofit interests to be involved in the planning process; and

3) Review and incorporation, if appropriate, of existing plans, studies, reports, and technical information.

The plan shall document] the planning process used to develop the plan, including how it was prepared, who was involved in the process, and how the public was involved.

3.1 Background on Mitigation Planning in the City of South Lake Tahoe

This single-jurisdiction LHMP update is a customized plan tailored for the City of South Lake Tahoe. The City's previous HMP was adopted in 2008 and expired in 2012.

The increasing cost of disaster recovery in the nation and the State of California over the past decades, and specifically from the recent wildfires in 2021 that occurred near the Tahoe Basin (Tamarack Fire) and in the Tahoe Basin (Caldor Fire), has prompted a renewed interest in determining effective and holistic approaches to minimize natural hazards. Hazard mitigation planning plays an important role in building community resilience through the identification of hazards, assessment of vulnerabilities, and the development of mitigation actions.

The City recognized the importance of developing a customized and updated LHMP and was responsible for initiating its development in 2021. The goal of the LHMP update is to develop practical, attainable, and cost-effective mitigation actions to reduce vulnerability to the identified hazards and reduce human, property, and economic losses from hazard events. The City contracted with Wood Environment & Infrastructure Solutions, Inc. (Wood) to facilitate and develop the plan. Wood's role was to:

- Assist in establishing the HMPC as defined by the DMA of 2000 (Public Law 106-390) commonly known as the 2000 Stafford Act Amendments;
- Meet the DMA requirements as established by federal regulations and follow the FEMA planning guidance;
- Facilitate the entire planning process based on a Community Outreach Strategy;
- Identify the data requirements for the HMPC and conduct the research and documentation necessary to augment that data;
- Perform risk assessments that identify, evaluate, and prioritize natural and human-caused hazards that could impact the City;
- Conduct a vulnerability assessment to identify the hazard's impacts on the City's critical facilities, infrastructure, property, and future development;
- Assist in facilitating the public input process through the circulation of an online survey in both English and Spanish;
- Support community engagement during the planning process through the facilitation of two in-person Community Conversations (public workshops);

- Integrate the risk and vulnerability assessment to help the City determine appropriate mitigation goals and objectives to minimize long-term vulnerabilities to the identified hazards;
- Produce draft and final plan documents; and
- Coordinate with Cal OES and FEMA Region IX plan reviews.

The original HMP broadly covered natural hazards and vulnerabilities in the City of South Lake Tahoe. This new and updated plan expands on the HMP and is tailored to address the natural and human-health hazards in the City, the identified hazard impacts specific to South Lake Tahoe's critical facilities and infrastructure, and the development of a locally attainable mitigation strategy. The LHMP update will involve adopting, implementing, assigning responsibility, monitoring, and reviewing the mitigation actions over time to ensure the goals and objectives of the plan are being achieved and the plan remains relevant. The remainder of this chapter provides a narrative of the steps taken to prepare the LHMP.

3.2 Local Government Participation

The LHMP update is a single-jurisdictional plan that covers the City of South Lake Tahoe Planning Area, which is the same boundary as the City limits. The DMA planning regulations and guidance stress that each local government seeking FEMA approval of their mitigation plan must participate in the planning effort in the following ways:

- Participate in the process as part of the HMPC
- Identify potential mitigation actions; and
- Formally adopt the plan.

For the City of South Lake Tahoe's HMPC, "participation" was defined at the outset of the planning process as the following:

- Providing a virtual meeting space to ensure HMPC engagement during in the LHMP planning process;
- Completing and returning the Wood Plan Update Guide (also referred to as a Data Collection Guide);
- Collecting and providing other requested data (as available);
- Managing administrative details;
- Engaging the community during the facilitation of two in-person public outreach workshops;
- Making decisions on plan process and content;
- Identifying mitigation actions for the plan;
- Reviewing and providing comments on plan drafts;
- Informing the public, local officials, and other interested parties about the planning process and providing opportunity for them to comment on the plan;
- Advertising, coordinating, and participating in the public input process; and
- Coordinating the formal recommendation of the plan by the City Planning Commission and formal adoption of the plan by the City Council.

The City met all FEMA's requirements for plan participation. The City brought together a local planning team with representatives from City departments to help collect data, identify mitigation actions and implementation strategies, and review and provide data on plan drafts. The City engaged several federal, state, regional, and local stakeholder representatives from various agencies and municipalities in the region (Cal OES, TRPA, California Tahoe Conservancy [Conservancy]). In most cases, one or more representatives from each City department and each local agency attended the three HMPC meetings.

The preparation of the updated LHMP was also intended to assist the City in reducing its risk from natural and human-health hazards by identifying resources, information, and strategies for risk reduction. For the City's HMPC, the intention of the plan is to help guide and coordinate mitigation activities throughout the

City's departments, as this is the previous HMP was prepared 13 years ago. As a result, the HMPC set out to develop a plan that would meet the objectives summarized below.

- The plan would meet or exceed program requirements specified under the DMA of 2000.
- The plan would not only meet Cal OES and FEMA requirements, but also the needs of the City.
- The plan would coordinate existing and ongoing plans and programs already established at the City so that high-priority initiatives and projects to mitigate possible disaster impacts would be funded and implemented.
- The plan would create a linkage between the LHMP and established plans such as the South Lake Tahoe General Plan Health and Safety Element and City's Capital Improvement Plan (CIP) so that existing planning mechanisms can be integrated to help the City achieve successful mitigation.

Given plan integration is a key strategy in the success of LHMP implementation, the HMPC focused on consistency between plans and programs at the City, including the South Lake Tahoe General Plan and the City's CIP. The HMPC focused on ensuring each department representative consulted with their individual departments in between meetings to ensure existing capabilities were adequately documented in the LHMP and that mitigation actions were thoroughly reviewed and developed by a range of department leads throughout the City. Appendix A provides additional information and documentation of the planning process.

3.3 The 10-Step Planning Process

The City followed a planning process for the LHMP update that uses the DMA planning requirements and FEMA's associated guidance. This guidance is structured around a four-phase process:

1) Organize Resources
2) Assess Risks
3) Develop the Mitigation Plan
4) Implement the Plan and Monitor Progress

Into this process, the City integrated a detailed 10-step planning process used for FEMA's CRS and FMA programs, if South Lake Tahoe intends to join the CRS in the future. Thus, the modified 10-step requirements of the HMA grants including HMGP, BRIC program (formerly PDM), FMA, CRS, and the flood control projects authorized by the United States Army Corps of Engineers (USACE) are addressed. FEMA's March 2013 Local Mitigation Planning Handbook recommends a 9-step process within the four-phase process. Table 3-1 summarizes the four-phase DMA process, the detailed CRS planning steps and work plan used to develop the plan, the nine handbook planning tasks from FEMA's 2013 Local Mitigation Planning Handbook, and where the results are captured in the plan. The sections that follow describe each planning step in more detail, including information on the schedule and general timeframe of activities that took place to develop the plan.

Table 3-1 Planning Processes Used to Develop the City of South Lake Tahoe's LHMP Update

FEMA 4-Phase Guidance Phases	CRS Planning Steps	2013 FEMA Local Mitigation Planning Handbook Steps (44 CFR Part 201)	Location in LHMP
Phase 1: Organize Resources	Step 1. Organize Resources	1: Determine the Planning Area and Resources	Chapters 1, 2, and 3
		2: Build the Planning Team 44 CFR 201.6(c)(1)	Chapter 3, Section 3.3.1

FEMA 4-Phase Guidance Phases	CRS Planning Steps	2013 FEMA Local Mitigation Planning Handbook Steps (44 CFR Part 201)	Location in LHMP
	Step 2. Involve the public	3: Create an Outreach Strategy 44 CFR 201.6(b)(1)	Chapter 3, Section 3.3.1
	Step 3. Coordinate with Other Agencies	4: Review Community Capabilities 44 CFR 201.6(b)(2) & (3)	Chapter 2, Section 2.2; Chapter 3, Section 3.3.1
Phase 2: Identify Hazards and Assess Risks	Step 4. Assess the hazard	5: Conduct a Risk Assessment 44 CFR 201.6(c)(2)(i) 44 CFR 201.6(c)(2)(ii) & (iii)	Chapter 4, Sections 4.1 through 4.3
	Step 5. Assess the problem		Chapter 4, Sections 4.1 through 4.3
Phase 3: Develop a Mitigation Strategy	Step 6. Set goals	6: Develop a Mitigation Strategy 44 CFR 201.6(c)(3)(i); 44 CFR 201.6(c)(3)(ii); and 44 CFR 201.6(c)(3)(iii)	Chapter 5, Section 5.1
	Step 7. Review possible activities		Chapter 5, Section 5.2
	Step 8. Draft an action plan		Chapter 5, Section 5.3
Phase 4: Implement and Monitor the Plan	Step 9. Adopt the plan	8: Review and Adopt the Plan	Chapter 6, Appendix C
	Step 10. Implement, evaluate, and revise	7: Keep the Plan Current	Chapter 6
		9: Create a Safe and Resilient Community 44 CFR 201.6(c)(4)	Chapter 6

3.3.1 Phase 1: Organize Resources

Planning Step 1: Organize the Planning Effort

The organization of the planning effort was initiated as a joint commitment and effort by the City and South Lake Tahoe Fire Rescue to develop the plan and establish the framework and organization for the planning process. Organizational efforts were initiated with the City to inform and educate the HMPC participants of the purpose and need for the City, single-jurisdictional LHMP update. The City held an initial call on March 2, 2021 with Wood to discuss the organizational aspects of the planning process. On April 4, 2021 the City circulated the HMPC invitee list to City department staff and to various federal, state, and local agencies in the Tahoe Basin. The schedule of subsequent planning activities is summarized in Table 3-2.

Table 3-2 Local Hazard Mitigation Plan Schedule of Planning Activities

Project Task	Meeting Date(s)
Project Kick-Off Meeting	March 3, 2021
Circulate Draft HMPC Invitee List	April 4, 2021
HMPC Meeting #1	May 20, 2021
Submit Draft Public Outreach Strategy	June 2, 2021
Public Outreach Workshop #1	October 13, 2021
Circulate Public Survey (2-Month Survey Period)	October 8, 2021 through January 8, 2022
Prepare Hazard Identification and Risk Assessment	November 1, 2021
HMPC Meeting #2	November 3, 2021
Develop Goals and Objectives	January 15, 2022
HMPC Meeting #3	February 4, 2022
Compile Mitigation Action Worksheets	February 18, 2022
Submit 1st Administrative Draft LHMP	March 18, 2022
City and HMPC Provides Consolidated Comments on 1st Administrative Draft LHMP	March 25, 2022

Project Task	Meeting Date(s)
Submit 2nd Administrative Draft LHMP	April 1, 2022
Complete FEMA Region IX Review Tool: Elements A Through D	April 1, 2022
Circulate Public Review Draft LHMP (20-Day Public Review)	April 4, 2022
Public Workshop #2	TBD
Public Review Ends	April 23, 2022
Submit Final Draft LHMP to Cal OES for Review (45-Day Review Period)	April 29, 2022
Submit Final Draft LHMP to FEMA Region IX for Review	June 13, 2022
City Council Hearing*	TBD

*City Council Meetings are held on the first and third Tuesdays of each month.

Invitations to the kick-off meeting were extended to key City departments, and federal and state agencies, El Dorado County, Douglas County, neighboring municipalities, and key stakeholders. Using FEMA planning guidance, representatives from City departments and South Lake Fire Rescue established the base membership for the HMPC stakeholder committee. The HMPC also included representatives from federal, state, and local agencies, and stakeholders, and other organizations. Key representatives from these agencies and stakeholders included staff from TRPA, STPUD, Conservancy, LVFPD, and the Tahoe Prosperity Center. The list of agencies and individuals invited to participate is included in Appendix A.

The HMPC was established as a result of this effort, as well as through interest generated through outreach conduced for this project, which is outlined in more detail in the Community Outreach Strategy. The HMPC collectively developed the plan with leadership from the City and South Lake Tahoe Fire Rescue, as well as facilitation by Wood. The HMPC meetings also had participation from other agency stakeholders with an interest in hazard mitigation, which are described in Planning Step 3. Representatives from the following City departments and other agencies participated on the HMPC:

City of South Lake Tahoe

- City Manager's Office (including the City PIO)
- South Lake Tahoe Fire Rescue
- Finance Department
- City Clerk Office
- Development Services Department (including the Building Division)
- Public Works Department
- Police Department
- Parks and Recreation

Other Agency and Organization Stakeholders

- TRPA
- STPUD
- California Tahoe Conservancy
- Tahoe Chamber of Commerce
- Lake Valley Fire District
- Tahoe Prosperity Center

A list of participating HMPC representatives is included in Appendix B. This list includes all HMPC members that attended one or more HMPC meetings detailed in Table 3-2. The City also utilized the support of other City staff in order to collect and provide requested data and to conduct timely reviews of draft documents; this support staff included the City's GIS Manager and the City's Capital Improvements Project Manager. The core HMPC group was also supplemented by input from other government and

stakeholder representatives that contributed to the planning process as identified in Planning Step 3: Coordinate with Other Department and Agencies.

The planning process officially began with a kick-off meeting on May 20, 2021. The meeting covered the scope of work and an introduction to the DMA requirements. Participants were provided with a Plan Update Guide (also referred to as a Data Collection Guide), which included worksheets to facilitate the collection of information necessary to support development of the plan. Using FEMA guidance, Wood designed these worksheets to capture information on past hazard events, identify hazards of concern to the jurisdiction, quantify values at risk to identified hazards, inventory existing capabilities, and record possible mitigation actions. A copy of the Data Collection Guide for this project is included in Appendix A. The City completed and returned the worksheets in the Data Collection Guide to Wood staff for incorporation into the plan.

During the planning process, the HMPC communicated through virtual sessions, email, and monthly virtual meetings, and added information to the City's LHMP webpage. Draft documents were distributed via email to the City (Fire Department representative) and then distributed to the HMPC stakeholders. The HMPC met three times during the planning period (May 20, 2021 through February 4, 2022).

The dates and purposes of these meetings are described in Table 3-3. The HMPC also met internally (monthly) in between meetings to help the City's South Lake Tahoe Fire Rescue (Fire Department) track deliverables, worksheet materials, and public outreach documentation. Agendas for each of the meetings and lists of attendees are included in Appendix A. Figure 3-1 is from HMPC Meeting #1.

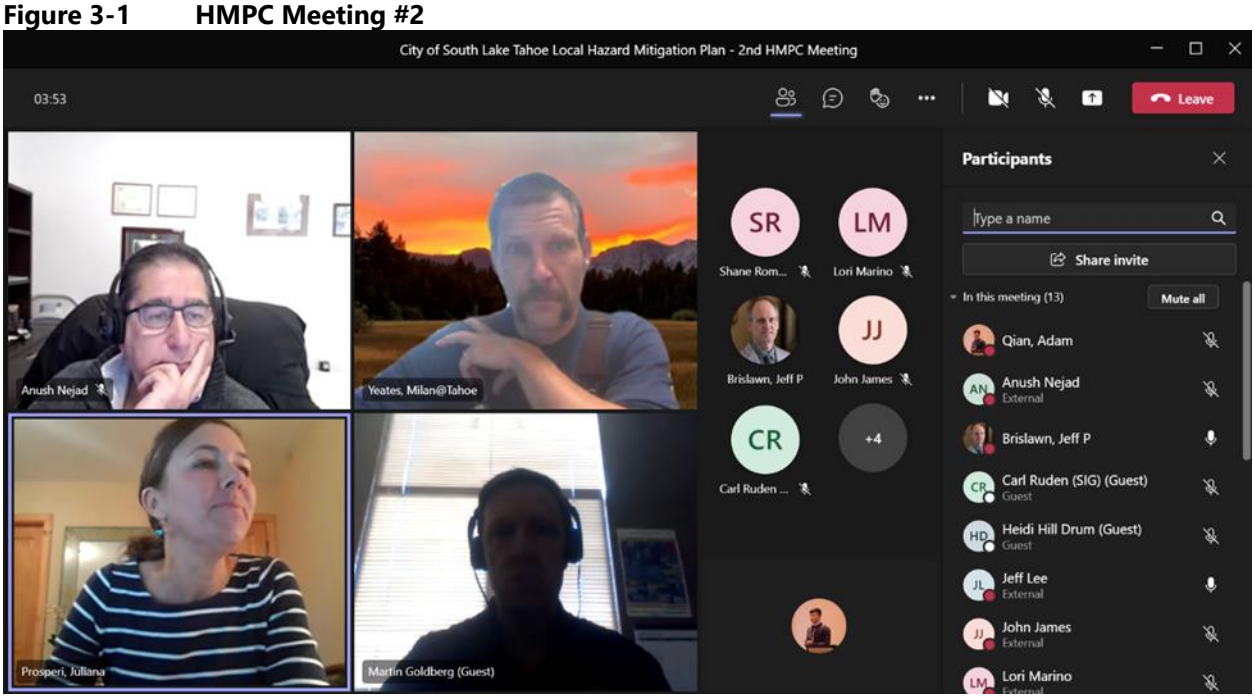
Table 3-3 Schedule of Planning Meetings

Meeting Type	Meeting Topic	Meeting Date(s)
HMPC Meeting #1	Kick-off meeting: introduction to DMA, the planning process, and hazard identification	May 20, 2021
HMPC Meeting #2	Risk assessment overview and work session on new goal development	November 3, 2021
HMPC Meeting #3	Development of mitigation actions; selection and prioritization of mitigation recommendations	February 4, 2022

At HMPC Meeting #1, the planning process scope and schedule were discussed, along with the list of hazards addressed in the plan, followed by a presentation that reviewed the Community Outreach Strategy and Data Collection Guide. The group was asked what hazards presented the greatest concern.

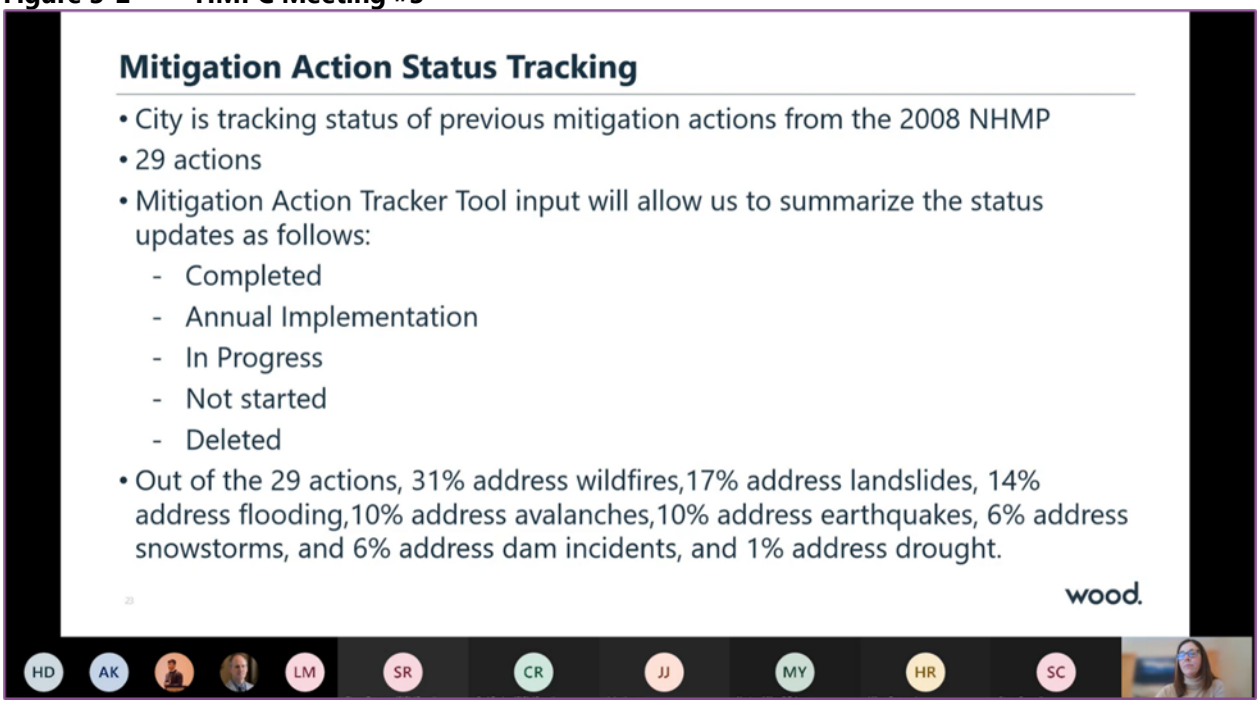
HMPC Meeting #2 focused on the findings from the risk assessment and the specific vulnerabilities to the City's critical assets and infrastructure that need to be addressed in the mitigation strategy. Mitigation goals and objectives from the previous 2008 HMP and 2018 El Dorado County LHMP were reviewed. The HMPC also participated in brainstorming sessions to develop new mitigation goals and objectives. Figure 3-1 is from HMPC Meeting #2.

Figure 3-1 HMPC Meeting #2



This led to further discussion and the prioritization of mitigation actions developed at the HMPC meeting #3. Figure 3-2 is from HMPC Meeting #3.

Figure 3-2 HMPC Meeting #3



Planning Step 2: Involve the Public

Early discussions with the City of South Lake Tahoe established the initial plan for public involvement. At the kick-off meeting, the HMPC discussed options for public involvement and agreed to an approach using established public information mechanisms and resources within the community with a focus on

digital platforms such as Zoom meetings, virtual public workshops scheduled in conjunction with Planning Commission meetings, and social media postings. This approach was outlined in the project's Community Outreach Strategy (Appendix C).

Public outreach was initiated during the plan development process with an informational press release to notify the public of the purpose of DMA and the hazard mitigation planning process for the City of South Lake Tahoe. The City Fire Department coordinated the circulation of outreach materials, such as press releases and social media postings and advertisements prior to the first public workshop. Public involvement activities included the development of the LHMP webpage, the organization of two public outreach workshops, and circulation of press releases and an online survey. The City compiled public comments received during the first public workshop and based on the online survey.

The City also compiled public comments on the planning process, hazard profiles, risk assessment, and the Draft LHMP during a second public workshop. During this time formal comments on the draft plan circulated during public review were compiled, organized, and reviewed by the City. These comments were submitted by email and through an online form. The City received a total of seven public comments on the plan, which included a combination of five written comments and two verbal comments received during the second public workshop. A summary of these comments and the comment-response matrix is included in Appendix A. The City incorporated public input by reviewing the comments and revising the LHMP prior to submittal to Cal OES and FEMA Region IX.

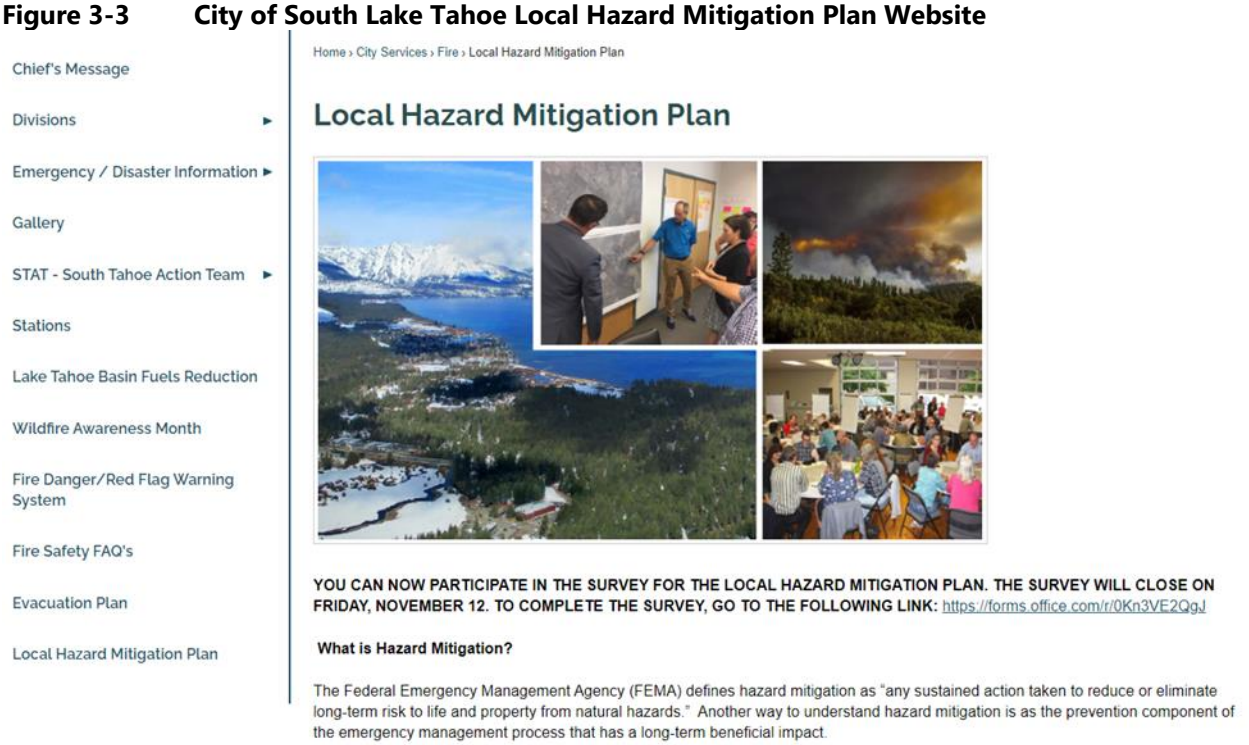
The City also took public comment during the second public workshop. The second public workshop was held as an in-person public workshop referred to as a "Community Conversation." The City notified the project stakeholders and public about the second public workshop via email, the circulation of press releases, newspaper notices, and social media postings. The second public workshop was also advertised on daily and weekly City of South Lake Tahoe newsletter updates. The City received two public comments during the second public workshop; these comments are included in a comment-response matrix in Table 3-6 at the end of this chapter.

Project Webpage

At the beginning of the planning process, the City created a LHMP webpage linked to the City's main website to keep the public informed on hazard mitigation, the development of the LHMP and the planning process, and as a place to solicit public input. The LHMP webpage include a background section on hazard mitigation planning and the DMA. It highlighted recent natural hazard events that have occurred in the City of South Lake Tahoe. The webpage elaborated on the LHMP plan development process and the purpose of the public survey. The webpage encourages the public to get involved in the development of the plan via filling out the survey. The LHMP webpage publicized media releases, mailings, newsletters, surveys, and public meeting advertisements. The City intends to keep the LHMP webpage active after the plan is completed to keep the public informed about the status of the mitigation actions. Figure 3-3 shows the City of South Lake Tahoe LHMP webpage.

The City made the Public Review Draft LHMP available on the LHMP webpage in April 2022 here: https://www.cityofslt.us/LHMP

Figure 3-3 City of South Lake Tahoe Local Hazard Mitigation Plan Website



Online Survey

During the planning process and drafting stage, one web-based public survey was developed as a tool to gather public input. The survey was for the public to provide feedback to the HMPC on topics related to hazard concerns and reducing hazard impacts. The survey provided an opportunity for public input during the planning process and prior to finalization of the plan. The survey gathered public feedback on concerns about earthquakes, flooding, wildfires, climate change, and other hazards and solicited input on strategies to reduce their impacts. The first survey was released as on October 8, 2021 and closed on January 8, 2022 and (3-month comment period). The HMPC provided links to the public survey by distributing it using social media, email, and posting the link on the City's LHMP webpage. 119 responses were received on the survey. This information was shared with the HMPC to inform the process.

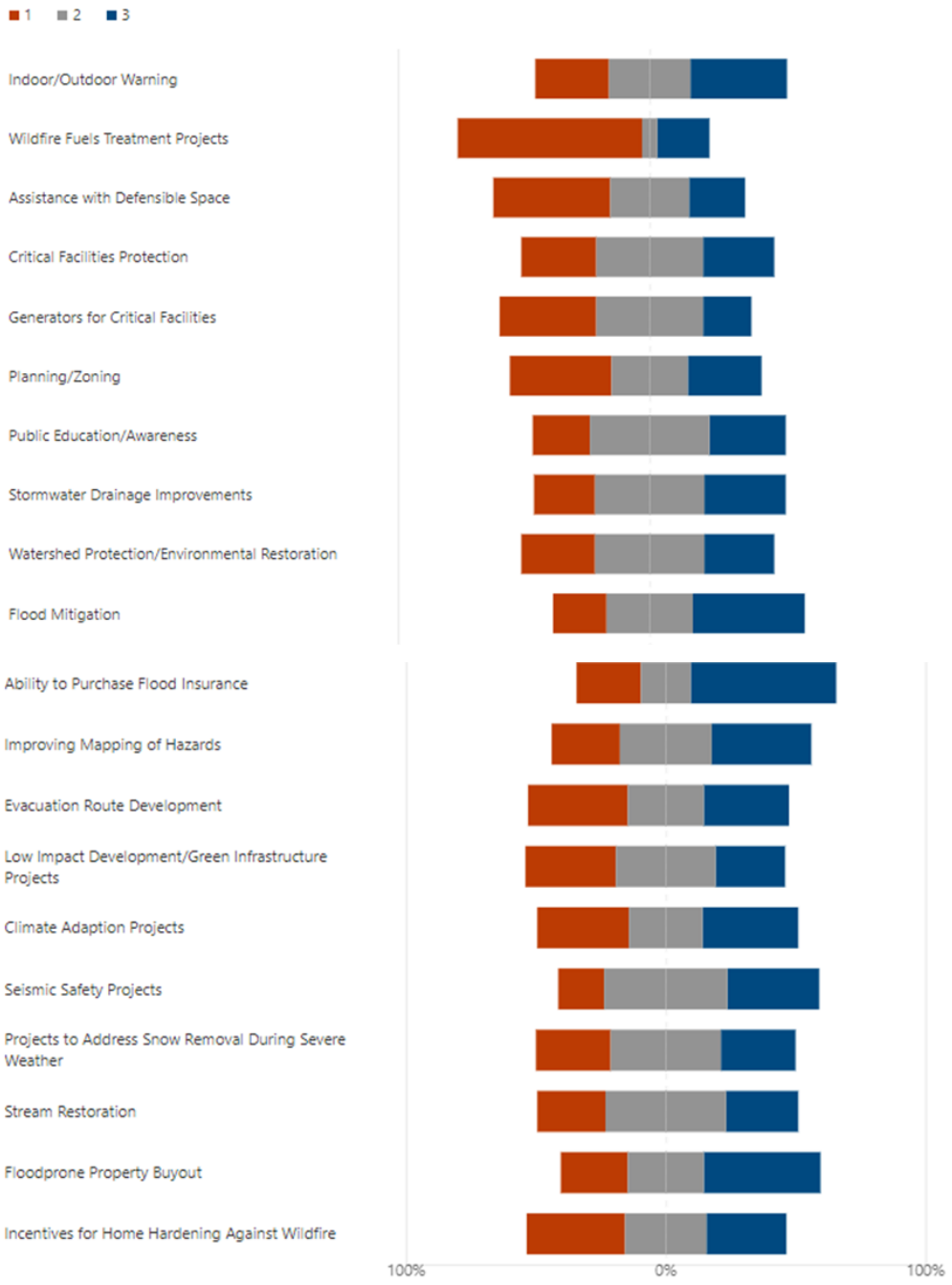
The survey included a total of 15 questions. The first section included questions on ranking hazard significance. The results track with the significance levels noted in Chapter 4 of this plan, with wildfires flooding, climate change and drought being considered the most significant. Severe Weather: Winter Storms/Heavy Snow/High Wind and power outages events also ranked highly in significance based on the public input. This section also asked the public's recent exposure to natural hazards and solicited the public's input on specific hazard issues that they would like the HMPC to consider. The next section of the survey focused on questions related to mitigation actions that the City should consider in the plan. The results indicated that ability to purchase flood insurance, flood mitigation, indoor/outdoor warning, public education/awareness were mitigation actions that are considered to have high-priority to the public. The final part of the survey a short section of questions on demographics, specifically on whether participants were residents of the City or the unincorporated portion of El Dorado County outside the City of South Lake Tahoe. These questions are also intended to compile information on what segments of the population participated on the survey and where additional outreach efforts may be necessary.

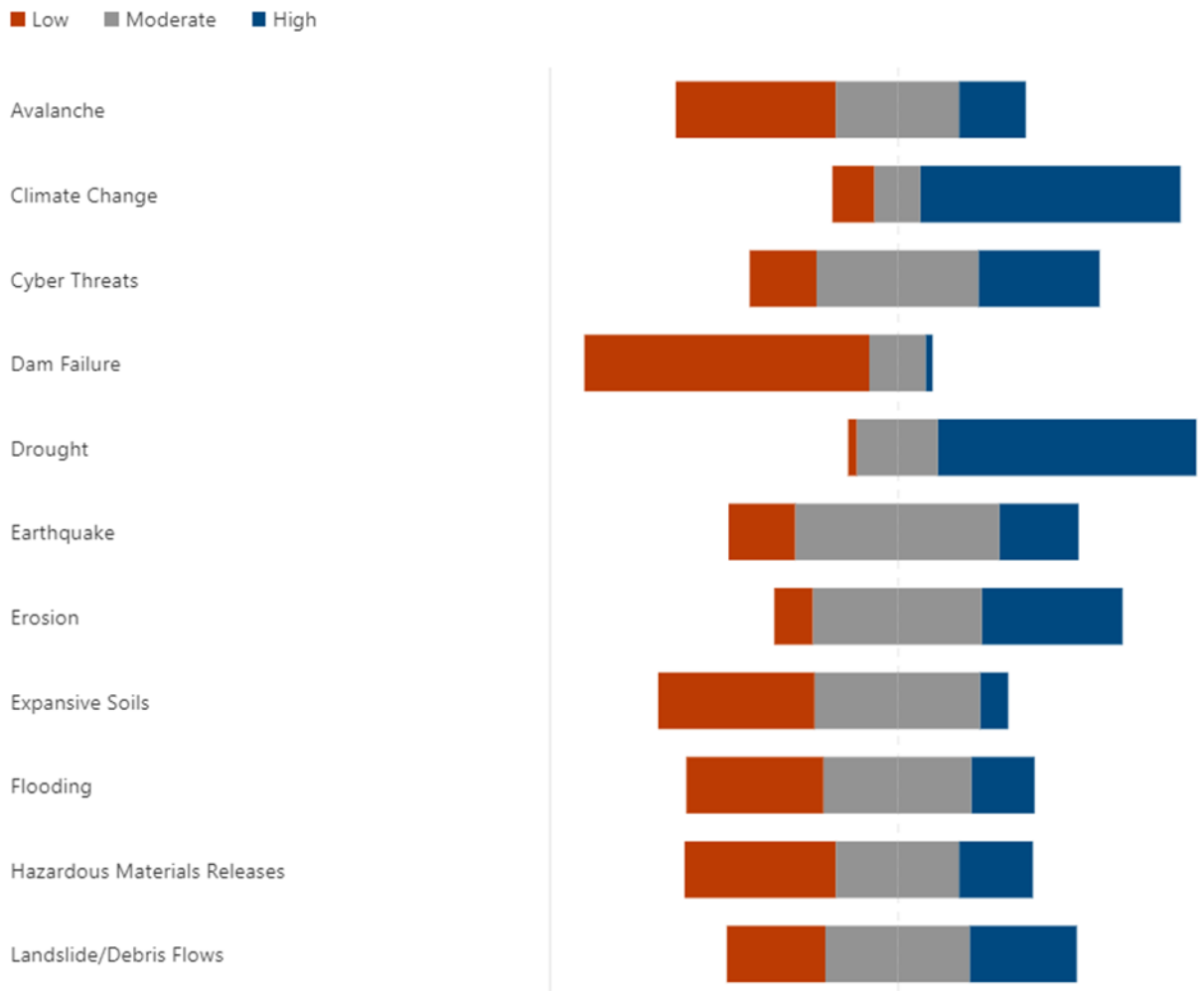
The participants were also asked questions such as whether they have taken action to make their homes/business more disaster/resistant, how much they are willing to spend to make safety

improvements, what other types of information would be valuable and helpful. These results were shared with the HMPC and considered during the planning process. Figure 3-4 shows an example of the responses from the survey. The full results of the survey are included in Appendix A.

Figure 3-4 Example of Public Survey Response

4. The following types of mitigation actions may be considered for the City. Please indicate the top 3 mitigation actions that you think should have the highest priority in the City of South Lake Tahoe LHMP. Number 1 represents highest priority.





Public Workshops

Public meetings were held during the draft plan development process and prior to finalizing the plan as further described in Table 3-4. The first public workshop, referred to as a "Community Conversation" was held on October 13, 2021. The second public workshop was held as an in-person workshop on May 26, 2022. This workshop was also broadcast live on the City's Facebook social media platform. Figure 3-5 is a photo taken at the first public workshop.

Figure 3-5 1st Public Workshop

Figure 3-6 is a photo taken at the second public workshop.

Figure 3-6 2nd Public Workshop

All press releases and website postings are on file with the City of South Lake Tahoe Development Services and South Lake Tahoe Fire Rescue. The public outreach activities described here were coordinated and fully supported by the City of South Lake Tahoe. The two public workshops scheduled and organized by the City are detailed in Table 3-4.

Table 3-4 Public Workshops

Meeting Topic	Meeting Dates	Meeting Locations
1st Public Workshop	October 13, 2021	In-person Community Conversation/Public Workshop #1

Meeting Topic	Meeting Dates	Meeting Locations
2nd Public Workshop	May 26, 2022	In-Person Community Conversation/Public Workshop #2

The first public workshop was held to solicit public and stakeholder input during draft development of the plan. Public outreach included an email distribution with a notice of the public meeting to the HMPC with direction to share with other associations, boards and committees and postings around the workplace. The meeting notice was also posted on the City of South Lake Tahoe LHMP Webpage and on the City's social media sites, such as Facebook. Approximately ten people attended the first public workshop. Workshop materials are included in Appendix A. There were several general comments during a presentation from the public related to the Caldor Fire evacuation and recovery process. There was also one comment on the need to prepare a LHMP and once adopted the need to begin tracking hazard mitigation funding opportunities for key LHMP. Where appropriate, stakeholder and public comments were incorporated into the final plan, including the sections that address mitigation goals and strategies. Comments submitted during the second public workshop were made about priority hazard risks related to flooding and wildfire. Comments also addressed proposed mitigation actions related to flooding. Comments submitted during the second public workshop and during public review will be summarized in this chapter. A summary of the meeting was also shared with the HMPC and is included in Appendix A.

Prior to finalization of the plan a draft will be made available on the City's LHMP webpage for a 20-day public comment period. The Public Review Draft LHMP update was circulated from April 25, 2022 through May 27, 2022. The City also posted an electronic form with the plan on the City's LHMP webpage to capture electronic comments (see Appendix A).

Social Media

The City of South Lake Tahoe used the following social media platforms to circulate information on the LHMP:

- City Facebook (32,337+ followers).
- City Twitter (7,694+ followers).

The two social media platforms announced the kick-off of the LHMP planning process, advertised the City's LHMP webpage and other events, included a link to the online survey, notified the public about meetings and workshops, and announced the availability of the plan for public input and comment. Figure 3-7 is an examples of news feed from the City's Facebook page that announced and advertised the first public workshop. Figure 3-8 advertised the availability of the Public Review Draft LHMP.

Figure 3-7 Example on Announcement of Public Workshop #1 on City's Facebook Page

City of South Lake Tahoe Government
October 12 ·

Just a reminder, the City of South Lake Tahoe will be hosting two events tomorrow, Wednesday, October 13. Please join us for Coffee with the Mayor and Community Conversations.

Coffee with the Mayor will be starting at 9:00 at the Public Works Building located at 1740 D Street. Mayor Wallace and our Public Works experts will discuss the Capital Improvement Plan, including the 5-Year Road Construction Plan.

Community Conversations will be held from 5:30-7 pm at the City Council Chamber located at 1901 Lisa Maloff Way. We will be discussing our Local Hazard Mitigation Plan and Defensible Space.

Don't forget to participate in the City's Local Hazard Mitigation Plan Survey, by going to the following link:
https://forms.office.com/r/0Kn3VE2QgJ

MASKS WILL BE REQUIRED FOR EVERYONE ATTENDING EITHER EVENT.

Note: Community Conversations will also be viewable via Facebook Live.

Hope to see you there!

Figure 3-8 Advertisement of the Public Review Draft Local Hazard Mitigation Plan

CITY OF SOUTH LAKE TAHOE

FOR IMMEDIATE RELEASE

Lindsey N. Baker, PIO ▪ (530) 307-1445 ▪ lbaker@cityofslt.us

Draft Local Hazard Mitigation Plan Public Review & Public Workshop Announced

Online Review Period open April 25 through May 27 & Public Workshop Being Held on May 26

SOUTH LAKE TAHOE, CA, April 25, 2022 –The City of South Lake Tahoe's Local Hazard Mitigation Plan (LHMP) update assesses the risk posed by natural, human-health, and climate-related hazards and identifies ways to reduce those risks through the development of specific mitigation actions. The LHMP update also addresses the effects of climate change on natural hazards and incorporates climate adaptation strategies. The plan specifically identifies what the City will do to minimize the impacts of natural hazards, such as earthquake, flooding, landslide, winter storms, severe weather, and wildfires; it also addresses how the City will minimize the impacts of human-caused and climate-related hazards, such as public health hazards and energy shortages. In addition, the LHMP allows the City to be eligible for mitigation grant funding from the Federal Emergency Management Agency (FEMA).

A draft of the City's LHMP is now available for public review and comment at www.cityofslt.us/1210/Local-Hazard-Mitigation-Plan. Comments should be sent to Acting Chief Drennan at jdrennan@cityofslt.us. A Hazard Mitigation Planning Committee, that included participating stakeholders from regional and local agencies and organizations in the South Lake Tahoe area, such as the California Tahoe Conservancy, Tahoe Regional Planning Agency, South Tahoe Public Utility District, Lake Valley Fire District, Tahoe Chamber of Commerce, and Tahoe Prosperity Center, developed the LHMP update over the past year. The City is now soliciting public comments on the plan before it is finalized and submitted to the California Office of Emergency Services and FEMA Region IX for review and approval.

In addition to the online input process, residents and community stakeholders are encouraged to attend an in-person, public workshop on Thursday, May 26 at 5:30pm at City Hall (1901 Lisa Maloff Way). Representatives from Wood Consulting will be present, along with Acting Fire Chief Jim Drennan, to share the details of the updated draft plan and take public comment. The minimum online 30-day comment period is open from Monday, April 25 through Friday, May 27.

Comments and questions may be directed to Jim Drennan, South Lake Tahoe Fire Rescue, Acting Fire Chief at jdrennan@cityslt.us or (530) 542-6164.

###

City of South Lake Tahoe

The City of South Lake Tahoe is a general law city in El Dorado County, CA, that was founded on November 30, 1965. Located 190 miles northeast of San Francisco, CA and 60 miles southwest of Reno, NV in the Sierra Nevada Mountains, South Lake Tahoe boasts one of the most unique

1901 Lisa Maloff Way, Ste. 203 | South Lake Tahoe, CA 96150 | (530) 542-6000 | www.cityofslt.us

Newspapers

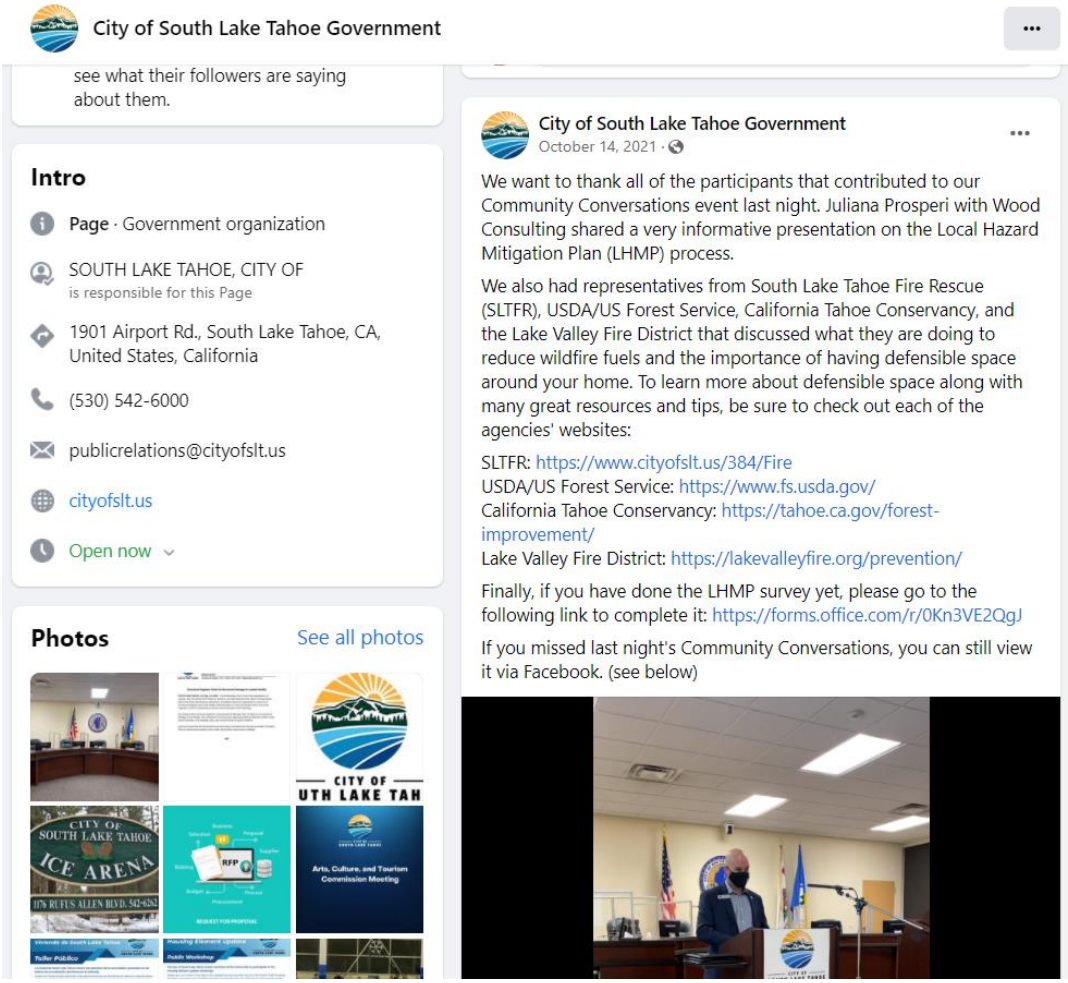
The following regional and local print newspapers were used to circulate and advertise information on the LHMP, specifically the announcement of the public workshop:

- Tahoe Daily Tribune; and
- South Tahoe Now.

Press Releases

The City was encouraged to distribute and circulate press releases over the course of the LHMP development. The City and Wood staff also encouraged HMPC participants and stakeholders to distribute press releases during the project. Press releases were distributed as informational flyers, advertisements, posters, and public notices handed out during community events. These communication platforms were used to spread the news about the LHMP and invite the public to participate in the process. Advertisements and press releases announced the kick-off of the LHMP planning process, advertised the City's LHMP webpage and other events, included links to the public survey, notified the public about workshops, and announced the availability of the plan for public input and comment. Press releases were distributed to multiple print and digital news agencies. Figure 3-9 is an announcement distributed after the first public workshop in October 2020 and to further notify the public about the LHMP update.

Figure 3-9 Press Release published after the 1st Public Workshop



Public Review and Comments on the Draft LHMP

The City circulated the Public Review Draft LHMP for 30 days; it was posted on the City's LHMP webpage and circulated from April 25, 2022, to May 27, 2022. The City solicited public input on the Draft LHMP by collecting and reviewing comments received during the public review period. Comments submitted during public review are summarized in this chapter and were incorporated in the revised version of the Draft LHMP submitted to Cal OES and FEMA Region IX. A detailed comment-response matrix addressing the public comments is included in Table 3-6 at the end of this chapter. This matrix also summarizes how the Draft LHMP was revised (if applicable) based on public comments.

Planning Step 3: Coordinate with Other Departments and Agencies

Early in the planning process, the HMPC determined that data collection, mitigation strategy development, and plan approval would be greatly enhanced by inviting state and federal agencies and organizations to participate in the process. Based on their involvement in hazard mitigation planning, their landowner status in the County, and/or their interest as a neighboring jurisdiction, representatives from the following agencies were invited to participate on the HMPC:

- City of South Lake Tahoe
- TRPA
- El Dorado County*
- Lake Tahoe Unified School District*
- STPUD (local water utility provider and dam owner and operator)
- Barton Memorial Hospital
- Tahoe Prosperity Center
- Liberty Utilities*
- California Tahoe Conservancy
- Lake Valley Unified School District

Wood in coordination with the City and the HMPC also used technical data, reports, and studies from the following agencies and groups:

- American Red Cross
- California DOF
- California Department of Fish and Game
- California Department of Fire Protection (Cal Fire) and Forestry
- California Department of Parks and Recreation Office of Historic Preservation
- California Department of Public Health
- California DWR
- California OES
- California Geological Survey
- California Natural Resources Agency
- El Dorado County Department of Health Services Environmental Health and Safety Division
- El Dorado Irrigation District (EID)
- FEMA Region IX
- USACE
- U.S. Center for Disease Protection
- U.S. Bureau of Land Management
- U.S. Bureau of Reclamation
- U.S. Fish and Wildlife Service
- U.S. Forestry Service
- U.S. Geological Survey
- U.S. Census Bureau
- FEMA
- National Weather Service
- National Oceanic and Atmospheric Administration, National Climatic Data Center
- National Resource Conservation Service

Note: Agencies marked with * were invited to become members of the HMPC but did not join the HMPC. They were invited to review and comment on the Draft LHMP and were provided a direct link to download a copy of the plan through an email invitation.

Several opportunities were provided for the above groups to participate in the planning process. At the beginning of the planning process, invitations were extended to the first group to actively participate on the HMPC and as a stakeholder representative to support the DMA planning process and to maximize credits under the NFIP CRS Program if the City decides to participate in this program. Specific participants from these groups are detailed in Appendix C.

The City also provided various opportunities for El Dorado County and other neighboring communities, such as Douglas County and representatives from the Meyers community (LVFPD) to participate in the City of South Lake Tahoe LHMP update development. Others assisted in the process by providing data directly as requested in the Data Collection Guide or through data contained on their websites or as maintained by their offices. Dam owners and operators were also invited to participate in the outreach process and to comment on the Draft LHMP; this included specific input from STPUD (also a HMPC participant) and the EID on upstream high hazard dams and dam safety. These stakeholder groups were also invited to participate through the public outreach process, which included public workshops as previously described. Further as part of the HMPC and public outreach processes, all groups were invited to review and comment on the plan during public review and prior to submittal to Cal OES and FEMA.

Other Community Planning Efforts and Hazard Mitigation Activities

Coordination with other community planning efforts is paramount to the success of this plan. Hazard mitigation planning involves identifying existing policies, tools, and actions that will reduce a community's risk and vulnerability to hazards. The City of South Lake Tahoe uses a variety of comprehensive planning mechanisms, such as general plans and ordinances, to guide growth and development. Integrating existing planning efforts and mitigation policies and action strategies into this plan establishes a credible and comprehensive plan that ties into and supports other community programs. The development of this plan incorporated information from the following existing plans, studies, reports, and initiatives listed in Table 3-5. Other related planning efforts were inventoried in the capability assessment in Chapter 2.

Table 3-5 Incorporated Planning Mechanisms

City of South Lake Tahoe Plans	How Plan is Incorporated in LHMP
City of South Lake Tahoe General Plan Health and Safety Element (2011)	• Incorporated relevant hazard information from the Health and Safety Element into the LHMP. • Reviewed the Safety Element goals in HMPC Meeting #2 and developed new goals for the LHMP that were consistent and mutually reinforcing. • Reviewed the implementation program for the General Plan to determine if plan updates occurred, when, how often, and whether the next update can integrate the LHMP into the Safety Element. • Assembly Bill 2140 requires the adoption of LHMPs into the General Plan Health and Safety Element after LHMP Approval; this topic was discussed during each HMPC meeting. • The LHMP emphasizes need to ensure General Plan is amended to include the LHMP after it is approved by City Council; this information is included in the chapter on the adoption process.
Zoning Ordinance	• The South Lake Tahoe City Code's Title 6 – Development Services includes land use development standards, building regulations, community investment and revitalization strategies and incentives for rehabilitation and upgrading public and private infrastructure in community plan areas, plan area statement and other land use regulations, floodplain management regulations, and residential development design standards.
Growth Management Ordinance	• Development in the Tahoe Basin, including the City of South Lake Tahoe is guided by the Lake Tahoe Regional Plan. While not referenced as a

City of South Lake Tahoe Plans	How Plan is Incorporated in LHMP
	growth management ordinance, development in the Tahoe Basin is controlled by established growth caps that regulate development over time through development rights. Development rights are land use units that entities must acquire before a property is developed. They include TAUs, single- and multi-family residential units, and CFA. These incentives also apply to development in the City's Planning Area and encourage removing development from environmental sensitive areas and transferring that development to areas for suitable for buildings and infrastructure in town centers.
NFIP Participation (1980)	• The City of South Lake Tahoe has participated in the NFIP since July 3, 1978 via regular entry; the current effective map date is April 3, 20172. • The LHMP integrates information in the risk assessment on the most recent FIS completed for El Dorado County on September 26, 2008. • Reviewed repetitive loss and severe repetitive loss information from the Community Information System (CIS) and discussed the benefits of joining the CRS while also taking into account the low number of policy holders in the City (88 flood insurance policies).
Floodplain Ordinance (2001)	• The City of South Lake Tahoe adopted its Floodplain Management Ordinance in 2001 which is in Chapter 6.65 of the City Code. It provides direction for new and existing developments located within SFHAs. The primary goal of this ordinance is to reduce future flood damage through the implementation of building techniques that minimize the potential loss of life and property due to development in floodplains. It references the more restrictive floodplain development standards found in the Lake Tahoe Regional Plan and the Lahontan Basin Plan. It contains six articles that cover methods of reducing flood losses, general provisions, administration related to the floodplain administrator, and various standards and provisions for flood hazard reduction. • The Floodplain Ordinance also contains elevation and floodproofing requirements regarding residential and nonresidential construction, new or substantial improvement. Requirements related to residential construction, new or substantial improvements shall have the lowest floor, including basement follow specific building standards if located in an AO zone. For example, such construction must be elevated above the highest adjacent grade to a height equal to or exceeding the depth number specified in feet on the FIRM or elevated at least two feet above the highest adjacent grade if no depth number is specified. Construction in an A zone must be elevated to or above the BFE (according to one of the methods in City Code Chapter 6.65.150(B)). Construction in all other zones shall be elevated to or above the BFE. The elevation of the lowest floor shall also be certified by a registered professional engineer or surveyor, verified by the community building inspector, and provided to the floodplain administrator. • The City, in cooperation with FEMA's NFIP, has completed a re-study of the 1978 FIRM and has been revised as April 3, 2012.
City of South Lake Tahoe Capital Improvement Program	• The City's Engineering Division is responsible for implementation of the City's adopted five-year CIP, which consists of a variety of projects to construct, maintain, repair, and rehabilitate the City's infrastructure, facilities, and specialized equipment. • The City's CIP utilizes a numerical rating system driven by the City's five strategic priorities of: Improving the Built Environment; Public Trust and

City of South Lake Tahoe Plans	How Plan is Incorporated in LHMP
	Accountability; Economic Development; Partnership Development; Fiscal Sustainability. • The City's CIP is classified by four categories: infrastructure projects, facility projects, equipment projects and pavement management system. • The most recent and top-priority CIP projects include: D Street Public Works Facility (completed in 2019), Sierra Blvd Streetscape (completed in 2019), Lake Tahoe Blvd Bike Trail (scheduled for 2021), Bijou Park Creek SEZ/Watershed Restoration (scheduled for 2021), Upper Bijou Park Creek Restoration (scheduled for 2021), and Tahoe Valley Greenbelt (scheduled for 2021).
STPUD UWMP (2020)	• STPUD is a major water supply of the City. • The core requirements for this UWMP include: 1) A description of the water service area; 2) a description of the existing and planned supply sources; 3) estimates of past, present, and projected water use; 4) 20x2020 analysis and target compliance; 5) a description of the conservation program; 6) a description of the Water Shortage Contingency Plan. Several of the objectives and the sustainability principles outlined in the plan will help the City mitigate drought hazards. • The UWMP was reviewed during the development of new mitigation actions to ensure the plan information is incorporated into the new mitigation actions.
City of South Lake Tahoe EOP (July 2021)	• The EOP is a basic plan that addresses the City of South Lake Tahoe's responsibilities in emergencies associated with natural disaster, human-caused emergencies, and technological incidents. It provides a framework for the coordination of recovery efforts within the City. • The EOP was recently updated in July 2021 and addresses current hazard issues in the City, which ties in with the hazard mitigation effort that this 2021 LHMP aims for. • The City's EOP has been activated over the past few years due to flooding, wildfires, and Public Safety Power Shutoffs (PSPS). • Also, members of the City's Emergency Management Community Council created an Emergency Preparedness Guide to help local residents be prepared for disasters after the Angora Fire happened in June 2007.
Climate Action Plan (2020)	• The City developed a CAP in 2020. • Results from the CAP was used specifically to address climate change consideration with regards to flood hazards.
Other Plans	
South Lake Tahoe MSR and SOI Update (2016)	• The MSR process is a comprehensive assessment of the ability of existing government agencies to provide services to residents and users. This review is intended to provide El Dorado LAFCo with all necessary and relevant information related to the operations and management of the City of South Lake Tahoe. • The MSR focuses on service providers within the area of the City and will make determinations in each area of evaluation, providing the basis for El Dorado LAFCo to review possible amendments to SOI or possible reorganization, consolidation, or annexation with those other service providers. • The MSR assessed the following areas of evaluation for the City: Growth and Population Projections, Disadvantaged Unincorporated Communities, Present and Planned Capacity of Public Facilities and Adequacy of Public

City of South Lake Tahoe Plans	How Plan is Incorporated in LHMP
	Service, including Infrastructure needs or Deficiencies, Financial Ability to Provide Services, Agricultural and Open Space Lands and SOI Review.
El Dorado County LHMP (2018)	• Hazard profile information from the 2018 El Dorado County LHMP was incorporated throughout the LHMP, where appropriate; this included information on avalanche, drought, flood, severe weather, and earthquake hazards. • HMPC reviewed the 2018 El Dorado County LHMP goals during the development of the City of South Lake Tahoe LHMP goals and objectives. • There are comparative tables on the hazards profiled in the State and County plan to those addressed in the Health and Safety Element of the City's General Plan. This information was helpful for the HMPC to compare which hazards to address and which to prioritize. • El Dorado County stakeholder from the Department of Emergency Services participated in the HMPC meetings and provided mitigation goals and action strategies to consider developing in the City's LHMP. • El Dorado County intends to update their plan in 2021; this provides the City with another opportunity to participate with hazard mitigation planning efforts in the region.
California State Hazard Mitigation Plan (2018)	• Reviewed goals and objectives in the State Hazard Mitigation Plan (SHMP) and noted the new and revised hazards related to community resilience. • Reviewed the hazards profiled in the SHMP and compared those with the hazards summarized in the City's 2011 Health and Safety Element and the 2018 El Dorado County LHMP. • Integrated disaster declaration information and other key findings on major hazards from the SHMP into the City's LHMP Update. • Under 44 CFR Section 201.6, LHMPs must be consistent with the SHMP. In updating this plan, HMPC and Wood staff reviewed California's SHMP to identify key relevant state plan elements. • Climate change is expected to intensify existing hazards in the City. Consistent with the organization of the 2018 California SHMP, the City and HMPC integrated a discussion of climate change hazards and considerations throughout the hazard profiles in the risk assessment.
LVFPD LHMP (2020)	• Hazard profile information from the 2020 LKFPD LHMP was incorporated throughout the LHMP, where appropriate; this included information on avalanche, drought, floods, and wildfire hazards.
TRPA Regional Plan (2012)	• Information from the 2012 TRPA Regional Plan's Land Use Element and Conservation Element was incorporated throughout the LHMP, where appropriate; this included information on flood hazard and SEZs.
Douglas County, Nevada Hazard Mitigation Plan (2019)	• Hazard profile information from the 2019 Douglas County HMP was incorporated throughout the LHMP, where appropriate; this included information on severe weather hazard.

Other documents were reviewed and considered, as appropriate, during the collection of data to support Planning Steps 4 and 5, which include the hazard identification, vulnerability assessment, and capability assessment. Appendix B References identifies additional documents and community planning efforts utilized in the development of this plan. Specific references relied on in the development of this plan are also sourced throughout the document as appropriate.

3.3.2 Phase 2: Assess Risks

Planning Steps 4 and 5: Identify the Hazards and Assess the Risks

Wood led the HMPC in a comprehensive research effort to identify and document all the hazards that have, or could, impact the City's Planning Area. Data collection worksheets were developed and used in this effort to aid in determining hazards and vulnerabilities and where risk varies across the Planning Area. GIS were used to display, analyze, and quantify hazards and vulnerabilities. The HMPC conducted a capability assessment to review and document the Planning Area's current capabilities to mitigate risk and vulnerability from hazards. By collecting information about existing government programs, policies, regulations, ordinances, and emergency plans, the HMPC could assess those activities and measures already in place that contribute to mitigating some of the risks and vulnerabilities identified. Using this information, Wood developed the risk assessment portion of the plan, which contained the hazard identification, the vulnerability assessment, and the capability assessment. Wood completed the risk assessment in November 2021 and the information was presented at the second HMPC meeting on November 3, 2021. A more detailed description of the risk assessment process and the results are included in Chapter 4 Hazard Identification and Risk Assessment. The risk assessment also included a vulnerability assessment on flooding and increased risk due to climate change.

3.3.3 Phase 3: Develop the Mitigation Plan

Planning Steps 6 and 7: Set Goals and Review Possible Activities

Wood facilitated brainstorming and discussion sessions with the HMPC on February 4, 2022, including a description of the purpose and process of developing planning goals, as well as discussion of a comprehensive range of mitigation alternatives, and a method of selecting and defending recommended mitigation actions using a series of selection criteria. Additional details of the process to develop goals and actions is included in Chapter 5 Mitigation Strategy. Documentation on the process the HMPC used to develop the goals and strategy is in Appendix C.

Planning Step 8: Draft an Action Plan

Based on input from the HMPC during the February 4, 2022 meeting and from subsequent review of the draft risk assessment and the goals and activities identified in Planning Steps 6 and 7, the City (with support from Wood) produced a complete first draft of the plan. This complete draft was internally circulated for HMPC review and comment in March 2022. HMPC and agency comments were integrated into the second draft in April 2022.

Public Review Draft LHMP

The Public Review Draft LHMP was advertised and distributed to collect public input and comments. The City circulated the Public Review Draft LHMP for 30 days from April 25, 2022 to May 27, 2022. During this time, Wood integrated comments and issues from the public and stakeholders, as appropriate, along with additional agency and other stakeholder internal review comments. During the public review period, the City received seven comments from the public. Public comments are briefly summarized in Table 3-6.

Table 3-6 Summary of Comments Received during Public Review

Comment	Response
Oral Comment #1 (Oral Comment Received During Public Workshop #2)	
• There was a comment made about flood risk in the State Streets neighborhood and the need to consider implementation of additional	• The City references several new flood mitigation projects in the mitigation strategy in Section 5.2.3, *Mitigation Action Plan* that address flood risk. The City

Comment	Response
flood mitigation projects in this part of the City.	clarified that an update of the City's floodplain ordinance will address flood risk and added that this mitigation action is focused on enhancing floodplain regulations for new development and ensuring the updated ordinance better complies with the NFIP program requirements.
Oral Comment #2 (Oral Comment Received During Public Workshop #2)	
• There was a public comment about the timing of final review before the plan is considered by the South Lake Tahoe City Council.	• Once the public review period closes, the City will review public comments and incorporate input and revise the Draft LHMP that is submitted to Cal OES for review. A summary of comments and responses to those comments would be included in the Draft LHMP. Cal OES has 45 days to review the plan. Once they finalize their review, they will submit the Draft LHMP to FEMA Region IX for a second 45-day review. Once FEMA Region IX completes review and submits a "approvable pending adoption" letter, the City can then prepare the Final LHMP for adoption by the City Council.
Electronic Written Comment #1	
• There was a written comment on how TRPA coverage restrictions reduce the ability for proper defensible space.	• Comment noted. Tree removal for defensible space can be permited through the TRPA for properties in the City of South Lake Tahoe. The TRPA was a HMPC stakeholder involved in the development of the City's LHMP update. They also recognize that defensible space maintenance is critical in managing wildfire risk in the Tahoe Basin. Additionally, most trees less than 14 inches in diameter at breast height (dbh) can be removed without a tree removal permit, as long as the property is not situated along the lakeshore and does not contain trees within a SEZ or backshore area.
Electronic Written Comment #2	
• A comment was made noting the well-advertised Evacuation Routes and having all first responders on the same radio frequencies are absolutely critical. The commenter noted they worked in natural hazards for FEMA for twelve years.	• Comment noted. The City updated the evacuation routes prior to the development of the LHMP update. Subsequent updates to the evacuation plan and routes will be reviewed as part of Mitigation Action W-9, which involves routine updates to City Evacuation Plan including the development of procedures that identify and address the needs of socially vulnerable populations in the City.
Electronic Written Comment #3	
• There was a comment made regarding visitors in the Tahoe Basin: the situation where tourists are allowed to travel into the basin during red flag warnings and evacuation warnings needs to be ended so that the community is safe and has full access to the very few exit roads and highways out of the basin. During wildfire activity times and the threats of wildfire, high winds, and other hazards, incoming traffic needs to be stopped in Carson City,	• Comment noted. The City appreciates concerns regarding visitors travelling into the Tahoe Basin during red flag warnings related to high winds and increased wildfire threat given the limited evacuation roads in the region. These recommendations will be considered by City staff in the implementation of Mitigation Action W-9 related to the City's Evacuation Plan.

Comment	Response
Gardnerville and Echo Summit as well as Hwy 88.	
Electronic Written Comment #4	
• The commenter will provide input after they attend the April 26 City meeting this evening.	• Comment noted. The City appreciates the time and effort to provide feedback on the Draft LHMP.
Emailed Written Comment #5 (David Jenkins)	
• The commenter thanked the City and responsible law enforcement and safety personnel for community disaster response and protection support and their efforts planning to address earthquake, flooding, liquefaction and other hazards in the City.	• Comment noted. The City appreciates the time and effort to provide feedback on the Draft LHMP.
• The commenter raised concern regarding catastrophic wildfire susceptibility in the City limits and how the recent Caldor wildfire increased the focus on fire danger and fire prevention needs in the City. The commenter referenced an San Francisco Chronicle article discussing the prospects of the wildfire situation. Also noted was the need to not only collaborate with other state and regional agencies, but to promote government advocacy from these other agencies either voluntarily or with enforcement to better protect the community	• Comment noted. The development of the City of South Lake Tahoe LHMP update involved a multi-agency stakeholder group from state, regional, and local agencies and organizations. This included asking stakeholders to provide specific input on mitigation actions that would reduce or eliminate priority hazard concerns in the City, related to earthquake, severe weather, flooding, and wildfire hazards. As a result of the stakeholder engagement process, several of the new mitigation actions or updated actions in the LHMP include implementation support from other government agencies, particularly those related to fuel reduction project implementation on federal and state lands in and around the City.
• <u>Fire Prevention.</u> The commenter noted that there are a large number of vacant parcels owned by the USFS and CTC in the City that are poorly maintained and that pose a wildfire threat and the City must take steps to ensure these properties are made fire safe. Suggested mitigation actions include adding provisions that require annual inspections on vacant public lands within the City limits and that Federal and State land managers implement fire hazard reductions as an annual task requirement.	• Comment noted. The mitigation strategy contains nine different mitigation projects related to wildfire hazard reduction. Mitigation Action W-2 focuses on forest fuel reduction and defensible space maintenance within the City. Mitigation Action W-2 includes two components: 1) fuel reduction projects to minimize the natural build-up of fuel in the forest properties within and surrounding the City, and 2) continuation of the City-wide Defensible Space Program for private properties in the City. While the fuel reduction projects would occur on large City-owned properties, these projects help manage and limit fuels build up within the City. Likewise, the City's Defensible Space Program is managed by the City's Fire Inspector and consists of routine inspections on lots in the City. The goal of Mitigation Action W-2 is to enhance the existing Defensible Space Program to mitigate potential wildfire threats more effectively in and near the City by adding staff capacity to implement defensible space projects on public and private lands in the City. Similarly, Mitigation Action W-3 is an action carried forward from the 2008 Mitigation Strategy that focuses on continued cooperation between the USFS and CTC

Comment	Response
	on how to best continue fuels reduction and maintain the urban lot properties in the City. The City recognizes that this ongoing and routine fuels reduction work needs to continue on these urban lots to reduce wildfire threat, minimize adjacent and neighborhood concerns, and promote safety.
• Water Supply. The commenter noted the need to complete an assessment on water supply and storage to adequately provide minimum fire flow to all fire hydrants in the city limits and ensure that the water agencies provide fire hydrants where needed. The commenter suggests the City should assist public and private water providers to obtain funds to upgrade municipal water systems to meet fire response requirements and added the need to examine efficiency issues related to consolidation to determine cost-effective ways to deliver drinkable water and adequate water for fire suppression.	• Comment noted. The City recognizes the need to support public and private water providers related to upgrading municipal water systems. The STPUD was one of the HMPC stakeholders involved during the development of the City's LHMP update. The City also coordinated with the three small private water companies in the City during the development of the City's LHMP update to integrate their water facilities into the City's Critical Facility database developed for the LHMP risk and vulnerability assessment. These additional small private water companies include the Tahoe Keys Water Company, Lukins Brothers Water Company, Inc., and Lakeside Park Mutual Water Company. Additionally, Mitigation Action W-8 focuses on enhancing reliability and availability of water distribution for fire flow and to ensure appropriate water pressure in the event of a wildfire. This action also focuses on continuing to work with water utility providers, such as STPUD to ensure the water system operations are reliable and provide adequate water for fire suppression.
• Undergrounding of Utilities. The comment points out the City must examine the costs and benefits of undergrounding municipal utilities within the city limits. Undergrounding utilities ensures reliability of services during winter weather events and avoids fire risk . The commenter recognizing the cost associated with undergrounding utilities, but states such a program should be explored now to prevent wildfire risk, radiation risk, and pollution.	• Comment noted. The City recognizes the need and long-term benefit of undergrounding utilities associated with new development. As such, the City added another mitigation action in the mitigation Strategy. Mitigation Action MH-5 involves consideration of retrofitting utilities to below ground level and analyzing options with local utility providers. As a new mitigation action, the City anticipates future communication and correspondence with local utility providers, such as Liberty Utilities; such collaboration is forthcoming in order to fully examine the feasibility of retrofitting and undergrounding utilities in the City.
• Conclusion. The commenter stated that the mitigation actions related to fire prevention, water supply coordination, and the undergrounding of utilities must be considered by the City and incorporated into the adopted General Plan. The commenter emphasized the importance of adopting the public safety actions if the City Council desires to pursue them.	• Comment noted. The Draft LHMP acknowledges the importance of mitigation actions focused on wildfire prevention, drought and water supply related to fire suppression and the benefits of reducing multiple hazards by undergrounding utilities. As a result, several of these hazards were ranked significant concerns by the HMPC and the community. In turn, the City developed, selected, and prioritized mitigation actions focused on severe weather, wildfire risk, and reducing energy shortages. These mitigation actions are

Comment	Response
	summarized in Section 5.2.3, *Mitigation Action Plan* and in Table 5-3, *Mitigation Action Summary*. The City also received and reviewed the article, "California wildfires: Here's when experts think fire danger will peak in Northern California."

Wood will produce a final Draft LHMP in June 2022 for Cal OES and FEMA Region IX staff to review and approve, contingent upon final adoption by South Lake Tahoe City Council.

3.3.4 Phase 4: Implement the Plan and Monitor Progress

Planning Step 9: Adopt the Plan

In order to secure buy-in and officially implement the plan, the plan will be reviewed by the Planning Commission and adopted by the South Lake Tahoe City Council on the dates included in the corresponding resolution in Appendix D: Adoption Resolution.

Planning Step 10: Implement, Evaluate, and Revise the Plan

The true worth of any mitigation plan is in the effectiveness of its implementation. In the previous steps of the planning process the HMPC's efforts have been directed at researching data, gathering information for the plan, and developing appropriate mitigation actions. Each recommended action includes key descriptors, such as a lead entity and possible funding sources, to help initiate implementation. An overall implementation strategy for the City's LHMP is described in Chapter 0 Plan Implementation and Maintenance.

Finally, there are numerous organizations within the City of South Lake Tahoe's Planning Area whose goals and interests interface with hazard mitigation. Coordination with these other planning efforts, as addressed in Planning Step 3, is key to the ongoing success of this plan and mitigation in the City of South Lake Tahoe and is addressed further in Chapter 0. A plan update and maintenance schedule and a strategy for continued public involvement are also included in Chapter 0.

4 Hazard Identification and Risk Assessment

44 U.S. Code of Federal Regulations Requirement §201.6 Local Mitigation Plans (c)(2): [The plan shall include] A risk assessment that provides the factual basis for activities proposed in the strategy to reduce losses from identified hazards. Local risk assessments must provide sufficient information to enable the jurisdiction to identify and prioritize appropriate mitigation actions to reduce losses from identified hazards.

As defined by the FEMA, risk is a combination of hazard, vulnerability, and exposure. "It is the impact that a hazard would have on people, services, facilities, and structures in a community and refers to the likelihood of a hazard event resulting in an adverse condition that causes injury or damage."

The risk assessment process identifies and profiles relevant hazards and assesses the exposure of lives, property, and infrastructure to these hazards, as well as the vulnerabilities of a community. The process allows for a better understanding of a jurisdiction's potential risk to hazards and provides a framework for developing and prioritizing mitigation actions to reduce risk from future hazard events.

This risk assessment followed the methodology described in the FEMA publication "Understanding Your Risks—Identifying Hazards and Estimating Losses" (FEMA 386-2, 2002), which breaks the assessment into a four-step process:

1. Identify hazards
2. Profile hazard events
3. Inventory assets
4. Estimate losses

In other words, this risk assessment evaluates potential loss from hazards by assessing the vulnerability of the City of South Lake Tahoe's (City) population; services; critical facilities; and buildings and infrastructure. Data collected through this process has been incorporated into the following sections of this chapter:

- **Section 4.1 Hazard Identification** profiles the natural hazards that threaten the City Planning Area (Planning Area) and describes why some hazards have been omitted from further consideration.
- **Section 4.2 Asset Summary** describes the methodology for determining the vulnerability of the Planning Area to the identified hazards.
- **Section 4.3 Hazard Profiles and Risk Assessment** discusses the threat to the Planning Area and describes previous occurrences of hazard events and the likelihood of future occurrences. All the hazards identified in Section 4.1 are profiled and assessed individually in this section. Research and information from the City of South Lake Tahoe HMPC is integrated into this section. This section also includes the identified vulnerability to each of the priority hazards, describing the impact that each hazard would have on the City. The vulnerability assessment quantifies (to the extent possible) using the best available information, assets at risk to hazards, and estimates potential losses.
- **Section 4.3.10 Human-Caused, Human-Health, and Climate-Related Hazards** identifies the hazards that threaten the Planning Area resulting from human actions.

This risk assessment covers the entire geographical extent of the City of South Lake Tahoe, City limits, and in some cases critical facilities within the City's water and wastewater service areas. This area is referred herein as the City's Planning Area. The HMPC agreed that the City's Planning Area for the LHMP update

should include the City limits, but for some hazards, the analysis accounts for critical facilities within the Sphere of Influence (SOI), as well as critical facilities across the state border in Nevada (e.g. casinos, etc.).

This assessment qualitatively discusses critical facilities outside the City's limits with the exception of the wildfire risk assessment. A larger Planning Area was considered for wildfire hazards to ensure that all the City's facilities and infrastructure are addressed in the risk assessment because some of these facilities were located outside the Planning Area. Instead, the assessment also qualitatively discusses critical facilities located outside the City's Planning Area in Stateline, Nevada, as several of these critical facilities are key police and fire stations, medical care centers, and shelters for the larger community.

Additional information on the City's Planning Area as it pertains to this plan is provided in Chapter 2, Community Profile.

4.1 Hazard Identification: Natural and Human-Caused Hazards

44 U.S. Code of Federal Regulations Requirement §201.6(c)(2)(i): [The risk assessment shall include a] description of the type…of all natural hazards that can affect the jurisdiction.

The first step in developing a risk assessment is identifying the natural hazards. The HMPC conducted a hazard identification study to determine the hazards that threaten the Planning Area. The identification of human-caused hazards is summarized in Section 4.3.10.

4.1.1 Methodology and Results

Using existing natural hazards data and input gained through planning meetings, the HMPC agreed upon a list of natural and human-caused hazards that could affect the City of South Lake Tahoe. Hazards data was examined to identify and assess the significance of these hazards to the Planning Area. The sources of data included information from the Cal OES, FEMA, the National Oceanic and Atmospheric Administration (NOAA), El Dorado County Office of Emergency Services, City of South Lake Tahoe and other sources as referenced in this assessment. The assessment also relied on the City's 2008 Natural Hazard Mitigation Plan, which was originally included as an Annex to El Dorado County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The current 2018 El Dorado County plan consists of a single-jurisdictional LHMP. The assessment also relies on relevant City planning documents, such as the City's 2011 General Plan Health and Safety Element; the South Lake Tahoe City Code 2021; the City's 2020 CAP, other adopted hazard mitigation plans in the region, such as Douglas County's 2019 HMP; and numerous other policy and planning documents related to the Lake Tahoe Region, including the Lake Tahoe: State of the Lake Report 2021.

Table 4-1 below provides a crosswalk of the hazards identified in the General Plan 2011, 2008 Natural Hazard Mitigation Plan, 2018 El Dorado County Operational Area Hazard Mitigation Plan, 2018 El Dorado County Water Agency LHMP, and 2018 California State Hazard Mitigation Plan (SHMP). Numerous hazards were identified in the State and County plan, including four natural hazards and three human-caused hazards identified in the South Lake Tahoe General Plan Health and Safety Element. Natural hazards discussed in the South Lake Tahoe General Plan Health and Safety Element included fire hazards, seismic and geologic hazards, flooding hazards, and avalanche hazards. Human-caused hazards discussed included the use, storage, and transport of hazardous materials, airport hazards, and noise. Besides, nine natural hazards were discussed in the City's 2008 Natural Hazard Mitigation Plan, including avalanches, dam incidents, drought, earthquake, flood, landslide, severe winter storm, seiches, and wildfire. The crosswalk was used to develop a list of preliminary hazards for the HMPC to evaluate which were most relevant to the City's Planning Area.

The significance of each hazard was measured in general terms and focused on key criteria such as frequency and resulting damage, which includes deaths, injuries, and property and economic damage. The natural and human-caused hazards evaluated as part of this plan include those that occurred in the past or have the potential to cause significant human and/or monetary losses in the future.

Table 4-1 Crosswalk with Other Hazard Mitigation Plans

Hazard	South Lake Tahoe General Plan Safety Element (2011)	City of South Lake Tahoe HMP Annex (2008)	Lake Valley Fire Protection District LHMP (2020)	El Dorado County LHMP (2018)	California SHMP (2018)
Agricultural and Silvicultural Pests and Diseases					√
Air Pollution					√
Aquatic Invasive Species					√
Avalanches	√	√	√	√	√
Dam Incidents/Failure		√	√	√	
Drought and Water Shortage		√	√		√
Climate Change				√	√
Earthquake and Geologic Hazards	√	√		√	√
Energy Shortage and Energy Resiliency					√
Epidemic/Pandemic/Vector-Borne Disease					√
Flood: 100-, 200-, 500-Year Events	√	√	√	√	√
Landslides: Debris Flows and Mudslides		√		√	
Sea Level Rise					√
Severe Weather: Extreme Heat					√
Severe Weather: Heavy Rain/Thunderstorm/Lightning/Hail/Fog			√	√	√
Severe Weather: Heavy Snow/Winter Storms			√		
Severe Weather: Wind		√			√
Soil Hazards: Erosion and Subsidence				√	
Tree Mortality					√
Tsunami (Seiche)	√	√		√	√
Volcano					√
Wildfire	√	√	√	√	√
Hazardous Materials Release	√				√
Oil Spills	√				√
Natural Gas Pipeline Hazards					√
Radiological Accidents					√

Hazard	South Lake Tahoe General Plan Safety Element (2011)	City of South Lake Tahoe HMP Annex (2008)	Lake Valley Fire Protection District LHMP (2020)	El Dorado County LHMP (2018)	California SHMP (2018)
Transportation Accidents					√
Terrorism					√
Cyber Threats					√
Civil Disorder					√

Hazards listed is based on the natural, technological, and human-caused hazards in the California SHMP.

In alphabetical order, the natural hazards identified and investigated for the City of South Lake Tahoe 2021 – 2026 LHMP include:

- Avalanche
- Dam Incidents
- Drought and Water Shortage (includes Tree Mortality and Extreme Heat)
- Earthquake
- Flood: 100/500-Year Flood (includes Seiche Hazards)
- Landslides and Debris Flows: Soil Hazards
- Severe Weather: Heavy Rain/Thunderstorm/Hail/Lightning/High Wind
- Severe Weather: Heavy Snow/Winter Storms
- Wildfire

The human-caused, human-health, and other climate-related hazards identified and investigated for the City of South Lake Tahoe 2021 – 2026 LHMP include:

- Public Health Hazards: Epidemic/Pandemic
- Energy Shortages and Energy Resiliency

Based on discussions at the early planning meetings and preliminary analyses, the following natural and human-caused hazards were eliminated from further consideration in this risk assessment because of a lack of past occurrences in the City of South Lake Tahoe at the time or based on minimal potential impacts. Certain hazards were also eliminated based on separate State and El Dorado County regulatory programs and planning documentation that thoroughly addresses the hazard profile.

- Agricultural Hazards
- Air Pollution
- Aquatic Invasive Species
- Sea Level Rise
- Severe Weather: Extreme Heat
- Volcano

South Lake Tahoe is a semi-urban City surrounded largely by rural and undeveloped land uses in the unincorporated portion of El Dorado County that consist of both residential uses, open space, vacant, and forest lands. According to the South Lake Tahoe General Plan Update 2010 Draft Environmental Impact Report (DEIR), there were approximately 12,062 acres or 47.5 percent of federal lands within the City's

Planning Area (SOI). (City of South Lake Tahoe 2010). Most of the lands outside the City's Planning Area also consist of designated federal forest land. Few of these forest lands include agricultural uses, such as farms or livestock ranches.

Air quality and emissions within the South Lake Tahoe area are generated by a variety of sources, including stationary sources, such as fireplaces and heating systems to mobile sources, such as vehicles and truck traffic. The United States Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the TRPA regulate air quality at the federal and state levels. The El Dorado County Air Quality Management District (EDCAQMD) is the regional agency with the authority to develop and enforce regulations for the control of air pollution. The Sacramento region, which includes all of Sacramento and Yolo counties, and portions of Placer, El Dorado, Solano, and Sutter counties is considered in "attainment" for all of the national standards of carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead, with the exception of ozone and particulate matter (El Dorado County 2021). Given there are federal, state, and local laws and regulations in place for controlling air pollution in El Dorado County, in addition to air quality management plans administered by the CARB and EDCAQMD, air pollution hazards are not addressed in this plan.

Aquatic invasive species (AIS) are non-indigenous species transported to new environments through human activities. The introduction of non-indigenous species into Lake Tahoe's unique freshwater environment can cause economic, human health, and ecological impacts. Invasive aquatic species are considered "invasive" when they threaten the diversity of native species or the ecological stability of infested waters. According to the Lake Tahoe Regional Aquatic Invasive Species Management Plan, there are nearly 30 non-native species established in the Lake Tahoe Region, including aquatic plants, fishes, invertebrates, and amphibians (TRPA 2014). Examples include Eurasian watermilfoil, an aquatic plant that has been spreading around the lake over the last 25 years; curlyleaf pondweed, which has begun to spread over the past decade; and Asian clams, which are common and present in increasing numbers around Lake Tahoe. Known past occurrences related to AIS in the City were mostly identified near the public beaches and within the Tahoe Keys waterways. AIS is currently addressed by the TRPA EIP. The Lake Tahoe AIS Program aims to prevent, detect, and control AIS in the region in collaboration with the Tahoe Resource Conservation District. They implement the program through the Watercraft Inspection Program, AIS Control programs and projects, and specific goals outlined in the Lake Tahoe AIS Management Plan. Given the TRPA EIP has several AIS programs in place, this hazard was not addressed in this plan.

Energy shortage hazards can include energy disruptions related to electricity, renewable energy, natural gas, and gasoline and diesel fuels. Based on the energy types, electrical power outages, both planned and unscheduled disruptions can result in cascading hazards related to traffic, economic losses, other utility disruptions, and public health hazards. Climate change is also expected to bring more frequent and intense natural disasters, which could result in planned or unscheduled power outages or energy shortages. Energy shortages and energy resiliency, specifically Public Safety Power Shutoffs (PSPS) are discussed as a secondary hazard impact and in the vulnerability assessment in the Severe Weather: Winter Storms/Heavy Snow and Severe Weather: Thunderstorm/Hail/Lightening sections of this chapter. Energy shortages and energy resiliency is also profiled, including a brief vulnerability assessment focused on the consequences of power outages due to winter snowstorms, high winds, and wildfire events.

The City of South Lake Tahoe is over 190 miles from the coastal areas along the Pacific Ocean. Therefore, sea level rise and related coastal hazards are not addressed in this plan. Similarly, given the high elevation of the City, annual summer temperatures, and the few past occurrences of high heat days, severe weather hazards related to extreme heat were not addressed in this plan.

Volcano hazards were also not addressed in this plan. According to the 2018 California SHMP, only ten volcanic eruptions have occurred in California in the last 1,000 years and the likelihood of another eruption in the state is low (Cal OES 2018). Of the 20 volcanoes in the State, only a few are active and pose a threat (Cal OES 2018). Of these, the Long Valley Caldera and Mono-Inyo Crater Volcanic Region is the closest volcanic region to the City, and while it has been known for substantial geothermal activity, there are no past occurrences associated with the volcano. Given this volcanic field is approximately 90 miles to the south and El Dorado County is not listed as one of the counties within the volcano hazard zone, volcano hazards were not addressed in this plan.

The City acknowledged natural gas pipeline hazards, oil spills, radiological incidents, as well as transportation accidents associated with these hazards. Gas pipeline hazards are addressed as a secondary hazard associated with earthquakes in the vulnerability assessment. Oil spill and radiological accidents were not further evaluated in this plan, as there are not any oil pipelines or oil wells in the City, and few areas are at risk of radiological accidents according to the HMPC. Other human-caused hazards, such as terrorism, and civil unrest or disturbances were considered and discussed during HMPC meetings, but because they are addressed in the Emergency Operations Plan (EOP), they were not discussed in detail in this plan. Hazardous material incidents were also discussed by the HMPC, but because these hazard incidents are already administered and managed by the County's Department of Environmental Management, the Certified Unified Program Agency (CUPA) Program they are not further addressed in this plan. The County's CUPA Program manages environmental and emergency management programs, including Hazardous Materials Release Response Plans, the California Accidental Release Prevention (CalARP) Program, Spill Prevention, Control, and Countermeasure Plans (SPCCs), and Hazardous Waste Generator programs. The County's CUPA Programs provide a range of existing mitigation projects to minimize the risk associated with the storage, use, and transport of hazardous materials. Many of the human-caused hazards are also addressed in other City plan documents (e.g. South Lake Tahoe General Plan Transportation Element).

4.1.2 Overall Hazard Significance Summary

Overall hazard significance was based on a combination of geographic extent, probability of future occurrences, and potential magnitude/severity. Climate change considerations are discussed qualitatively in each hazard profile, specifically on whether it is anticipated to have a low, medium, or high influence on future impacts. The individual ratings shown in Table 4-2 are based on or interpolated from the analysis of the hazards in the sections that follow.

Table 4-2 City of South Lake Tahoe Hazard Significance Summary

Hazard	Geographic Extent	Probability of Future Occurrences	Magnitude/Severity	Overall Significance
Avalanche	Extensive	Highly Likely	Limited	Low
Dam Incident	Limited	Unlikely	Negligible	Low
Drought	Significant	Likely	Limited	Medium
Earthquake	Significant	Likely	Catastrophic	High
Flood	Significant	Likely	Limited	High
Landslide and Debris Flows: Soil Hazards	Limited	Highly Likely	Limited	Medium
Severe Weather: Heavy Rain/Thunderstorms/Hail/Lighting/High Winds	Extensive	Highly Likely	Limited	Medium

Hazard	Geographic Extent	Probability of Future Occurrences	Magnitude/Severity	Overall Significance
Severe Weather: Heavy Snow/Winter Storms	Extensive	Highly Likely	Critical	High
Wildfires	Extensive	Highly Likely	Catastrophic	High
Public Health Hazards: Epidemics/Pandemics	Extensive	Occasional	Critical	High
Energy Shortages and Energy Resiliency	Extensive	Highly Likely	Limited	High

Geographic Extent
Limited: Less than 10% of planning area
Significant: 10-50% of planning area
Extensive: 50-100% of planning area

Probability of Future Occurrences
Highly Likely: Near 100% chance of occurrence in next year or happens every year.
Likely: Between 10 and 100% chance of occurrence in next year, or a recurrence interval of 10 years or less.
Occasional: Between 1 and 10% chance of occurrence in the next year or has a recurrence interval of 11 to 100 years.
Unlikely: Less than 1% chance of occurrence in next 100 years or has a recurrence interval of greater than every 100 years.

Magnitude/Severity
Catastrophic—More than 50 percent of property severely damaged; shutdown of facilities for more than 30 days; and/or multiple deaths
Critical—25-50 percent of property severely damaged; shutdown of facilities for at least two weeks; and/or injuries and/or illnesses result in permanent disability
Limited—10-25 percent of property severely damaged; shutdown of facilities for more than a week; and/or injuries/illnesses treatable do not result in permanent disability
Negligible—Less than 10 percent of property severely damaged, shutdown of facilities and services for less than 24 hours; and/or injuries/illnesses treatable with first aid

Overall Significance
Low: minimal potential impact
Medium: moderate potential impact
High: widespread potential impact

FEMA's Hazus 4.0 Loss Estimation Tool

Hazus Multi-Hazard Loss Estimation tool (Hazus-MH) is FEMA's standardized method for modeling and estimating potential losses from earthquakes, floods, strong wind-caused events, and hurricanes. For the purposes of this plan, Hazus Version 4.0 was used with Geographic Information System (GIS) software to estimate economic and social impacts from the occurrence (or potential occurrence) of natural hazards (FEMA 2018a).

Hazus-MH provides tabular outputs as well as graphic and illustrative results of identified high-risk areas due to the profiled hazards of interest, with reports summarizing losses or damages from structures and critical facilities, populations affected or at risk, and debris generated from an event. Hazus 4.0 is a key component of the pre-disaster planning process and is used for mitigation and recovery, given its ability to estimate potential losses and damages in a city, county, and multi-regional context. For this LHMP, Hazus-MH was used to estimate effects from a probabilistic 2,500-year earthquake scenario as well as a USGS ShakeMap-based deterministic scenario, and the software is referenced in the dam incidents and flooding sections to point out methodologies applied to the vulnerability assessments as indicated in Hazus-MH loss calculation procedures (e.g. the FEMA flood depth-damage functions per the Benefit-Cost Analysis application) (FEMA 2018b). For more information on the earthquake scenarios processed with Hazus 4.0, refer to Section 4.3.4 Earthquakes.

4.1.3 Disaster Declaration History

One method the HMPC used to identify hazards was researching past events that triggered federal and state emergency or disaster declarations in the Planning Area. Federal and state disaster declarations may be granted when the severity and magnitude of an event surpass the ability of the local government to respond and recover. Disaster assistance is supplemental and sequential. When the local government's capacity has been surpassed, a state disaster declaration may be issued, allowing for the provision of state assistance. Should the disaster be so severe that both the local and state governments' capacities are exceeded, a federal presidential emergency or disaster declaration may be issued allowing for the provision of federal assistance to help disaster victims, business, and public agencies.

The federal government may issue a disaster declaration through FEMA, the U.S. Department of Agriculture (USDA), or the Small Business Administration (SBA). FEMA also issues emergency declarations which are more limited in scope and without the long-term federal recovery programs of major disaster declarations (Farm Service Agency 2018). The quantity and types of damage are the determining factors in the type of declaration issued. This section focuses on state and federal disaster and emergency declarations.

The City of South Lake Tahoe is among many communities in California that are susceptible to disaster. Details on federal and state disaster declarations were obtained by the HMPC, FEMA, and Cal OES and compiled in chronological order in Table 4-3.

Table 4-3 City of South Lake Tahoe and El Dorado County State and Federal Disaster Declarations, 1950-2021

Event/ Hazard	Year	Disaster #	Declaration Type
Fire	1961	-	State Proclamation
Storms	1963	-	State Proclamation
Storms	1963	-	Federal Declaration
Storms	1964	183	State Proclamation
Storms	1964	183	Major Disaster Declaration
Flood	1965	183	Major Disaster Declaration
Flood	1969	-	State Proclamation
Flood	1969	253	Major Disaster Declaration
Flood	1970	-	Major Disaster Declaration
Flood	1970	-	State Proclamation
Freeze	1972	-	State Proclamation
Storms	1975	-	State Proclamation / Local Emergency
Drought	1977	3023	Emergency Declaration
Fire	1979	-	State Proclamation
Flood	1980	-	State Proclamation
Flood	1986	758	Major Disaster Declaration
Storms	1986	-	State Proclamation
Severe Storm(s)	1995	1044	Major Disaster Declaration
Severe Storm(s)	1995	1046	Major Disaster Declaration
Storms	1995	-	State Proclamation
Flood	1997	-	State Proclamation
Severe Storm(s)	1997	1155	Major Disaster Declaration
Fire	2004	2532	Fire Management
Hurricane	2005	3248	Emergency Declaration
Severe Storm(s)	2006	1628	Major Disaster Declaration

Event/ Hazard	Year	Disaster #	Declaration Type
Severe Storm(s)	2006	1646	Major Disaster Declaration
Fire	2007	2700	Fire Management
Storms	2008	-	State Proclamation
Fire	2014	5081	Fire Management
Storms	2017	-	State Proclamation
Storms	2017	-	State Proclamation (second time)
Severe Storm(s)	2017	4301	Major Disaster Declaration
Flood	2017	4305	Major Disaster Declaration
Flood	2017	4308	Major Disaster Declaration
Severe Storm(s)	2017	-	Local Emergency
Severe Storm(s)	2019	4434	Major Disaster Declaration
Biological	2020	3428	Emergency Declaration
Biological	2020	4482	Major Disaster Declaration
Fire	2021	5413	Fire Management
Fire	2021	3571	Emergency Declaration
Fire	2021	4619	Major Disaster Declaration
Fire	2021	-	Local Emergency

Source: 2018 California State Hazard Mitigation Plan, FEMA, 2016 El Dorado County Hazard Mitigation Plan

Most disaster declarations are issued on a county-wide basis. In some limited instances, a city or area within a county is specifically designated. El Dorado County has received 42 declarations between 1961 and 2021, 25 of which were federal disaster declarations, including one fire management assistance, 15 were state proclamations, including one storm event in 1975 that received both the state proclamation and local emergency, and two were local emergencies. Of the 42 declarations, 18 were associated with (severe) storms, 10 were associated with flooding, and nine were associated with fire. Freeze and drought both received 1 declaration. The County also received 1 declaration related to Hurricane Katrina and two declarations related to the COVID-19 pandemic.

Since 2012, there have been 13 drought declarations issued by the Secretary of Agriculture for El Dorado County, eight of which were "Fast Track Secretarial Disaster" designations; refer to Section 4.3.3 on drought hazards for more details on previous occurrences of drought events. According to the Secretary of Agriculture, a Fast Track designation is for a severe drought and provides an automatic designation when any portion of the county meets the severe drought intensity value for eight consecutive weeks during the growing season.

This combined federal and state disaster history suggests that El Dorado County (and the City of South Lake Tahoe) experiences a major event worthy of a disaster declaration every 1.5 years. The County has a 69 percent chance of receiving a disaster declaration in any given year. Further, a review of these events helps the City identify risk reduction targets and ways to improve its capabilities to avoid large-scale hazard events in the future.

4.1.4 Climate Change Considerations Summary

Climate change is an increasingly important factor now affecting all phases of the disaster management cycle. The City of South Lake Tahoe acknowledges that climate change is occurring and has been supporting sustainability planning through various initiatives over the past decade. In 2017, the City Council adopted a resolution to achieve 100% renewable electricity by 2032, which equates to a 50% reduction in emissions by 2030, and an 80% reduction in emissions by 2040. The City is also transitioning to 50% municipal renewable energy by 2025 and 100% renewable energy for municipal operations by 2032. They were the 26th City in the United States to make this commitment. The City has also initiated and implemented various other sustainability efforts, including municipal facility energy efficiency upgrades, solar installations, a polystyrene regulation and plastic bag ban ordinance, zero waste initiatives, and various sustainable business goals.

What is Climate Change?

Climate change refers to distinct changes in weather conditions that result from increased atmospheric greenhouse gas (GHG) emissions. Monthly mean GHG levels now exceed 400 parts per million (ppm) for the first time in recorded history. This GHG increase has trapped heat in the atmosphere and is linked to an increase in average global temperature and these global temperature and GHG increases are resulting in a series of changes to the global climate. These changes include shifts in seasonal temperature patterns; altered precipitation timing, amount, and location; sea level rise due to melting glaciers and ice caps; ocean acidification due to increased carbon dioxide (CO_2) absorption; and altered wind and storm event frequency and severity, including more frequent and intense storms, droughts, and heat waves. Climate change is not a discrete event, but a long-term hazard that already affects communities in California.
Sources: NOAA 2017; IPCC 2018; SHMP 2018

The City's focus on addressing climate change was further underscored by the development of their first CAP, which was adopted by the City Council in October 2020. The CAP serves as the long-term plan to reduce greenhouse gas (GHG) emissions from community activities and includes actions to prepare for the impacts of climate change. The City is now in the implementation phase and prioritizing and implementing various emission reduction strategies, based on funding and community support.

The CAP contains a section that summarizes local climate change impacts that are specific to the City of South Lake Tahoe and El Dorado County. Data from the web-based Cal-Adapt tool were used to summarize the projected changes through the end of the century. Cal-Adapt is a scenario planning tool that was developed by the California Energy Commission and the University of California, Berkeley Geospatial Innovation Facility. The Cal-Adapt tool uses global climate simulation model data downscaled to a local and regional resolution to identify localized impacts. The Cal-Adapt tool makes predictions under two scenarios: RCP 4.5 – a low-emissions scenario, which assumes that emissions peak around 2040 and then decline, and RCP8.5 – a high-emissions scenario, which assumes that emissions continue to rise strongly through 2030 and plateau around 2100.

Below is a summary of the projected local effects of climate change on the City according to this 2020 CAP:

- **Increased temperatures:** Annual temperatures in the City are expected to rise steadily through the end of the century. The City's historical average temperature, based on data from 1961–1990, is 56.4°F. Under the low-emissions scenario, the average annual temperature is projected to increase to 63.1°F between 2070 and 2099. The annual average temperature under the high-emissions scenario is projected to increase to 66.2°F between 2070 and 2099.
- **More extreme heat days:** Climate models project a significant rise in the number of extreme heat days. Historically, the City has experienced an average of four extreme heat days per year. Under the low-emissions scenario, the City is projected to experience 18 extreme heat days by 2060 and 32 extreme heat days by 2099. If GHG emissions continue to rise, the projected annual number of

extreme heat days is expected to increase to 23 days per year in 2050 and 52 days per toward the end of the century.

- **More frequent heat waves**: Heat waves, which are defined as four or more consecutive extreme heat days, have been historically infrequent in the City, averaging 0.4 heat wave per year from 1961 through 1990. Due to climate change, the number of heat waves is projected to rise significantly under both emissions scenarios. Under the low-emissions scenario, projections show an increase in the number of heat wave events, with two or three events per year at the middle of the century and seven events per year in 2099. The high-emissions scenario also shows an increase in the number of annual heat wave events, with between three and four heat wave events occurring annually by mid-century and as many as 10 heat wave events occurring annually by the end of the century.
- **Increased wildfire risk**: Based on historical data from 1961–1990, El Dorado County experiences a decadal average loss of 3,362 hectares to wildfire. The probability that a wildfire will occur in any one year over a 10-year period, known as the decadal probability, is projected to increase through 2099, with the decadal probability of wildfire doubling by 2099 under the high-emissions scenario. Under the low-emissions scenario, the decadal average loss to wildfire is expected to increase to 4,050 hectares by mid-century and 5,073 hectares by 2099, a 50-percent increase. Under the high-emissions scenario, the decadal average loss to wildfire is projected to rise to 4,257 hectares by 2065 and more than double to 7,147 hectares by the end of the century.
- **More frequent extreme precipitation:** The City experiences an average of six extreme precipitation events per year, based on historical data from 1961–1990. The City is expected to experience a 16.67-percent increase in extreme precipitation events by the end of the century under a low-emissions scenario. Under a high-emissions scenario, the City is projected to experience 50 percent more extreme precipitation events by 2099.
- **More frequent flooding:** As a result of these changes in temperature and precipitation patterns, local flooding hazards in the City are likely to increase over the coming century. The areas already subject to flood hazards will continue to experience flooding events, but these events will likely increase in frequency and severity, particularly in the winter months, as a larger percentage of areas within or near the City will experience annual precipitation falling as rain rather than snow.
- **Reduced snowpack:** Spring snowpack is expected to decline throughout the central Sierra Nevada. The City's historical average snow water equivalent, a common measurement of snowpack, in April is 4.2 inches. Under the low-emissions pathway, the April snow water equivalent is expected to decrease by 67 percent by the end of the century, to 1.4 inches. Under the high-emissions pathway, the snow water equivalent is projected to be 0.6 inch, an 86-percent decrease, by 2099.

Additionally, the El Dorado County's 2017 Climate Change and Health Profile Report mentions that in addition to increasing temperatures and sea levels, climate models also predict an increase in the frequency and intensity of extreme weather events such as floods and droughts. Temperatures are expected to rise substantially throughout this century. The wildfire risk for a significant portion of land within the County will also increase. Moreover, climate change can result in direct and indirect impacts on human health and cause socioeconomic disruption. For example, more frequent extreme weather events would cause more fatal and nonfatal injuries from drowning, being struck by objects, fire, explosions, electrocution, and/or exposure to toxic materials. Longer and more frequent droughts will also worsen California's existing lack of moisture, increasing the risk of wildfires, which would lead to damages to properties, people, and infrastructure.

Lake Tahoe Sustainability Action Plan

The TRPA also initiated sustainability planning efforts in 2010 through a partnership of agencies and organizations comprised of representatives from the TRPA, Tahoe Metropolitan Planning Organization, California Tahoe Conservancy, El Dorado County, Placer County, City of South Lake Tahoe, North Lake Tahoe Resort Association, and Sierra Nevada Alliance, among numerous other members of the public.

The Sustainability Action Plan: A Sustainability Action Toolkit for Lake Tahoe (SAP) recognized sustainability efforts already underway in the Tahoe Basin and identified additional actions. It serves as a toolkit that agencies and local jurisdictions can use to develop their sustainability actions under a consistent regional framework. It provides a pathway the region can follow to achieve GHG emission reductions, prepare for climate-readiness, promote resiliency planning, foster a healthy community.

Source: TRPA 2013

The California Tahoe Conservancy has partnered with several of the same federal, state, and local agencies and stakeholders, in addition to a team of technical experts to produce a set of climate adaptation plans. The plan includes a scientific assessment of the vulnerability of Lake Tahoe, the forest system, and the communities in the Tahoe Basin to climate change, a primer of the major climate impacts, and a project portfolio that lists adaptation actions that partners are already undertaking to prepare for climate change. The Integrated Vulnerability Assessment of Climate Change evaluates how patterns of temperature and precipitation will change at Lake Tahoe, and how these patterns will affect people, property, the economy, and the natural environment. The Tahoe Climate Adaptation Primer summarizes the key projected changes in temperature and shifts in precipitation in the Tahoe Basin based on the Integrated Vulnerability Assessment of Climate Change completed in 2020. While the City of South Lake Tahoe 2020 CAP focuses more on the impacts of climate change on the City, the projections in the Integrated Vulnerability Assessment are targeted towards the impacts on the Lake Tahoe Basin. Below are projections highlighted in the Integrated Vulnerability Assessment that add on to those in the City's CAP:

- **Precipitation at Lake level will shift:** Precipitation will shift from being primarily snow to primarily rain due to warmer temperatures. Rising temperatures will also lead to more rain-on-snow events and earlier snowmelt.
- **By the end of the century peak runoff in the Tahoe Basin will occur five months earlier:** Peak runoff will occur earlier in the year because precipitation will fall more regularly as rain rather than snow, and flow into streams immediately, rather than accumulating as snowpack that slowly melts into the summer months.
- **Deep water mixing in the Lake that occurs in the wintertime will be disrupted:** Stronger thermal stratification with warm watering sitting on top of cooler water for longer periods will, in turn, expand the portions of the Lake that have low levels of dissolved oxygen (critical factor for aquatic life), increase the trapping of sediment and nutrients near the Lake surface, and promote algal blooms. This will ultimately decrease the lake clarity.
- Lake level will rise during extreme precipitation events and exceed the operable range of the dam at Tahoe City one to two times every decade: The rising Lake level will cause steep slopes along the

shoreline to fail, which could impact infrastructure and water quality. This would also put people at risk.

- **Hydrologic patterns will shift and lead to long-term changes in ecosystem function:** More annual precipitation that arrives as rain rather than snow will make the amount of water in the Tahoe Basin snowpack can hold decrease, and summertime streamflow will decline. Conversely, more intense storms, rain-on-snow events, and floods will lead to more runoff, and the corresponding increase in erosion, transportation of downstream pollutants, and potential damage to infrastructure.
- **Aquatic habitat will be impacted due to fluctuating lake levels and earlier peaks in runoff:** Native fish require cool streams in the summertime for spawning and under climate change scenarios, these streams will become warmer much earlier in the spring and summer, which will impact the ability of native species to reproduce.
- **Bark beetle infestations will increase due to longer droughts and reduced soil moisture:** Drought conditions will lead to more insect outbreaks, bark beetle kills, and kill large numbers of aspen trees. Drought conditions will also reduce the size of meadows and increase the risk of wildfire. Conifers may also supplant meadow habitats that lack consistent high groundwater levels.

The important consideration for hazard mitigation is that climate change is exacerbating the hazards which are already identified and profiled in this plan. The City and California are also already experiencing the impacts of climate change including prolonged drought, increased flooding due to shifts in peak runoff, increased average temperatures, shifts in the water cycle, and changes to precipitation patterns and the intensity of extreme events resulting from hazards, such as the Caldor Fire that started in August 2021 and affected South Lake Tahoe and the surrounding region. Climate change not only results in progressive changes, such as shifting weather patterns but also affects the frequency and severity of hazard events (SHMP 2018). Furthermore, climate change also generates an increase in the variance of climate patterns, and this increased variance creates challenges for hazards planning, which previously used historic recurrence rates to predict future events, and now must incorporate changes to the frequency, severity, and location due to climate change.

Risk assessment for hazards is built upon the frequency of past events and the assumption that historic occurrence rates are a good predictor of future event probability. With climate change, however, history is not an adequate predictor of the probability of future occurrences (SHMP 2018). Planning for climate change (and understanding the probability of future occurrences [see Section 4.3 below]) is therefore now based on understanding and integrating evolving climate change science and modeled projections that account for shifts in historic conditions due to climate change (SHMP 2018) into hazard mitigation planning.

Additional specifics associated with the hazards are discussed in the Climate Change Considerations subsection of each hazard profile. This section also summarizes whether climate change is anticipated to have a low, medium, or high influence on future hazards.

4.2 Asset Summary

As a starting point for analyzing the Planning Area's vulnerability to identified hazards, the HMPC used a variety of data, including data provided by El Dorado County (e.g. structure values, assessor data) to define a baseline against which all disaster impacts could be compared. If a catastrophic disaster were to occur in the Planning Area, this section describes significant assets exposed or at risk in the Planning Area. Data used in this baseline assessment included:

- Total assets at risk;
- Critical facility inventory;

- Cultural, historical, and natural resources; and
- Population statistics, land use, and growth/development trends.

4.2.1 Total Assets at Risk

A spatial parcel dataset containing attributes such as structure values and year of property construction was provided by the City of South Lake Tahoe GIS Department, alongside a building outline layer useful in counting buildings per parcel. Property type, valuation details, and other information contained in this plan are based on 2021 data from the El Dorado County Assessor's Office. This data provided the baseline for an inventory of the total exposure of developed properties within the City of South Lake Tahoe. This data helps to ensure that the LHMP can be updated over time to reflect changes in development. It is important to note that depending on the nature and type of hazard event or disaster, it is generally the value of the infrastructure or improvements to the parcels that are of concern or at risk. Generally, the land itself is not a total loss but may result in a reduction in value. Thus, the parcel analysis excludes land value.

Once the dataset was reviewed and organized, the parcel layer was clipped to the boundaries of the City of South Lake Tahoe City limits (and in some instances the SOI boundary). For the purpose of parcel analysis and exposure calculations only parcels with improved values were used, except for exempt or government properties (which may not include an improvement value per its categorization and is one limitation that results in the total improvement values underestimating the actual value). "Improved" parcels have an improvement value greater than zero. Contents values were also estimated, as a percentage of building value based on their property type, using FEMA/Hazus guidelines. Content value estimates are based on 100 percent of the structure value for commercial structures, 150 percent of the structure value for industrial structures, and finally 50 percent for residential structures. Improvement values were added to contents values to calculate the total structure values for all properties in the parcel layer. The parcel layer, originally in the form of polygons, was then converted into points based on the center (or centroid) of a parcel to then be used in overlay analysis with those hazards profiled in this plan that are available in spatial format (i.e. flood and fire). These outputs summarize the count and value of improved properties, contents, and total values for the property inventory, and the exposure values by property type for the City of South Lake Tahoe. Table 4-4 summarizes the total improved parcel exposure by parcel type for the City of South Lake Tahoe.

Table 4-4 Total Improved Parcel Exposure by Property Type

Parcel Type	Total Parcels	Improved Value	Content Value	Total Exposure Value
Commercial	440	$575,653,684	$575,653,684	$1,151,307,368
Exempt	20	$0	$0	$0
Industrial	206	$176,406,700	$264,610,050	$441,016,750
Miscellaneous	41	$60,740,923	$60,740,923	$121,481,846
Residential	11,050	$2,916,247,586	$1,458,123,793	$4,374,371,379
Total	11,757	$3,729,048,893	$2,359,128,450	$6,088,177,343

Source: Wood analysis based on City of South Lake Tahoe and El Dorado County Assessor's Office Data 2021

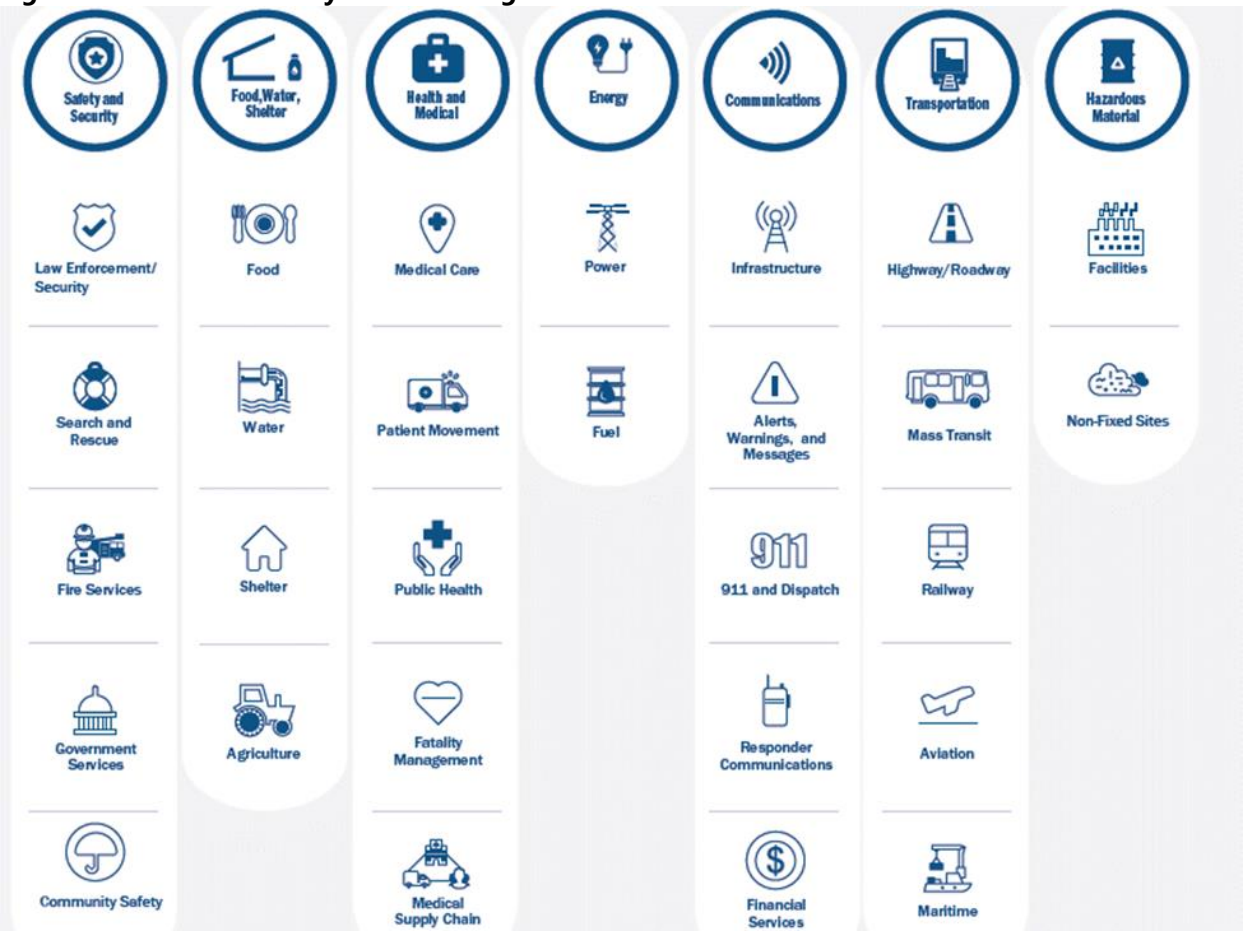
Critical Facility and Community Lifeline Inventory

A critical facility is one that is essential in providing utility or direction either during the response to an emergency or during the recovery operation. The critical facilities and lifelines GIS database was based on a combination of City-provided data, stakeholder input, critical facility datasets provided by several of the water and wastewater purveyors in the City, Homeland Infrastructure Foundation-Level Data (HIFLD), and

local input. The database was then aligned and classified with the FEMA Community Lifeline Framework. The City and the HMPC were able to Review the map-based critical facility data and tabular formats to ensure all facilities were included before the assessment was conducted. The outcome was a robust and detailed dataset that includes over 190 critical facilities. The results are summarized here and provide the basis for GIS-based vulnerability analyses, where data permitted.

Lifeline categories are FEMA's recommended way to standardize the classification of critical facilities and infrastructure which provide indispensable service, operation, or function to a community. A lifeline is defined as providing indispensable service that enables the continuous operation of critical business and government functions and is critical to human health and safety, or economic security. FEMA sorts critical facilities into seven lifeline categories as shown in Figure 4-1.

Figure 4-1 Community Lifeline Categories



Source: FEMA 2021

These categorizations are particularly useful as they:

- Enable effort consolidations between government and other organizations (e.g., infrastructure owners and operators).
- Enable integration of preparedness efforts among plans, easier identification of unmet critical facility needs.
- Refine sources and products to enhance awareness, capability gaps, and progress towards stabilization.

- Enhance communication amongst critical entities, while enabling complex interdependencies between government assets.
- Highlight lifeline-related priority areas regarding general operations as well as response efforts.

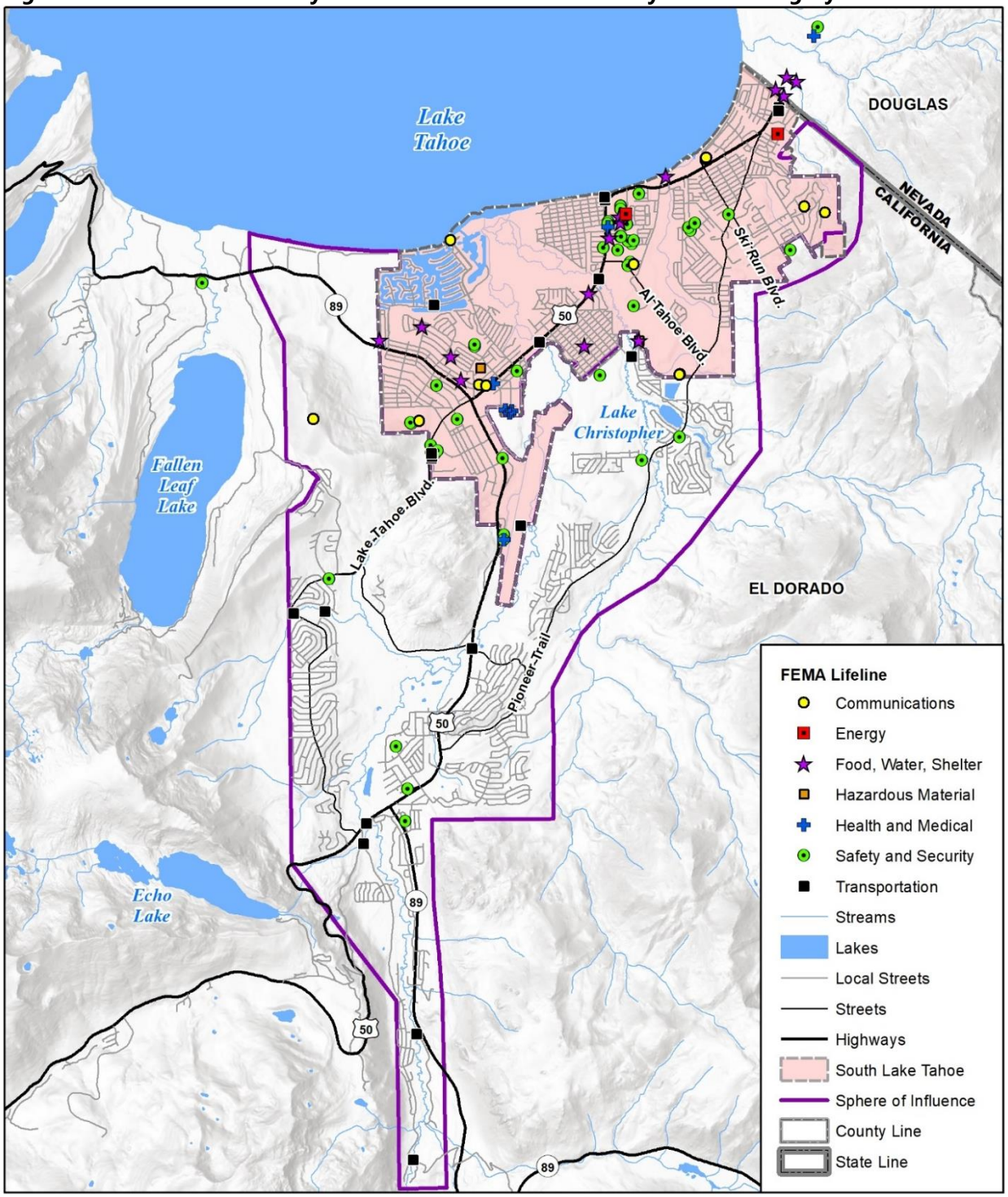
Table 4-5 shows a summary of the critical facilities evaluated in the City's vulnerability assessment. Figure 4-2 illustrates the location of each critical facility. Please note given the sensitivity of certain water resources, potable water facilities are not displayed on the map, but they were included in the analysis.

Table 4-5 Summary of South Lake Tahoe Critical Facilities by Lifeline

FEMA Lifeline	Facility Type	Count	Total
Communications	Radio Tower	6	**13**
	Cell Tower	1	
	FM Trans Tower	3	
	Land Mobile Private Transmission Tower	3	
Energy	Equipment Storage	1	**2**
	Substation	1	
Food, Water, Shelter	Community Shelter	9	**102**
	Pump Station	41	
	Well	19	
	Lift Station	2	
	Main Station	1	
	WWTP	2	
	Booster Station	15	
	Water Tank	13	
Hazardous Material	Refuse Transfer Station	1	**2**
	Wastewater Treatment Facility	1	
Health and Medical	Senior Center	1	**7**
	Assisted Living Residence/Nursing Home	1	
	Urgent Care	2	
	Heliport	2	
	Hospital	1	
Safety and Security	Fire Station/Fire Training Park	8	**50**
	Police Station	3	
	City Facility	13	
	Human Services	1	
	Airport/Landing Site	3	
	Childcare Facility	13	
	Elementary School	4	
	Middle School	1	
	High School	1	
	Continuing Education Center/Boys & Girls Club	2	
	College	1	
Transportation	Airport	1	**19**
	Bus Transit Station	4	
	Gondola Transit Station	1	
	Boat Ramp	1	
	Good Condition Bridge	9	
	Fair Condition Bridge	3	
	Grand Total		**195**

Sources: City of South Lake Tahoe 2021; HIFLD 2021; Wood Analysis of City and HIFLD datasets

Figure 4-2 Critical and City Facilities in South Lake Tahoe by Overall Category



Map compiled 12/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, National Inventory of Bridges, HIFLD

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Cultural, Historical, and Natural Resources

Assessing the City of South Lake Tahoe's vulnerability to disaster also involves inventorying the natural, historical, and cultural assets of the area. This step is important for the following reasons:

- The community may decide that these types of resources warrant a greater degree of protection due to their unique and irreplaceable nature and contribution to the overall economy.
- In the event of a disaster, an accurate inventory of natural, historical and cultural resources allows for more prudent care in the disaster's immediate aftermath when the potential for additional impacts is higher.
- The rules for reconstruction, restoration, rehabilitation, and/or replacement are often different for these types of designated resources.
- Natural resources can have beneficial functions that reduce the impacts of natural hazards, for example, wetlands and riparian habitat which help absorb and attenuate floodwaters and thus support overall mitigation objectives.

Cultural Resources

Historical resources are buildings, structures, objects, places, and areas that are eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), or the City's List of Historic Resources, have an association with important persons, events in history, or cultural heritage, or have distinctive design or construction method.

For purpose of federal actions, a qualified historic resource is defined as a property listed in or formally determined eligible for listing in the NRHP before a disaster occurs. The NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archaeological resources. Properties listed include districts (i.e. South Lake Tahoe Historic Commercial District), sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The National Register is administered by the U.S. Department of the Interior National Park Service. Local and state agencies may consider a broader definition of qualified historic properties in the review, evaluation, and treatment of properties damaged during a disaster.

The State of California Office of Historic Preservation can provide technical rehabilitation and preservation services for historic properties affected by a natural disaster. Depending on the hazard, protection could range from emergency preparedness, developing a fire safe zone around sites susceptible to wildfires, or seismically strengthening or structurally reinforcing structures.

State and local registers of historic resources provide designated Historical Landmarks, Points of Historical Interest, and Historic Buildings. These resources include, but are not limited to:

- The California Register of Historical Resources (CRHR)
- The California Historical Landmarks
- The California Inventory of Historical Resources
- The California Points of Historical Interest

Table 4-6 summarizes the historic and cultural resources found in the National and California Register of Historic Places for the South Lake Tahoe area.

Table 4-6 National Register of Historic Places (NRHP) within or near the City of South Lake Tahoe

Historical Resource Name	Listed Date	Location	Other Names or Description
Baldwin Estate	4/1/1987	NW of US 50 and CA 89 jct. on N side of CA 89	Tallac Historic Site (together with Pope Estate)
Heller Estate	4/1/1987	NW of US 50 and CA 89 jct. on N side of CA 89	Valhalla Grand Hall
Newhall Estate Entrance Pillars	5/9/1994	NA	NA
Pope Estate	4/1/1987	NW of US 50 and CA 89 jct. on N side of CA 89	Tallac Historic Site (together with Baldwin Estate)
Site of Echo Summit	12/2/2013	21200 Highway 50	Training site for American track and field athletes preparing to go to the 1968 Olympics in Mexico City; significant for its association with sports history and civil rights history
Tahoe Meadows	3/29/1990	US 50 between Ski Run Blvd. and Park Ave.	N/A
Vikingsholm	10/10/1996	10001 Emerald Bay Rd.	A 38-room mansion on the shore of Emerald Bay at Lake Tahoe

Source: NRHP, 2021

Lists of designated historical resources change periodically, and they may not include those currently in the nomination process and not yet listed. Additionally, as defined by the National Environmental Policy Act (NEPA), any property over 50 years of age is considered a historic resource and is potentially eligible for listing on the National Register. Thus, in the event that the property is to be altered, or has been altered, as the result of a major federal action, the property must be evaluated under the guidelines set forth by NEPA. Structural mitigation projects are considered alterations for the purpose of this regulation.

Cultural resources defined in California Environmental Quality Act (CEQA) Section 15064.5 include prehistoric and historic archaeological resources; historic-period resources (buildings, structures, area, place, or objects). Archaeological resources reflect past human activity extending from Native American prehistoric cultures throughout the early 20th century. The artifacts left by previous occupants may be encountered in small to large residential sites, or special use areas.

Many cultural and historical resources in the City are vulnerable to several hazards due to location and the nature of their construction. Some of these risks include earthquakes, wildfires, floods, or severe weather.

Tribal Cultural Resources

Tribal cultural resources are defined in Public Resources Code (PRC) Section 21074.1 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. A Native American tribe is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the Native American Heritage Commission". Traditional tribal cultural places are defined in PRC Sections 5097.9 and 5097.993 to include sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines, or any historic, cultural, or sacred site that is listed on or eligible for the CRHR including any historic or prehistoric ruins, burial grounds, or archaeological site. Cultural and tribal resources are governed primarily by federal,

state, and local laws that regulate potential impacts to such resources. State regulations that were established to encourage the preservation and protection of traditional tribal cultural resources include:

- **Assembly Bill 52** (PRC Section 21080.3.1) mandates early tribal consultation prior to and during CEQA review to consider tribal cultural values in the determination of project impacts and mitigation.
- **Senate Bill 18** (Government Code 655352.3) requires cities and counties to consult with Native American tribes early during broad land use planning efforts on both public and private lands, prior to the site- and project-specific land use decisions. Consultation is intended to encourage preservation and protection of traditional tribal cultural places by developing treatment and management plans that might include incorporating the cultural places into designated open spaces.
- **State Executive Order B-10-11 (2011)** established the Governor's Tribal Advisor position and established Administration Policy to encourage State Agencies to communicate and consult with Californian tribes regarding tribal cultural resources.

Natural Resources

The City of South Lake Tahoe contains diverse natural resources, exemplified by the fact that the City resides in the Sierra Nevada mountains and Lake Tahoe abutting the City from the north.

Natural resources are important to include in benefit/cost analyses for future projects and may be used to leverage additional funding for mitigation projects that also contribute to community goals for protecting sensitive natural resources. Inventory and awareness of natural resource assets are vital to meeting conservation objectives. Natural resources also exhibit varying levels of resiliency to anthropogenic impacts, climate change, and natural hazards such as flooding, drought, or wildfire.

Special Status Species

To further understand natural resources that may be particularly vulnerable to a hazard event, as well as those that need consideration when implementing mitigation activities, it is important to identify at-risk species (endangered and threatened species) potentially located in the City of South Lake Tahoe and its Planning Area. The United States Fish and Wildlife Service (USFWS) maintains a list of federally-listed threatened and endangered species for the country, which can be queried at the State and County levels. The California Department of Fish and Wildlife (CDFW) also maintains species lists and accounts for threatened and endangered species. State and federal laws protect the habitat of these species through the environmental review process. Species of special concern may additionally include species that meet the State definition of threatened or endangered but have not been formally listed, experience seriously population declines or habitat decline, or have naturally small populations exhibiting high susceptibility to population decline (CDFW 2019). Table 4-7 summarizes those special status species as indicated in the USFWS database that are located in El Dorado County and likely the areas surrounding the City of South Lake Tahoe Planning Area.

Table 4-7 Threatened and Endangered Species in El Dorado County and City of South Lake Tahoe

Common Name	Scientific Name	Group	Status
California red-legged frog	*Rana draytonii*	Amphibians	Threatened
California tiger Salamander	*Ambystoma californiense*	Amphibians	Endangered
Conservancy fairy shrimp	*Branchinecta conservatio*	Crustaceans	Endangered
Cui-ui	*Chasmistes cujus*	Fishes	Endangered
El Dorado bedstraw	*Galium californicum ssp. sierrae*	Flowering Plants	Endangered
Giant garter snake	*Thamnophis gigas*	Reptiles	Threatened
Greater sage-grouse	*Centrocercus urophasianus*	Birds	Resolved Taxon
Lahontan cutthroat trout	*Oncorhynchus clarkii henshawi*	Fishes	Threatened
Layne's butterweed	*Senecio layneae*	Flowering Plants	Threatened

Common Name	Scientific Name	Group	Status
longfin smelt	*Spirinchus thaleichthys*	Fishes	Candidate
monarch butterfly	*Danaus plexippus*	Insects	Candidate
North American wolverine	*Gulo luscus*	Mammals	Resolved Taxon
Pine Hill ceanothus	*Ceanothus roderickii*	Flowering Plants	Endangered
Pine Hill flannelbush	*Fremontodendron californicum ssp. decumbens*	Flowering Plants	Endangered
Sacramento Orcutt grass	*Orcuttia viscida*	Flowering Plants	Endangered
Sierra Nevada yellow-legged frog	*Rana sierrae*	Amphibians	Endangered
Stebbins' morning-glory	*Calystegia stebbinsii*	Flowering Plants	Endangered
Tahoe yellow cress	*Rorippa subumbellata*	Flowering Plants	Resolved Taxon
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	Insects	Threatened
Vernal pool fairy shrimp	*Branchinecta lynchi*	Crustaceans	Threatened
Vernal pool tadpole shrimp	*Lepidurus packardi*	Crustaceans	Endangered
Whitebark pine	*Pinus albicaulis*	Conifers and Cycads	Proposed Threatened
Yellow-billed Cuckoo	*Coccyzus americanus*	Birds	Threatened
Yosemite toad	*Anaxyrus canorus*	Amphibians	Threatened

Source: USFWS – Environmental Conservation Online System, 2021

Population, Growth, and Development Trends

Between 2010 and 2019 the population of South Lake Tahoe increased by 1,485 persons (6.9 percent) (US Census 2021). During the same time, the state of California's population increased by 6 percent and El Dorado County's population increased by 6.4 percent. This growth trend demonstrates that the City of South Lake Tahoe has grown slightly faster than the State and the surrounding region (US Census 2021).

The City's annual population growth rate is currently at around 0.8%. (California Demographic Data: State Dept. of Finance), outpacing the State and nation's current population growth rate (around 0.38% and 0.5% respectively).

As discussed in Chapter 2, the City of South Lake Tahoe is located in a unique regulatory and planning environment – the Lake Tahoe Region. TRPA has land use and environmental regulatory authority for the long-term preservation of Lake Tahoe and its environments. The City acknowledges the role of TRPA to adopt environmental thresholds regulating carrying capacities and a Regional Plan to achieve the goal of the long-term preservation of Lake Tahoe. According to the City's 2011 General Plan's Land Use and Community Design Element, the City will pursue the maximum amount of available CFA that can be allocated by the TRPA as an incentive for revitalization, economic growth, and urban renewal. In terms of future residential development, the City intends to pursue the maximum amount of available residential unit allocations use them as an incentive for revitalization, including workforce housing. In summary, the City encourages ways to maximize their ability to secure development rights from TRPA, including promoting infill development and revitalization as well as the reuse and expansion of existing and vacant sites in the City. Nevertheless, as previously mentioned, one of TRPA's main tools for protecting the environment is growth control regulations, which limit the amount of growth and development that occurs in the Basin each year.

Additional information on population and growth and development trends are in Section 2.4 and Section 2.8 in Chapter 2.

4.3 Hazard Profiles and Risk Assessment

Requirement §201.6(c)(2)(i): [The risk assessment shall include a] description of the location and extent of all natural hazards that can affect the jurisdiction. The plan shall include information on previous occurrences of hazard events and on the probability of future hazard events.

Requirement §201.6(c)(2)(ii): [The risk assessment shall include a] description of the jurisdiction's vulnerability to the hazards described in paragraph (c)(2)(i) of this section. This description shall include an overall summary of each hazard and its impact on the community.

Requirement §201.6(c)(2)(ii)(A): The plan should describe vulnerability in terms of the types and numbers of existing and future buildings, infrastructure, and critical facilities located in the identified hazard areas.

Requirement §201.6(c)(2)(ii)(B): [The plan should describe vulnerability in terms of an] estimate of the potential dollar losses to vulnerable structures identified in paragraph (c)(2)(i)(A) of this section and a description of the methodology used to prepare the estimate.

Requirement §201.6(c)(2)(ii)(C): [The plan should describe vulnerability in terms of] providing a general description of land uses and development trends within the community so that mitigation options can be considered in future land use decisions.

The hazards identified in Section 4.1 Hazard Identification: Natural Hazards are profiled individually in this section. In general, the information provided by HMPC is integrated into this section with information from other data sources. These profiles set the stage for the vulnerability assessment for each natural hazard that follows the detailed hazard profiles.

Each hazard is profiled in the following format:

- **Hazard Description** - This section gives a description of the hazard and associated issues followed by details on the hazard that are specific to the City of South Lake Tahoe Planning Area.
- **Location** – This section provides a spatial description of the potential locations or geographic areas in the City of South Lake Tahoe of where the hazard is expected to impact.
- **Extent (Magnitude/Severity)** - This section describes the potential strength or magnitude of the hazard as it pertains to the City of South Lake Tahoe. Different hazards may have different measures of extent.
- **Previous Occurrences** - This section contains information on historical incidents, including impacts where known. The extent or location of the hazard within or near the Planning Area is also included in this subsection. Historical incident worksheets and other data sources were used to capture information on past occurrences.
- **Probability of Future Occurrence** - The frequency of past events is used in this section to gauge the likelihood of future occurrences. Where possible, frequency was calculated based on existing data. Frequency was determined by dividing the number of events observed by the number of years on record and multiplying by 100. This gives the percent chance of an event happening in any given year (e.g., three droughts over a 30-year period equates to a 10 percent chance of a drought in any given year). The likelihood of future occurrences is categorized into one of the following classifications:
  - **Highly Likely** - Nearly 100 percent chance of occurrence in next year or happens every year.
  - **Likely** - Between 10 and 99 percent chance of occurrence in next year or has a recurrence interval of 10 years or less.
  - **Occasional** - Between 1 and 10 percent chance of occurrence in the next year or has a recurrence interval of 11 to 100 years.

- **Unlikely** - Less than 1 percent chance of occurrence in next 100 years or has a recurrence interval of every 100 years or greater.

The risk assessment for most hazards is built upon the frequency of past events and the assumption that historic occurrence rates are a good predictor of future event probability. With climate change; however, history is not an adequate predictor of the probability of future occurrences (SHMP 2018). Planning for climate change is based on understanding and integrating evolving climate change science and modeled projections that account for shifts in historic conditions due to climate change into hazard mitigation planning (SHMP 2018). For these reasons, the likelihood of future occurrences for climate change and sea level rise impacts is categorized into one of the four classifications, but this classification is based on climate change science and modeled projections.

- **Climate Change Considerations** – Climate change refers to a long-term change in the earth's temperature, precipitation, humidity, and seasons. This section addresses the probable effects of climate change qualitatively and as a secondary impact for each identified hazard. In other words, it describes the potential for climate change to affect the frequency and severity of natural hazards. Impacts can include water supply shortages, changes in the frequency, intensity, and extent of drought and extreme heat events, more precipitation and flooding risks, and increasing temperatures. This section also concludes whether climate change is anticipated to have a low, medium, or high influence on future hazard impacts.

The discussion relies on information from the Fifth Assessment Report from the Intergovernmental Panel on Climate Change (IPCC) *Climate Change 2013: The Physical Science Basis Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* (IPCC 2018). It also relies on numerous California publications on climate change and climate adaptation including:

- *California's Fourth Climate Assessment* (California Natural Resources Agency 2018a);
- Safeguarding California Plan: 2018 Update – California's Climate Adaptation Strategy (Cal-Adapt 2018);
- 2014 Safeguarding California: Reducing Climate Risk (California Natural Resources Agency 2014); and
- *2009 California Climate Adaptation Strategy* (CAS) (California Natural Resources Agency 2009).

The discussion integrates climate information from Cal-Adapt, a website that gathers data on how climate change might affect California at the local level based on the State's scientific and research community (CEC 2018). The climate change considerations subsections also summarize climate change modeling and findings from the City of South Lake Tahoe CAP and the Lake Tahoe Integrated Climate Vulnerability Assessment. Climate change is addressed in the plan as a secondary impact for each hazard.

Vulnerability Assessment – The vulnerability of the Planning Area to a specific natural hazard is assessed through the study of potential impacts to specific sectors:

- Property
- People
- Economy
- Critical Facilities and Infrastructure
- Historic, Cultural, and Natural Resources
- Future Development

Risk Summary – This is a summary of key findings and risks based on threat, vulnerability and consequences to the Planning Area from the specific hazard.

The significance of each hazard was determined based on the hazard profile, focusing on key criteria such as frequency and resulting damage, including deaths/injuries, and property and economic damage. This

assessment was used by the HMPC to prioritize those hazards of greatest significance to the Planning Area thereby allowing the City to focus resources where they are most needed. The following sections provide profiles of the natural hazards, listed alphabetically that the HMPC identified in Section 4.1 Identifying Hazards. Human-caused hazards are addressed in Section 4.3.10.

4.3.1 Avalanches

Hazard Description

An avalanche is a fall, release, or slide of a mass of snow in an amount sufficient enough to cause damage to or threaten the safety of people. Avalanches are possible when weak layers of snow within the cumulative seasonal snowpack fail to support the weight of the snow above and collapse. The result causes the overlying snow to break free and flow downhill. There are two destructive elements at work within an avalanche. Primarily, the actual impact from the displaced snow and ice is a concern. Embedded within the snow, debris such as broken-off trees and branches and rocks are just as dangerous as the snow itself. Secondly, the avalanche wind, caused by air pushed ahead of the moving mass of snow, can cause damage as well.

Terrain most susceptible to avalanches is typically in sheltered regions of the mountain topography where snow is most prone to accumulate and along steep slope angles ranging from 30 to 45 degrees. The most sheltered aspects in the Sierra Nevada, where snow can most greatly accumulate, are upon north and northeast facing slopes. These slope faces must also be situated above 7,000 feet where snow is more likely to accumulate throughout the winter snowfall season, which typically lasts from November through April in El Dorado County.

Snow avalanches can release loose or slabslides and can be classified as wet or dry events, depending on the moisture content of the snowpack. Loss avalanches involve snow near the surface and release when cohesion is lost between the snow grains. Slab avalanches extend into deeper snow and release cohesiveness when a lower and weaker layer of snow fails. Slab avalanches can be both wet or dry and extremely large and destructive. Both types can also flow downhill for long distances on gentle terrain and often damage or destroy buildings, cabins, and electrical transmission lines.

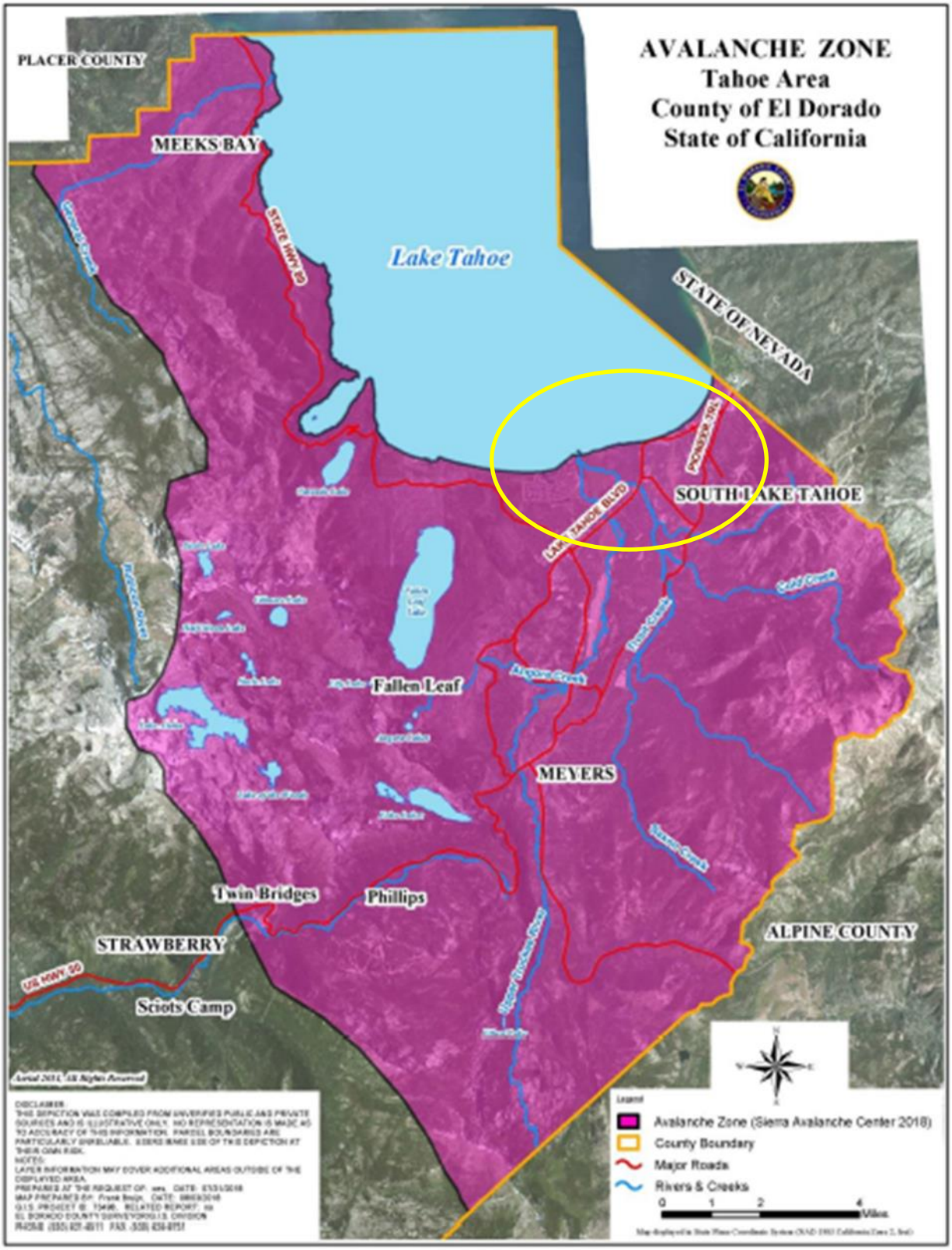
Avalanches can be triggered by human activity or environmental factors, such as wind loading, precipitation, or warm weather. Human-caused avalanches around the City usually occur away from developed areas, and most incidents involve backcountry skiers and hikers. Because human-triggered avalanche events are typically far from developed areas, they cause less damage and loss of life than a naturally-caused avalanche could cause that occurs near developed areas. Once triggered, an avalanche path consists of a starting zone where they begin, a track where they develop speed and velocity, and a runout zone at lower gradient slopes where the slides slow down and the debris zone forms.

Location

Extensive – The City is located in a basin surrounded by the mountain peaks of the Sierra Nevada mountain range, a tilted fault block geologic formation that forms steep mountain slopes across the eastern portion of California. The City's elevation ranges from about 6,200 feet to more than 7,440 feet, which results in a high-relief topography. Given these elevation characteristics, combined with climatic factors, all areas of the City are susceptible to winter storms and heavy snow and snow avalanches throughout the winter months. Areas most susceptible to avalanches are located along the southern edge of the City, where there are known avalanche runout areas near Heavenly Mountain Resort and the background areas around the resort. According to El Dorado County's 2018 LHMP, avalanche hazards exist in eastern El Dorado County. The Sierra Avalanche Center designated an Avalanche Zone in 2018

that encompasses the entire City of South Lake Tahoe and its surrounding areas. Figure 4-3 shows the designated Avalanche Zone and this map is included in El Dorado County's 2018 LHMP.

Figure 4-3 Avalanche Zone within El Dorado County



Extent (Magnitude/Severity)

Limited – Avalanches are isolated occurrences predominantly located in the backcountry areas of the City and its surrounding areas. Avalanche events would most likely affect individuals in the backcountry during the snow seasons. Avalanche danger within the established ski resorts as well as on the highways that traverse the high elevation passes in El Dorado County is of a lesser degree given that safety measures are in place.

Weather and terrain factors determine avalanche severity and danger:

- Weather:
  - Storms – A large percentage of all snow avalanches occur during and shortly after storms.
  - Rate of snowfall – Snow falling at a rate of 1 inch or more per hour rapidly increases avalanche danger.
  - Temperature – Storms starting with low temperatures and dry snow, followed by rising temperatures and wetter snow, are more likely to cause avalanches than storms that start warm and then cool with snowfall.
  - Wet snow – Rainstorms or spring weather with warm, moist winds and cloudy nights can warm the snow cover, resulting in wet snow avalanches. Wet snow avalanches are more likely on sun-exposed terrain (south-facing slopes) and under exposed rocks or cliffs.
- Terrain:
  - Ground cover – Large rocks, trees, and heavy shrubs help anchor snow.
  - Slope profile – Dangerous slab avalanches are more likely to occur on convex slopes.
  - Slope aspect – Leeward slopes are dangerous because windblown snow adds depth and creates dense slabs. South-facing slopes are more dangerous in the springtime.
  - Slope steepness – Snow avalanches are most common on slopes of 30 to 45 degrees.

The common factors contributing to the avalanche hazard are existing snow depth, existing snow surface, new snow depth, new snow type, density, snowfall intensity, precipitation intensity, settlement, wind direction and speed, temperature, and subsurface snow crystal structure. The danger of an avalanche can be described in terms of its likelihood, size, which includes its width, length it travels, or the depth of the debris, and distribution. While there are a few scales that rate avalanches based on their destructive force, such as the D-Scale, a commonly used scale for search and rescue, ski patrollers, and backcountry travelers measures avalanche severity based on size, the mass, length, and pressure of the slide. Table 4-8 summarizes this avalanche danger scale.

Table 4-8 Avalanche Danger Scale

Danger Level	Travel Advice	Likelihood of Avalanches	Avalanche Size and Distribution
5 – Extreme	Avoid all avalanche terrain.	Natural and human-triggered avalanches certain.	Large to very large avalanches in many areas.
4 – High	Very dangerous avalanche conditions. Travel in avalanche terrain not recommended.	Natural avalanches likely; human-triggered avalanches very likely.	Large avalanches in many areas; or very large avalanches in specific area.
3 – Considerable	Dangerous avalanche conditions. Careful snowpack evaluation, cautious route-finding	Natural avalanches possible; human-triggered avalanches likely.	Small avalanches in many areas; or large avalanches in specific areas; or very large avalanches in isolated area.

Danger Level	Travel Advice	Likelihood of Avalanches	Avalanche Size and Distribution
	and conservative decision-making essential.		
2 – Moderate	Heightened avalanche conditions on specific terrain features. Evaluate snow and terrain carefully; identify features of concern.	Natural avalanches unlikely; human-triggered avalanches possible.	Small avalanches in specific areas; or large avalanches in isolated areas.
1 – Low	Generally safe avalanche conditions. Watch for unstable snow on isolated terrain features.	Natural and human-triggered avalanches unlikely.	Small avalanches in isolated areas or extreme terrain.

Source: Sierra Avalanche Center 2021.

The effects of an avalanche are confined to the areas within and around the avalanche path. Nowadays in the City, the areas of substantial avalanche danger are known and usually avoided. Avalanche areas in Heavenly Mountain Resort and along the City's state highways are carefully managed to drastically reduce the chance for avalanche-causing conditions to develop. Therefore, few unplanned or damage-causing avalanches occur in places where people or property might be threatened. However, avalanches can and do still happen within the City's Planning Area. Although personal injury or property damage is unlikely, these events are a possibility.

The avalanche season extends from the first major snowfalls of late fall to whenever the last remnants of snow have melted away. In some of the highest elevation areas around the City, it may be possible during some years for snow to remain the entire year.

The greatest impact that avalanches have on the City is on transportation infrastructure. Two state highways pass through the City – Highway 50 and Highway 89. Highway 50 over Echo Pass is closed intermittently during the winter months, in part because of avalanche danger and for the management of avalanche control centers (i.e., triggering systems) by the California Department of Transportation (Caltrans). This closure limits the travel options of the City's residents and places increased importance on Highway 89 over Luther Pass and on Nevada State Route 207 over the 7,334-foot Daggett Pass, which is maintained as a year-round highway. Highway 50, then, is the City's only east to west travel corridor during the winter months. During winter storms, periodic avalanche control must be performed on the highway to promote motorist safety over the passes. Without these avalanche control measures being performed by Caltrans, traveling over the County's main highway corridors would be difficult during the winter season. With avalanche control, public safety is improved, and avalanche danger is minimized.

Safety precaution is also in place to guarantee the safety and wellness of residents and tourists during snow seasons. For example, the major ski resort in the City – Heavenly Mountain Resort employs avalanche control techniques to mitigate avalanche danger. Ski patrollers perform avalanche control every morning, which is required to promote safety throughout the mountain for all skiers and riders. Much of the dangers associated with avalanches are known and efforts are made to lessen the potential for avalanche events in areas frequented by people.

However, problems can arise in backcountry areas where avalanche control measures are not in place. Here, out-of-bounds downhill skiers, cross country skiers, and snowmobile riders can trigger avalanches. Thus, avalanches can still pose a threat to life and property. The City is still vulnerable to avalanche danger in areas that are underdeveloped and/or lack avalanche control methods. If individuals travel into backcountry regions during the snow seasons, injuries will still be a possibility.

Other problems associated with avalanches are loss of electricity due to power lines being disabled by avalanches and localized damage to the environment within the avalanche path.

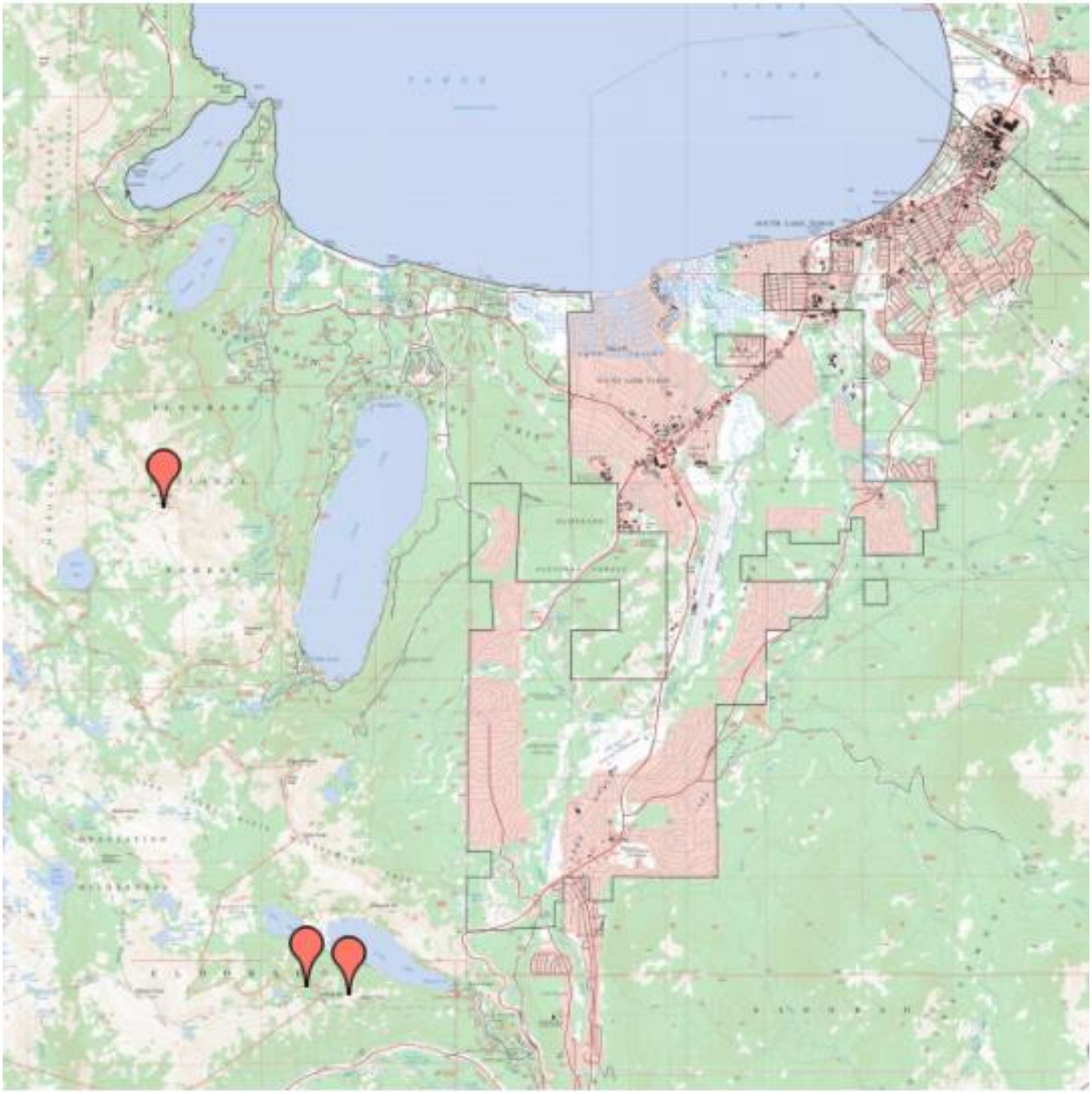
Previous Occurrences

Since 1950, there have been 18 avalanches that resulted in nine deaths and 12 injuries in El Dorado County (NOAA's National Centers for Environmental Information). It is assumed that heavy snow hazard events across El Dorado County are likely to have also affected the City of South Lake Tahoe at some point or to some extent.

Sierra Avalanche Center functions as a private-public partnership between the US Forest Service and a 501(c)(3) not for profit organization known as Sierra Avalanche Center (SAC). SAC's mission is to inform and educate the public about backcountry avalanche conditions in the greater Lake Tahoe area. SAC makes avalanche forecasts regularly on their website and South Lake Tahoe is included in their forecasting zone. SAC also keeps records of snow conditions, avalanche observations, and incidents that are from a variety of professional sources, mountain guides, and the general public. SAC also keeps records of the most recent 15 observations at a time, and this spatial data provides a good indication of recent snow conditions and avalanche activity for an area (SAC 2021).

There have not been any recorded occurrences of avalanches within the City of South Lake Tahoe, however, a few incidents happened in the vicinity of the City in recent years. Figure 4-4 is a screenshot from the SAC's interactive map application that shows the recent incidents that happened in the area. These three events, from north to south and west to east, occurred on April 8, 2020, February 14, 2021, and February 13, 2021, respectively.

Figure 4-4 Recent occurrences of avalanches near South Lake Tahoe



Data source: SAC, October 9, 2021

Probability of Future Occurrences

Highly Likely – Terrain and climatic factors make the City easily susceptible to avalanche hazards, which can be prevalent during snow seasons and impose a potential danger on individuals who venture into the backcountry regions near the City. Given the City's proximity to steep terrain and because backcountry avalanches triggered by human activity are an annual occurrence in El Dorado County, the City can be affected, but these hazards are not expected to threaten residents and property. Potentially destructive avalanches triggered by environmental conditions are less common but can occur in higher hazard areas with steeper terrain.

Climate Change Considerations

The likelihood and nature of future avalanches may be affected by climate change. Winters are becoming shorter, which means there is potential for weaker snow accumulations at the very bottom of the snowpack. As more snow piles on top of the weak layer, and temperatures remain warm, the upper, moisture-laden layers became vulnerable to sliding. More extreme precipitation events that deposit large amounts of snow in a short period, as well as increased temperatures, could also periodically increase the potential for large avalanches.

Vulnerability Assessment

Property

Building impacts are negligible. Any damage is likely to be insignificant or limited to snow sliding from building roofs. Heavenly Mountain Resort does not contain residential structures but does contain commercial properties and infrastructure, such as lodges, ski lifts that can be at risk from runout paths from the ski area.

People

Backcountry recreationists and road crews are the most at risk of avalanche dangers. Rising numbers of outdoor enthusiasts may lead to an increase in fatal avalanche occurrences. Beyond backcountry skiing, there has been a growing interest in other forms of recreation, and an introduction of new toys that are bigger, heavier, and intensify avalanche susceptibility. There is no effective way to keep the public out of avalanche-prone recreational areas, even during times of highest risk. Backcountry avalanche incidents involve search and rescue teams and resources, which can put the personnel at risk. The key actions to limiting impacts to individuals recreating in hazardous areas include spreading knowledge and awareness of the hazard and being properly equipped for self-rescue, if necessary, with tools such as locater beacons, shovels, GPS units and other communication tools and probes. Hundreds of visitors may also be on the slopes at Heavenly Mountain Resort at any given time, but avalanche risk at ski resorts is well managed, which greatly reduces the risk to the general public and visitors.

Critical Facilities and Infrastructure

Avalanches can cause several types of secondary effects, such as blocking roads, which can isolate residents and businesses and delay commercial, public, and private transportation. Other potential problems resulting from avalanches are power and communication failures. It is unlikely that there are critical facilities exposed to avalanche hazards, although there may be some facilities, in particular, the possibility of disruption to the electrical grid network. Other potential problems resulting from avalanches are power and communication failures. Highway 50 and Highway 89 are prone to receive the impact from avalanche hazards during winter months, but avalanche control measures are in place to ensure the safety of motorists.

Economy

Avalanche activity inside or outside the City and its surrounding areas can disrupt transportation into and out from the local communities, which could result in temporary economic impacts. Closures of transportation routes could prevent the import and export of goods and services, as well as disrupt the tourism and recreation industry.

Historic, Cultural, and Natural Resources

Avalanches are a natural event, but they can negatively affect the environment, including trees located on steep slopes. A large avalanche can knock down many trees and kill the wildlife that lives in and under them. In spring, this loss of vegetation on the mountains may weaken the soil, causing landslides and mudflows. If significant woody debris reaches the valley bottoms, it could also cause a potential for ponding and flooding.

The impact on historic or cultural resources in the City should be negligible, which is similar to avalanche hazard's potential impact on properties. However, the exact damage should be evaluated on a case-by-case basis, for example, worn-out structures are more prone to potential damage from avalanche and heavy snow hazards.

Development Trends

Development and population growth in the City are slowly increasing. As tourism and backcountry recreation increase and more travelers visit the City, there could be increased exposure to avalanche risks. However, as mentioned above, the City and relevant agencies have taken precautionary measures to guarantee public safety. The City's 2011 General Plan Health and Safety Element lists "to protect and maintain the safety of residents, businesses, and visitors by reducing the threat of avalanches" as its goal regarding addressing avalanche hazards. The City will continue to identify avalanche hazard areas and enforce special standards for construction in avalanche hazard areas. The City will also continue disallowing the construction of new buildings or large-scale public gathering spaces in avalanche hazard areas.

Risk Summary

- Since 1950, there have been 18 avalanches that resulted in nine deaths and 12 injuries in El Dorado County.
- Backcountry recreationists, road crews, and motorists along are the most at risk of avalanche dangers.
- Avalanches tend to happen in the backcountry areas of the City and its surrounding areas; avalanche events would most likely affect individuals in the backcountry during the snow seasons; avalanches could also happen within ski resorts as well as on the highways. Precautionary safety measures such as avalanche control and forecasts are in place to maximize the protection to the public.
- There could be increased exposure to avalanche risks given the increase in tourism and as backcountry recreation increases; the City is acting proactively to minimize the potential danger by further identifying avalanche hazard areas and forbidding the construction of buildings of any kind within avalanche hazard areas.
- To further limit impacts to individuals, spreading knowledge and awareness of the hazard and being properly equipped for self-rescue are critical.
- The overall significance of avalanches in the City is **Low**.

4.3.2 Dam Incidents

Hazard Description

Dams are manmade structures built for a variety of uses, including flood protection, power generation, agriculture, water supply, and recreation. When dams are constructed for flood protection, they usually are engineered to withstand a flood with a computed risk of occurrence. For example, a dam may be designed to contain a flood at a location on a stream that has a certain probability of occurring in any one year. If prolonged periods of rainfall and flooding occur that exceed the design requirements, that

structure may be overtopped and fail. Overtopping is the primary cause of earthen dam incidents and failure in the United States. Dam incidents can also result from any one or a combination of the following causes:

- Earthquake
- Inadequate spillway capacity resulting in excess overtopping flows
- Internal erosion caused by embankment or foundation leakage or piping or rodent activity
- Improper design
- Improper maintenance
- Negligent operation
- Failure of upstream dams on the same waterway

Water released by a failed dam generates tremendous energy and can cause a flood that is catastrophic to life and property. A catastrophic dam incident or failure could challenge local response capabilities and require evacuations to save lives. Impacts on life safety will depend on the warning time and the resources available to notify and evacuate the public. Major loss of life could result as well as potentially catastrophic effects on roads, bridges, and homes. Associated water quality and health concerns could also be issues. Factors that influence the potential severity of a full or partial dam failure or dam incident are the amount of water impounded; the density, type, and value of development and infrastructure located downstream; and the speed of failure.

Controlled release or spillway flooding: inadequate spillway capacity often results in excess overtopping flows, though the potential for flooding as a result of discharge from dam outlet structures or spillways could be expected during excessive rain events. However, controlled release of water from dams is a measure that can prevent or minimize spillway flooding or structure failure, by regulating capacity in a managed way. Even controlled release can lead to unwanted or unpredicted flooding, depending on environmental and weather conditions, or even human error.

In general, there are three types of dams: concrete arch or hydraulic fill, earth-rockfill, and concrete gravity. Each type of dam has different failure characteristics. A concrete arch or hydraulic fill dam can fail almost instantaneously: the flood wave builds up rapidly to a peak then gradually declines. An earth-rockfill dam fails gradually due to erosion of the breach: a flood wave will build gradually to a peak and then decline until the reservoir is empty. And, a concrete gravity dam can fail instantaneously or gradually with a corresponding build-up and decline of the flood wave.

Location

Limited – According to the U.S. Army Corps of Engineers' National Inventory of Dams database, last updated in 2018, there are four potential dams of concern upstream of the City of South Lake Tahoe. These dams have been constructed for flood control, snowmaking and irrigation storage, wastewater management, recreation, and stock watering purposes. Of these dams of concern, two are considered to pose high hazards, one is of significant hazard, and one is of low hazard.

The Echo Lake Dam is a roller-compacted concrete dam built on the southeast corner of Lower Echo Lake. It is located 7.5 miles to the southwest of the City of South Lake Tahoe near Echo Summit. The dam storage capacity is 1,860 acre-feet. This is a high-hazard dam owned by El Dorado Irrigation District, with an Emergency Action Plan (EAP) in place.

Echo Lake Dam is a high-alpine concrete dam located along the southern end of Lower Echo Lake near Echo Summit. It is owned by El Dorado Irrigation District and has an Emergency Action Plan in place in the event of a dam failure or incident.
Photo Credit: Travel Blog 2017

The Emergency Effluent Holding Dam is in the high-hazard category and was built in 1961. It is owned by STPUD. It is located close to the City's wastewater treatment facility. This dam has a storage capacity of 184 acre-feet. An EAP for this dam is not in place.

The Fallen Leaf Lake Dam is located 4.3 miles west of the City of South Lake Tahoe. The dam storage capacity is 6,800 acre-feet. This significant-hazard dam is owned by the United States Department of Agriculture (USDA) Forest Service. An EAP is not in place for this dam. Given the distance of this water body and dam from the City and the surrounding topography, if there was a dam incident or failure, it is not expected to inundate the City.

Finally, the Tallac Dam is the closest to the heart of the City of South Lake Tahoe, located within Tahoe Keys – a waterfront community within the City of South Lake Tahoe. This dam has a storage capacity of 176 acre-feet. This is a low-hazard privately-owned dam. There is no EAP in place. Table 4-9 below details the dams that could potentially affect the City of South Lake Tahoe given their close proximity and potential to inundate if they were to fail. Figure 4-5 illustrates the locations of the four dams of concern near the City. The potential inundation areas are based on the best available data at the time of this plan update. It is important to note that the inundation areas shown do not represent all dams that pose a risk; some of this information is not available in GIS or allowed for release in a public document.

Table 4-9 Characteristics of the Dams of Concern Upstream of the City of South Lake Tahoe

Hazard Rating	Dam Name	River Drainage	Downstream Community	Dam Type	Dam Height (in Feet)	Storage Capacity (Acre-Feet)	Emergency Operations Plan	Dam Owner
High	Echo Lake	Echo Creek River	South Lake Tahoe	RCC	14	1,860	Yes	El Dorado Irrigation District
High	Emergency Effluent Holding	Tributary to Heavenly Valley Creek	South Lake Tahoe	Earth	27	184	No	STPUD
Significant	Fallen Leaf Lake	Taylor Creek River	Fallen Leaf Lake	Unknown	12	6,800	No	USDA FS
Low	Tallac	Off-Stream River	South Lake Tahoe	Gravity	11	176	No	Wooldridge and Jarvis

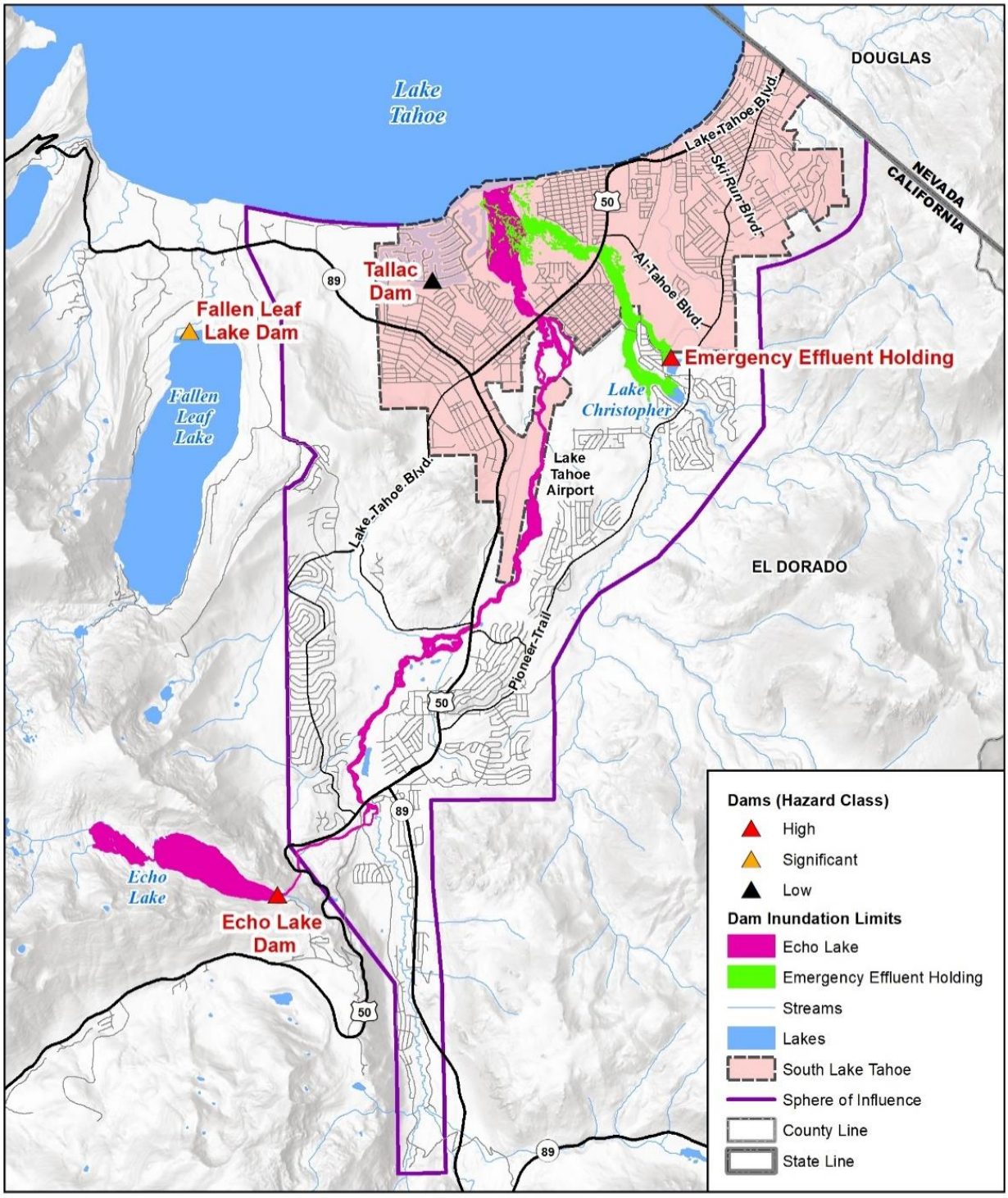
Source: U.S. Army Corps of Engineers' National Inventory of Dams, 2018
Note: 1 acre-foot = 325,851 gallons

The City's 2008 HMP noted one potential upstream dam of concern along Heavenly Valley Creek. Heavenly Valley Creek is located in a small, high elevation forested watershed in the southeastern part of the Lake Tahoe Basin, in El Dorado County, California outside of the City limits. It is a tributary to Trout Creek in the southeastern portion of the Lake Tahoe watershed. Sky Meadow Reservoir is an approximate

25-acre reservoir located on a tributary to Heavenly Valley Creek. It was constructed in 1978 in the Heavenly Valley Creek drainage to store water for snowmaking and irrigation at Heavenly Mountain Resort. The reservoir receives natural inflow from a 55-acre drainage area of Heavenly Valley Creek. This dam is not listed by the U.S. Army Corps of Engineers, the National Inventory of Dams, or Dams within Jurisdiction of the State of California.

Approximately 1,300 feet below the Sky Meadow Reservoir dam, the tributary joins the main stem of Heavenly Valley Creek. The creek flows southwest for approximately 1,200 feet before exiting the developed portion of the ski resort at 7,900 feet in elevation. Heavenly Valley Creek then drops another 1,300 feet over the next 1.5 miles to about 6,600 feet in elevation where the creek enters the southern end of the City limits. While this dam is located upstream of the City of South Lake Tahoe, given its small storage capacity, if it were to fail it is not anticipated to have substantial downstream impacts.

Figure 4-5 Dams Upstream of South Lake Tahoe and Best Available Inundation Mapping



Map compiled 09/2021; intended for planning purposes only. Data Source: South Lake Tahoe, El Dorado County, National Inventory of Dams (NID), California Department of Water Resources, Division of Safety of Dams (DSOD)

Extent (Magnitude/Severity)

Negligible – Standard practice among federal and state dam safety offices is to classify a dam according to the potential impact a dam failure (breach) or mis-operation (unscheduled release) would have on downstream areas. The hazard potential classification system categorizes dams based on the probable loss of human life and the impacts on economic, environmental, and lifeline facilities. Dams are classified into the following three categories which identify their potential hazard to life and property (FEMA 333):

- High hazard indicates that a failure would most probably result in the loss of life;
- Significant hazard indicates that a failure could result in appreciable property damage;
- Low hazard indicates that failure would result in only minimal property damage and loss of life is unlikely; and
- There are also undetermined hazard dams that have not been rated or their hazard rating is not known.

Since there are two high-rated hazardous dams upstream of the City, there is some, though limited, potential for loss of life and/or property damage. Adjacent unincorporated portions of El Dorado County could also be affected by a dam failure upstream of the City, and the specific extent of impacts would depend on the nature of the failure, local emergency response capabilities, people and property found in the path of the dam inundation areas, and other such factors.

According to Figure 4-5, if Emergency Effluent Holding Dam were to fail/breach during a sunny day, the potential inundation would impact the communities and areas that bisect the City from east to west. The potential inundation area would also include Lake Tahoe Community College and extend to Truckee Marsh, which is to the north of the City. If Echo Lake Dam were to fail due to a storm, the inundation would follow along Upper Truckee River, impacting the eastern portion of the City. The potential inundation area would include certain communities within Tahoe Keys and extend to Truckee Marsh.

Previous Occurrences

There is no history of dam incidents or failures affecting the City.

Probability of Future Occurrences

Unlikely – The City remains at risk of upstream dam failures or incidents, particularly from the two dams that are classified as high-hazard structures. Nevertheless, the potential exists for future dam incidents in the City or portions of it, but the likelihood of this is low. Uncontrolled or controlled release flooding, as well as spillway flooding below dams due to excessive rain or runoff, are more likely to occur than failures.

Climate Change Considerations

The potential for climate change to affect the likelihood of dam failure and incidents is not fully understood at this point. With a potential for more extreme precipitation events as a result of climate change, this could result in large inflows to reservoirs. However, this could be offset by generally lowering reservoir levels if storage water resources become more limited or stretched in the future due to climate change, drought and/or population growth. For example, changes in lake or reservoir levels during extreme precipitation events could exceed the existing operation capabilities of dams in the region, as noted in the Lake Tahoe Climate Change Vulnerability Assessment regarding the concrete gravity Lake Tahoe Dam in Tahoe City at the outlet of Lake Tahoe. For these reasons, climate change would have a low influence on dam incidents.

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Vulnerability Assessment

A dam incident can range from a small, uncontrolled release to a catastrophic failure. Vulnerability to dam failures is confined to the areas and populations subject to inundation downstream of the facility. Secondary losses would include loss of the multi-use functions of the dam itself and associated revenues that accompany those functions, including potential potable water uses or critical irrigation for crops.

Property

In general, communities located below a high or significant-hazard dam and along a waterway are potentially exposed to the impacts of a dam failure. For reference, high-hazard dams threaten lives and property, significant-hazard dams threaten property only. Inundation maps that identify anticipated flooded areas (which may not coincide with known floodplains) are often produced for all high-hazard dams and are contained in the EAP required for each dam. The potential magnitude of a dam incident depends on the time of year and the base flow of the river when the incident or failure occurs. During the winter months, when the river flows are higher, the impact to the area would be much greater and evacuation times even shorter.

A GIS layer that contained inundation maps for Echo Lake Dam and Emergency Effluent Holding Dam was analyzed to quantify risk across the City limits. Table 4-10 summarizes the results of the GIS analysis and includes a population estimate based on the number of residential parcels exposed, multiplied by an average household size estimate from the U.S. Census. Out of the 11,757 improved parcels covering various property types such as commercial, industrial and residential within South Lake Tahoe City limits, five improved parcels, which take up 0.04% of the City's total improved parcels, would be impacted if both dams were to fail. The inundation area would put 13 people's lives at risk and result in $1,860,326 in losses.

Table 4-10 Summary of Dam Inundation by Dam

Dam Source	Property Type	Improved Parcels	Population	Property/Parcel Loss Estimate
Echo Lake	Residential	2	5	$791,741
Emergency Effluent Holding	Residential	3	8	$1,187,612
	Total	**5**	**13**	$1,979,354

Source: California DSOD, National Inventory of Dams, El Dorado County Assessor's Office

Although both Fallen Leaf Lake Dam and Tallac Dam do not have dam inundation mapping available, it is expected that if either were to fail, neither would impose much risk on areas near the City based on their location and the surrounding topography. Also, although Echo Lake has a larger water storage capacity, given there was no previous dam inundation event that happened in the City and there is an EAP in place for Echo Lake Dam, together with HMPC input, dam failure incidents are unlikely in the areas upstream of the City. The potential exists for future dam incidents in the City or portions of it, but the likelihood of this is low.

People

Persons located downstream of a dam are at risk of a dam failure, though the level of risk can be tempered by topography (specifically where populations are located within the inundation path of a dam but at higher elevations), amount of water in the reservoir/damming structure, and time of day of the breach. Injuries and fatalities can occur from debris, bodily injury, and drowning. Once a dam has breached, standing water presents all the same hazards to people as floodwater from other sources. People in the inundation area may need to be evacuated, cared for, and possibly permanently relocated. Impacts could include hundreds or thousands of evacuations and likely casualties, depending on the dam involved.

Population impacts are noted in Table 4-10, and total people at risk were calculated by multiplying the average number of persons per household in the City (2.53) times the number of residential parcels where dam inundation occurs. Based on the best available data accessible at this time of the analysis, an incident at the Echo Lake Dam would potentially put five people at risk. An incident at the Emergency Effluent Holding Dam would potentially put eight people at risk. If both dams were to have an incident, a total of 13 people's lives would be at risk. Given that both Emergency Effluent Holding Dam and Echo Lake Dam are two high-rated hazardous dams, if a failure/breach were to happen, both dams could threaten lives downstream.

As mentioned above in Section 2.8 Social Vulnerability, the CDC ATSDR SVI Tool shows that there is one census tract in the central-to-north portion of the City with a relatively high vulnerability. California DWR DAC Mapping Tool also shows that there is also one severely disadvantaged community census tract to the west of the center of the City. The location of these disadvantaged census tracts somewhat overlaps the potential inundation areas of Emergency Effluent Holding Dam and Echo Lake Dam, meaning that socially vulnerable or sensitive populations in the City are more likely to be exposed to the potential impact.

Economy

Extensive and long-lasting economic impacts could result from a major dam failure including the long-term loss of water in a reservoir after a failure event. A major dam failure or incident and loss of water from the associated reservoir could include direct damages and indirect disruption of business and industry.

Critical Facilities and Infrastructure

A total dam failure can cause catastrophic impacts to areas downstream of the water body, including critical infrastructure and essential facilities. Dam incidents may result in less severe downstream impacts, depending on the severity of the incident. Any critical asset located under the dam in an inundation area would be susceptible to the impacts of a dam incident. Of particular risk would be roads and bridges that could be vulnerable to washouts, further complicating response and recovery by cutting off impacted areas. Risk to specific facilities could be considered sensitive information, especially those such as water treatment facilities or water delivery systems that may provide potable water for the local population.

A GIS layer that contained inundation maps for Echo Lake Dam and Emergency Effluent Holding Dam was analyzed to quantify risk on the critical facilities and infrastructure identified in Section 4.2. Table 4-11 summarizes the results of the GIS analysis by FEMA lifeline and the dam sources. Out of the total 195 critical facilities and infrastructure of concern, seven would be impacted if both dams were to fail. Among these seven critical facilities and infrastructure, three belong to the Food, Water, Shelter lifeline, one belongs to the hazardous material lifeline and another three belong to the Transportation lifeline.

Table 4-11 Facilities within the Dam Inundation Hazard by FEMA Lifeline

Dam Source FEMA Lifeline	Echo Lake	Emergency Effluent Holding	Total
Communications	0	0	0
Energy	0	0	0
Food, Water, Shelter	1	2	3
Hazardous Material	0	1	1
Health and Medical	0	0	0
Safety and Security	0	0	0
Transportation	3	0	3
Total	4	3	7

Source: California DSOS, National Inventory of Dams, HMPC Input, HIFLD 2021; Wood Analysis of City and HIFLD datasets

Historic, Cultural, and Natural Resources

Dam failure effects on the environment would be similar to those caused by flooding from other causes. Water could erode stream channels and topsoil and cover the environment with debris. For the most part, the environment is resilient and would be able to rebound from whatever damages occur, though this process could take years. Historic and cultural resources could be affected just as housing or critical infrastructures would, were a dam to fail and cause downstream inundation that could further erode surfaces or cause scouring of structural foundations. Given there was no previous dam inundation event that happened in the City, together with HMPC input, dam failure incidents are unlikely in the area. Nevertheless, the potential exists for future dam incidents, though the likelihood of this is low. Combined with the GIS analysis result showing the damage of a potential dam inundation event, the actual risk to historic, cultural, and natural resources is **Medium**.

Future Development

Areas slated for future development should take into consideration potential impacts from dam failure risk upstream and should attempt to overlay the existing dam inundation maps with proposed future development. In the case of a dam failure, inundation would likely follow existing FEMA-mapped floodplains, which contain development restrictions for areas in the one percent annual chance floodplain, but it could exceed those floodplains and affect areas that are not regulated for flood hazards. Also, development below a low or undetermined hazard dam such as the Tallac Dam could increase its hazard rating. Finally, added development could compromise dams and reservoir resources if populations depend on them for critical needs such as potable water during or after a dam failure event.

Risk Summary

- The overall significance of dam inundation in the City is **Low.**
- There are four dams of concern that fall upstream of the City: Echo Lake Dam, Fallen Leaf Lake Dam, Emergent Effluent Holding Dam, and Tallac Dam.
- Echo Lake Dam is considered a high-hazard dam and is owned by El Dorado Irrigation District. It is located about 7.5 miles southwest of the City and its storage capacity is 1,860 acre-feet. This is the only dam with an EAP in place.
- The second dam of concern is the Emergent Effluent Holding Dam. It is considered a high-hazard dam and located around 1.7 miles southeast of the City. It is owned by STPUD and has a storage capacity of 184 acre-feet.
- The third dam of concern is Fallen Leaf Lake Dam. It is located to the west of the City of South Lake Tahoe, about 4.3 miles away from the City. The dam storage capacity is 6,800 acre-feet.
- The last potential dam of interest is the Tallac Dam, a low-hazard dam with a capacity of 176 acre-feet.
- GIS spatial analysis shows that five improved parcels, which take up 0.04% of the City's total improved parcels, would be impacted if both Echo Lake Dam and Emergency Effluent Holding Dam were to fail. The potential inundation would put 13 people's lives and around $1,860,326 parcel value at risk.

4.3.3 Drought

Hazard Description

Drought is a gradual phenomenon. Although droughts are sometimes characterized as emergencies, they differ from typical emergency events. Most natural disasters, such as floods or forest fires, occur relatively rapidly and afford little time for preparing for disaster response. Droughts occur slowly, many times over a multi-year period, and it is often not obvious or easy to quantify when a drought begins and ends.

Drought is a complex issue involving many factors; it occurs when a normal amount of moisture is not available to satisfy an area's usual water-consuming activities. Drought can often be defined regionally based on its causes or effects:

- **Meteorological** drought is usually defined by a period of below-average water supply.
- **Agricultural** drought occurs when there is an inadequate water supply to meet the needs of the State's crops and other agricultural operations such as livestock.
- **Hydrological** drought is defined as deficiencies in surface and subsurface water supplies. It is generally measured as streamflow, snowpack, and as lake, reservoir, and groundwater levels.
- **Socioeconomic** drought occurs when a drought impacts health, well-being, and quality of life, or when a drought starts to have an adverse economic impact on a region.

The California DWR says the following about drought:

> "One dry year does not normally constitute a drought in California. California's extensive system of water supply infrastructure—its reservoirs, groundwater basins, and inter-regional conveyance facilities—mitigates the effect of short-term dry periods for most water users. Defining when a drought begins is a function of drought impacts to water users. Hydrologic conditions constituting a drought for water users in one location may not constitute a drought for water users elsewhere, or for water users having a different water supply. Individual water suppliers may use criteria such as rainfall/runoff, amount of water in storage, or expected supply from a water wholesaler to define their water supply conditions."

The drought issue in California is further compounded by water rights. Water is a commodity possessed under a variety of legal doctrines. The prioritization of water rights between farming and federally protected fish habitats in California is part of this issue.

Drought impacts are wide-reaching and may be economic, environmental, or societal. Also, during a drought, water allocations go down, which results in reduced water availability. Voluntary water conservation measures are typically implemented during extended droughts. A reduction of electric power generation and water quality deterioration are also potential problems. Drought conditions can also cause soil to compact and not absorb water well, potentially making an area more susceptible to flooding.

Location

Significant – Drought is a regional hazard, and during severe drought conditions, it can affect the entire State of California with varying levels of dryness. In other words, drought affects all aspects of the economy and environment, and community simultaneously. The most significant impacts associated with drought in the City's Planning Area are those related to water-intensive activities such as municipal usage and general water supply (e.g. irrigation for parks and open spaces), wildfire protection (including relief and response activities), commerce, and tourism.

According to the City of South Lake Tahoe's 2011 General Plan (2011) and the STPUD 2020 Draft UWMP, the City relies on groundwater for the majority of its water supply. The STPUD supplies drinking water to the majority of the City, in addition to three small private water companies. These additional small private water companies include the Tahoe Keys Water Company (separate administration department of the Tahoe Keys Property Owners Association [TKPOA]), Lukins Brothers Water Company, Inc., and Lakeside Park Mutual Water Company. These water companies provide approximately 2,600 total additional connections, located within or adjacent to STPUD's service area.

STPUD's service area encompasses 27,000 acres in eastern El Dorado County on the southern shore of Lake Tahoe, including the City of South Lake Tahoe and serves over 3,000 connections per year. The 2020 water supply and projected future supply provided by STPUD in acre-feet are displayed in Table 4-12.

Table 4-12 STPUD's Current Water Supply and Projected Future Supply

Water Supply	2020 Supply	2025 Projected Supply	2030 Projected Supply	2035 Projected Supply	2040 Projected Supply
Groundwater	5,778 AF[1]	6,5.886 AF	5,884 AF	6,014 AF	6,147 AF
Recycled Water	0	0	0	0	0
Water Conservation	0	0	0	0	0
TOTAL	**5,778 AF**	**6,,886 AF**	**5,884 AF**	**6,014 AF**	**6,147 AF**

Sources: South Tahoe Public Utilities District, 2020 Draft UWMP.
Notes:
1. One Acre-Foot = 43,560 cubic feet.

STPUD also owns and operates an award-winning wastewater collection and treatment system, which produces effluent at recycled water standards. The system collected 3,498 AF of wastewater in 2020 and can treat 23.6 AF per day. Because the Lahontan Regional Water Quality Control Board prohibits the use of recycled water within the Tahoe Basin STPUD cannot reuse recycled water within the area. City. Instead, all the effluent is pumped over Luther Pass south of the City to Alpine County and used for agricultural purposes.

STPUD has six fire hydrants installed along a short section of its export pipeline. These hydrants provide emergency fire suppression to the residential community and STPUD's critical wastewater pumping station at the base of Luther Pass. According to STPUD'S 2020 UWMP and 2020 Water shortage Contingency Plan, STPUD applies a three-stage plan during declared water shortages, which also applies to catastrophic loss of water. Stage 1 involves up to 20 percent supply reduction water shortage and is for normal or wet year supply or minor supply reduction conditions. Stage 2 involves 25 to 30 percent to 50 percent supply reductions in water shortage and is for significant water shortages, such as a regional power outage. Stage 3 involves a 50 percent or more shortage and is for significant supply reduction under water emergencies. Emergency conditions consist of wildfire events or events where there is an extended regional power outage.

STPUD also has developed an EOP, which guides response to unpredicted catastrophic events that might impact water delivery for all levels of emergency, from minor accidents to major disasters. In addition, the district has prepared a LHMP, which was adopted in 2017.

In terms of water conservation, STPUD is a member of the California Urban Water Conservation Council. STPUD has been following best management practices (BMPs) and maintains an annual budget of $173,000 to fund its conservation program. STPUD has an established conservation coordinator position that manages and supervises STPUD's conservation program and BMP implementation. In addition, STPUD maintains a school education program and is a member of the South Tahoe Environmental Education Coalition, where STPUD educates students through the Coalition's various activities and week-long camps.

The Tahoe Keys Water Company serves the next largest segment of the South Lake Tahoe community comprised of residential customers, including approximately 1,194 single-family homes and 335 townhouses within the TKPOA. The Tahoe Keys Water Company also serves four commercial customers, including the Tahoe Keys Marina & Yacht Club and Tahoe Keys Office Center. Water is conveyed within the TKPOA from three groundwater wells and via water conveyance pipelines managed by the Tahoe Keys

Water Company. The Tahoe Keys Water Company also manages water supply and water quality monitoring. As of 2021, one of the wells needed to be shut down due to elevated levels of naturally occurring uranium and due to uranium levels exceeding the maximum contaminate level (MCL). The remaining well was not able to meet the peak demands through the summer months given the high demands required for landscape irrigation within the community. While non-turf irrigation was recently permitted, the Tahoe Keys Water Company still has limited groundwater capacity for homeowners to resume irrigating their lawns (TKPOA 2021).

Lukins Brothers Water Company, Inc. is one of the smaller water companies that provide domestic water service to over 975 customers through 58,000 feet of water mains. They also provide fire protection through fire hydrants in their service area, which is entirely within the City's Planning Area (City limits).

Additionally, Lakeside Water is a small private water company that is part of Lakeside Park Association (LPA), which is comprised of residential homes, vacation rentals, long-term rentals, hotels, motels, condos, timeshares, restaurants, and retail businesses. These residences and facilities are located at Lakeside Beach and the historic Lakeside Marina. Lakeside Water provides water to its customers within LPA via one groundwater well, a small water treatment plant, and a storage tank.

Sustainable Groundwater Management Act of 2014 (SGMA)

Groundwater resources play a significant role in the development, growth, and sustainability of the City and the overall region. As the major water supplier to the City, STPUD developed and adopted a Groundwater Management Plan (GMP) in 2005. STPUD has been serving as the leading Groundwater Sustainability Agency (GSA) for the region by addressing safe yield, and all requirements of the SGMA and other rules and criteria developed and approved by the State. STPUD's GMP and ongoing SGMA efforts will provide the framework to manage the basin sustainably to prevent overdrafts or other detrimental results related to groundwater quality.

Back in the 1990s, the fuel additive – methyl tert-butyl ether (MTBE) was the primary limiting factor to the district's supply and operations. However, with new well installations and recent distribution system improvements, the district has returned to pre-MTBE production capability. Historically, drought conditions have not impacted the Tahoe Valley South Subbasin, even during the drought of 1985-1991 (STPUD 2020). Also, according to the UWMP, the district does not anticipate any detrimental effects to the groundwater basin due to climatic changes (STPUD 2020).. Meanwhile, STPUD's groundwater studies confirm that the wells that serve as their water supply are supported by Lake Tahoe. During the drought of 1985-1991, lake levels dropped 10 feet but the static water level decline observed in STPUD's wells was less than four feet and this drop was observed in only a few wells (STPUD 2010). According to the UWMP, within the STPUD service area, there is sufficient groundwater supply for the projected water demands. There is also no need to identify additional supplies from other regions. STPUD will pump sufficient supply to meet the demands during the single and multiple dry year scenarios outlined in the 2015 UWMP, without requiring a reduction in demand or supplemental supplies. Furthermore, as addressed in the 2020 UWMP, STPUD plans to be proactive in addressing groundwater contamination.

All of California have been experiencing significant drought and water shortages since 2011 and only recently did the majority of the State come out of drought and then return to drought conditions again in 2021. In January 2014, the Governor declared an emergency proclamation due to multiple years of drought (2012-2016 drought). The proclamation called on citizens to reduce water use by 20 percent; with a subsequent executive order that directed urban water agencies to reduce water use by 25 percent. In September 2014, the Governor signed a three-bill package (California Senate Bills 1168 and 1319, and Assembly Bill 1739), known as SGMA of 2014. The SGMA established local GSAs to manage groundwater sustainability within the groundwater sub-basins defined by the California DWR, while as). The Governor

declared another emergency proclamation in May 2021 that called for a voluntary 15 percent voluntary water use reduction compared to 2020 levels.

Extent (Magnitude/Severity)

Limited – Extent can be measured according to a scale developed by the United States Drought Monitor, which measures drought in five categories: Abnormally Dry (D0), Moderate Drought (D1), Severe Drought (D2), Extreme Drought (D3) and Exceptional Drought (D4). El Dorado County is vulnerable to all levels of drought, which are further subject to the effects of climate change, precipitation trends, and wet and dry periods. Drought can have a widespread impact on the environment and economy in the Planning Area, but it typically does not result in loss of life or damage to property. Instead, drought may have an impact on business, and the movement of goods and services related to commodities, tourism and recreation, and water supply sectors in the South Lake Tahoe Region.

According to the City of South Lake Tahoe's 2008 Natural Hazard Mitigation Plan, the greatest effects from drought are economic. Impacts on recreation operations and the forest products industry can be devastating. During the winter, lack of snowfall can keep recreation facilities such as resort operators closed, causing a tremendous financial hardship. In the summer, camping, as well as water-related activities, may be limited. In general, the lack of water caused by drought often means fewer visitors to the City, which also equates to lowered City sales tax revenues. Besides the potential impact on the City's economy, drought also raises concern for other natural hazards, among which wildfire would be the most dangerous and damaging hazard as a result of long-term drought conditions in the Tahoe Basin.

According to the 2020 UWMP, 71 of potable and raw water demands are residential, 13% are commercial (including institutional)office, retail and for landscape, resort accounts), with another 16% as non-metered water use such as firefighting, flushing, leaks, water theft, or meter inaccuracies.

It can be assumed that three main factors affect water demands: climatic, demographic, and economic. These are described below and are expected to influence water demands in the future, as they have in the past.

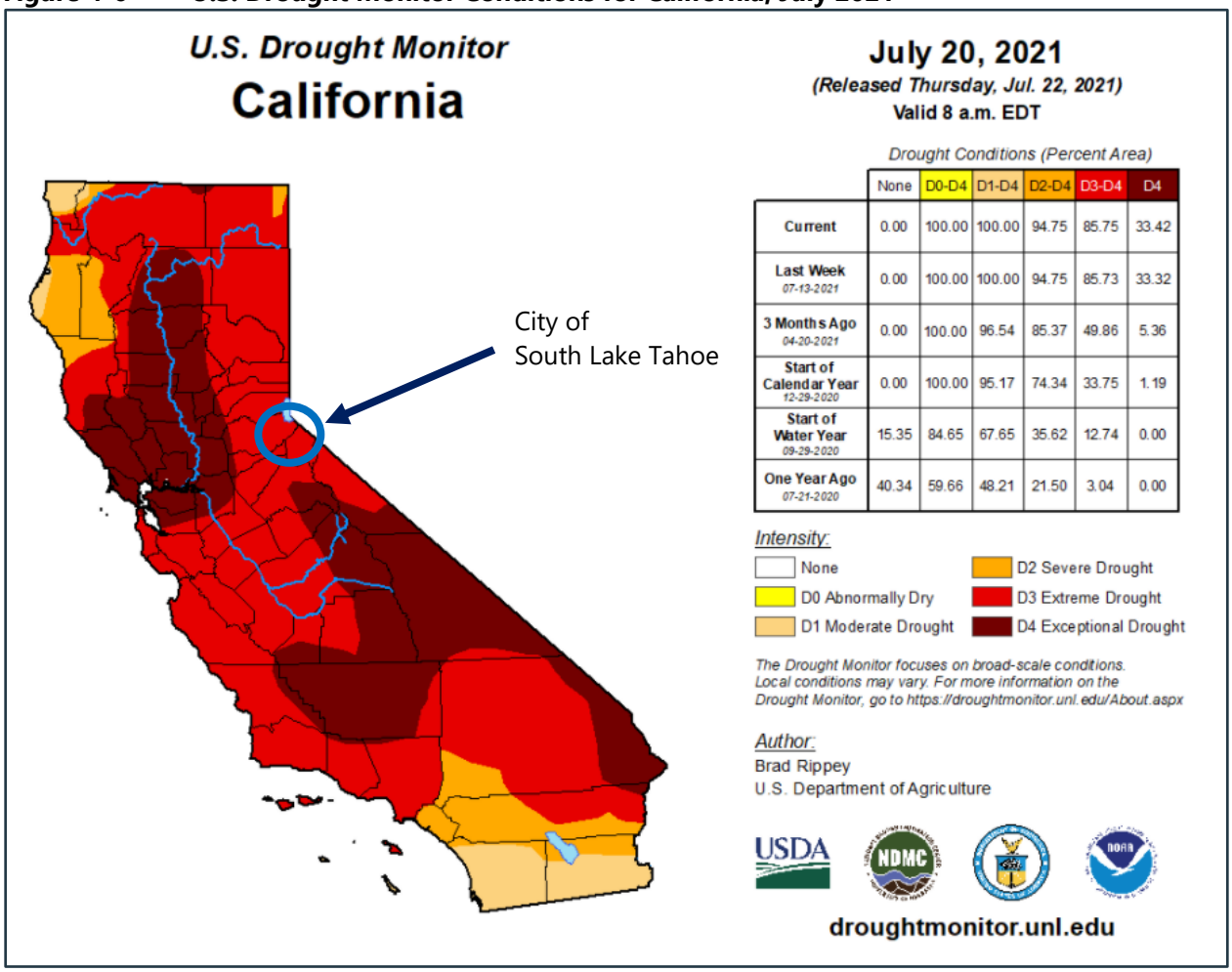
- **Climatic**. The annual average maximum temperature and minimum temperature for South Lake Tahoe are 58.2 and 28 degrees Fahrenheit respectively. The weather in South Lake Tahoe is warm and temperature with a mean annual temperature of 61 degrees Fahrenheit. The average annual precipitation is about 16.27 inches based on a 48-year period from May 1, 1968 to June 9, 2016 (Western Regional Climate Center (WRCC) 2021). For the City, drought occurs when winter precipitation fails to materialize. When the winter storms fail to arrive or fail to provide substantial amounts of moisture, the potential for the development of drought arises. Although the City's water supply fully relies on groundwater and drought generally introduces a threat to water supplies, STPUD is confident that there is sufficient supply to meet the demands during each of the single and multiple dry year scenarios, as mentioned above.
- **Demographic**. Since water use is related to demographics and population change, an accurate description of population and housing stock in the service area serves as a basis for water planning activities. According to California DOF data, the City's population was 22,847 in 2020. The City's annual population growth rate is currently at around 0.8%. The 2020 UWMP projects there will be approximately 30,381 people by 2025 and 31,526 people by 2035.
- **Economic.** Commercial water users have the second-highest water demand after residential users (both single-family and multi-family). According to the STPUD's 2020 UWMP, commercial water users' demand for potable and raw water is projected to increase from a volume of 716 AF in 2025 to 743 AF in 2035 and 771 AF in 2045, or by 7 percent over the next 20 years. The City's commercial water

supply and demand are already relatively high. As mentioned above, the City's economy depends heavily on water-related recreational operators and facilities (e.g., ski resort snowmaking).

The magnitude or severity of drought across the City could vary and is difficult to predict. However, understanding the total population affected as well as economy and resources vulnerable provides insight on how to estimate potential losses and damages to the City's assets; drought-related information can be obtained and measured from the National Drought Mitigation Center's Impact Reporter and Drought Monitor tools (United States Drought Monitor 2018; United States Drought Impact Reporter 2018).

Figure 4-6, Figure 4-7, and Figure 4-8 provide "snapshots in time" of the drought conditions in California as of July 2021, November 2018, and August 2015 (during the period of 2021's worsening drought and the state-wise multi-year drought from 2012- 2017). The snapshots selected are instrumental in depicting both the historic and potential change in drought's geographic range and severity in El Dorado County (circled in blue). These maps were extracted from the National Drought Mitigation Center and consider several factors including the Palmer Drought Index, Soil Moisture Models, United States Geological Survey (USGS) Weekly Streamflows, Standardized Precipitation Index, and Satellite Vegetation Health Index (United States Drought Monitor 2018).

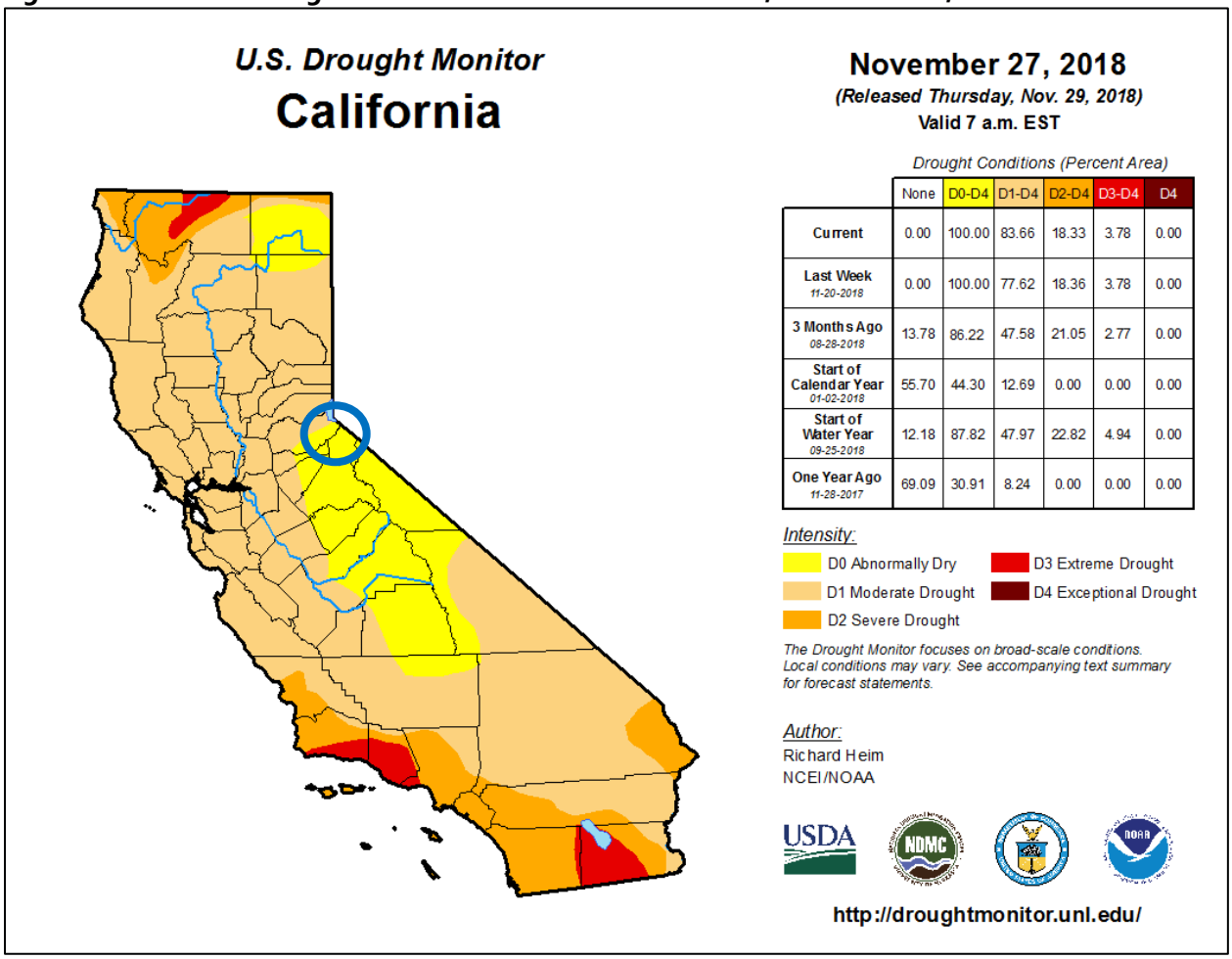
Figure 4-6 U.S. Drought Monitor Conditions for California, July 2021



	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	0.00	100.00	100.00	94.75	85.75	33.42
Last Week 07-13-2021	0.00	100.00	100.00	94.75	85.73	33.32
3 Months Ago 04-20-2021	0.00	100.00	96.54	85.37	49.86	5.36
Start of Calendar Year 12-29-2020	0.00	100.00	95.17	74.34	33.75	1.19
Start of Water Year 09-29-2020	15.35	84.65	67.65	35.62	12.74	0.00
One Year Ago 07-21-2020	40.34	59.66	48.21	21.50	3.04	0.00

Source: National Drought Mitigation Center, 2021

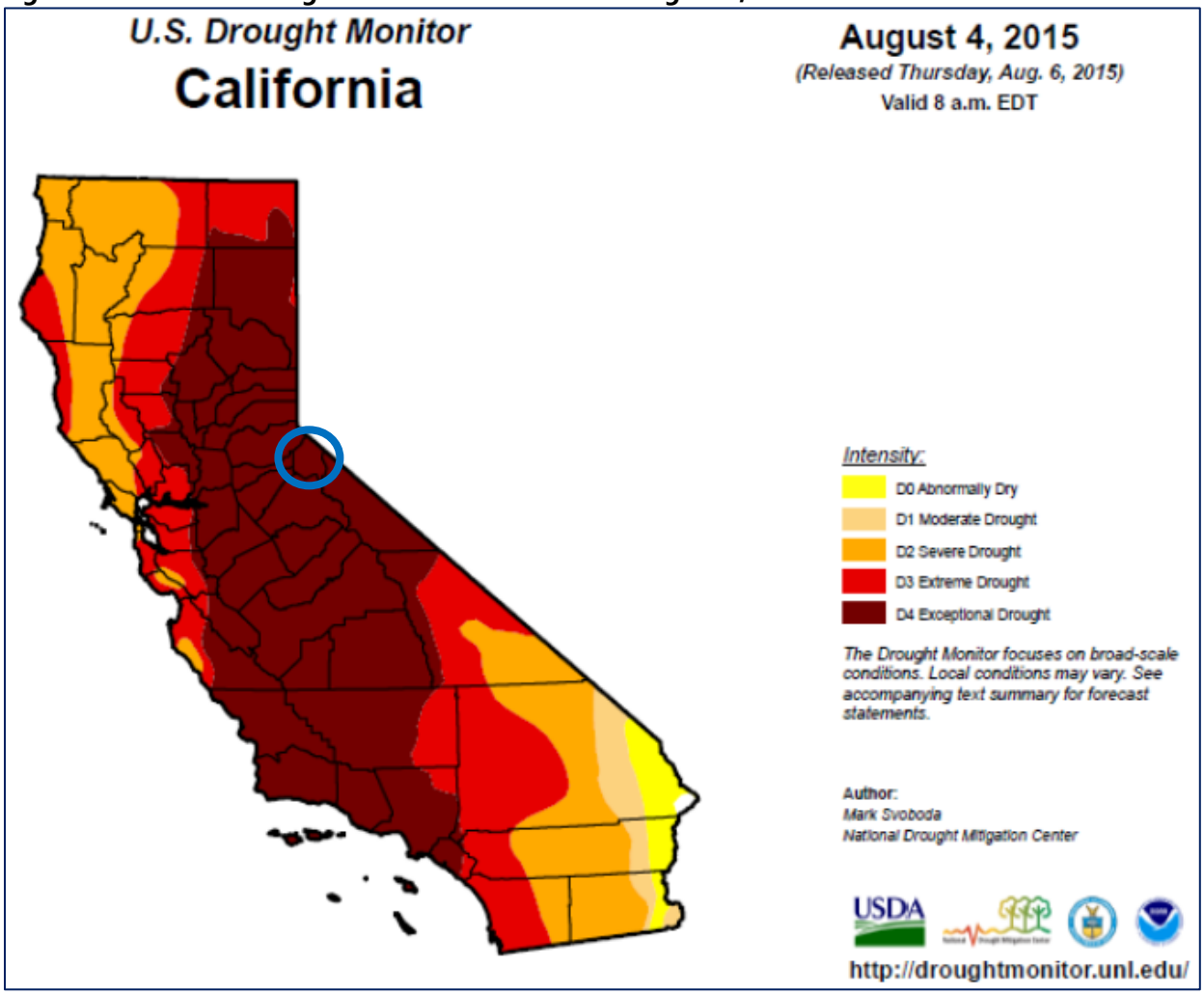
Figure 4-7 U.S. Drought Monitor Conditions for California, November 27, 2018



	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	0.00	100.00	83.66	18.33	3.78	0.00
Last Week 11-20-2018	0.00	100.00	77.62	18.36	3.78	0.00
3 Months Ago 08-28-2018	13.78	86.22	47.58	21.05	2.77	0.00
Start of Calendar Year 01-02-2018	55.70	44.30	12.69	0.00	0.00	0.00
Start of Water Year 09-25-2018	12.18	87.82	47.97	22.82	4.94	0.00
One Year Ago 11-28-2017	69.09	30.91	8.24	0.00	0.00	0.00

Source: National Drought Mitigation Center, 2018

Figure 4-8 U.S. Drought Monitor for California: August 4, 2015

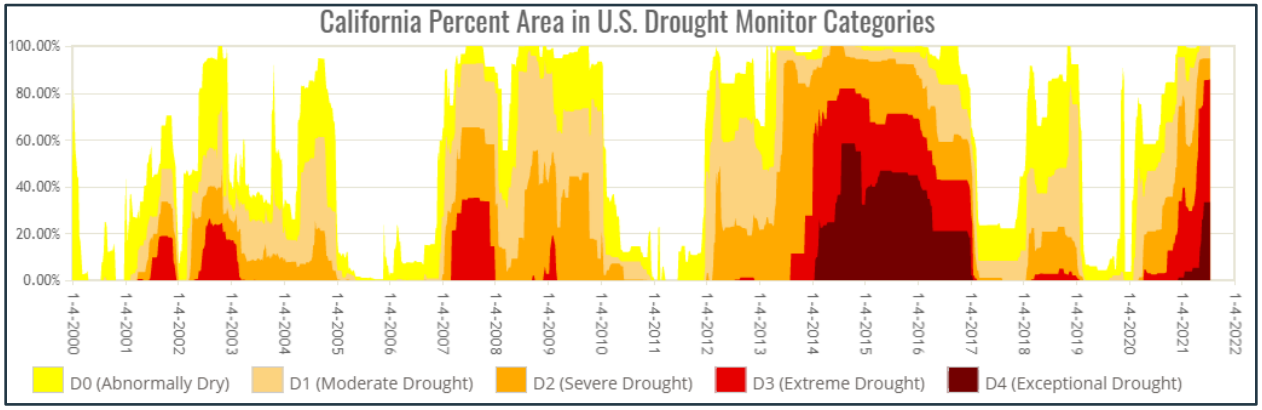


Source: National Drought Mitigation Center, 2018

Previous Occurrences

Historically, California has experienced multiple severe droughts. Figure 4-9 depicts California's multi-year historical dry periods from 2000-2021.

Figure 4-9 Drought Conditions in California – 2000 – 2021



Source: U.S. Drought Monitor https://droughtmonitor.unl.edu/Data/Timeseries.aspx

Since the year 2000, there have been several cases of multi-year droughts across California; these are described below:

2007-2009 – Water years 2007-2009 were the seventh driest three-year period in the measured record for statewide precipitation and the fifteenth driest three-year period for DWR 8-station precipitation index (a rough indicator of potential water supply available to the State Water Project and Central Valley Project).

2012-2017 – The water years of 2012-14 stand out as California's driest three consecutive years in terms of statewide precipitation. The drought occurred at a time of record warmth in California, with new climate records set in 2014 for statewide average temperatures. On January 17, 2014, California declared a drought state of emergency, and during this time the state- assisted farmers and communities that were most impacted by the drought conditions and helped with drinking water shortages. The State also directed all State agencies to use less water and expand their water conservation campaigns. On April 17, 2017, Executive Order B-40-17 was issued, which officially ended the drought state of emergency in California, except for Fresno, Kings, Tulare, and Tuolumne counties.

2021-Present – On June 28, 2021, El Dorado Irrigation District (EID) declared a drought emergency and authorized a Stage 1 Water Alert for all district service areas. Stage 1 actions target up to a 15 percent demand reduction compared to 2020 levels through the implementation of voluntary customer actions. (EID 2021).

Table 4-13 summarizes the drought-related disaster declarations proclaimed for El Dorado County from 1976 through 2021. These declarations include those from FEMA and the USDA's Secretary of Agriculture.

Table 4-13 Disaster Declarations and Proclamations Related to Drought in El Dorado County

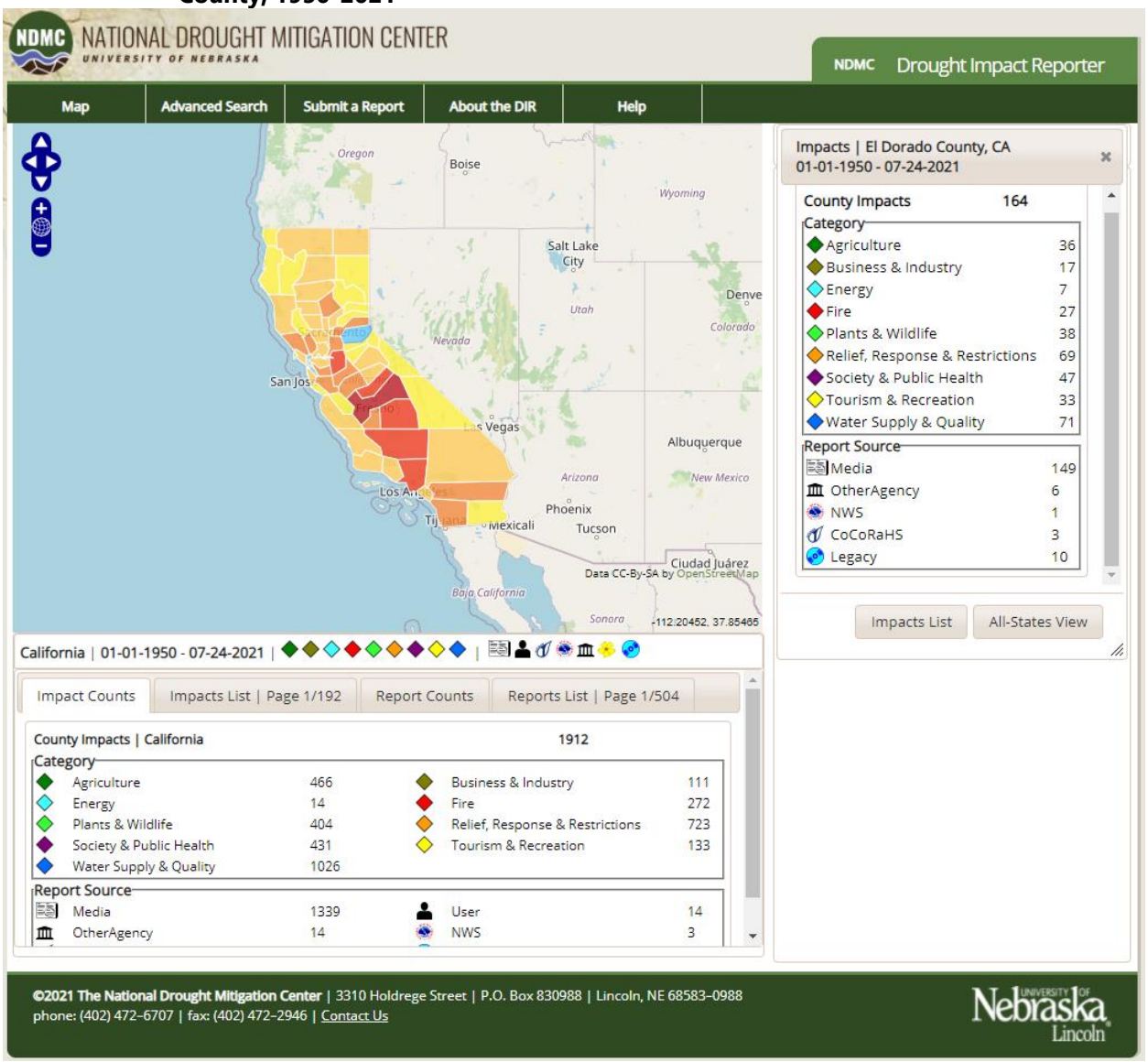
Declaration or Order	Date
EM-3023 (FEMA)	1/20/1977
S3452 (Secretary of Agriculture)	2012
S3379 (Secretary of Agriculture)	2012
S3351 (Secretary of Agriculture)	2012
S3283 (Secretary of Agriculture)	2012
S3495 (Secretary of Agriculture)	2013
S3569 (Secretary of Agriculture)	2013
S3797(Secretary of Agriculture)	2014
S3743 (Secretary of Agriculture)	2014
S3638 (Secretary of Agriculture)	2014

Declaration or Order	Date
S3637 (Secretary of Agriculture)	2014
S3626 (Secretary of Agriculture)	2014
S3638 (Secretary of Agriculture)	2014
S3626 (Secretary of Agriculture)	2014
S3963 (Secretary of Agriculture)	2015
S3789 (Secretary of Agriculture)	2015
S3784 (Secretary of Agriculture)	2015
S3952 (Secretary of Agriculture)	2016
S3953 (Secretary of Agriculture)	2016
S4163 (Secretary of Agriculture)	2016-2017
S4697 (Secretary of Agriculture)	2020
S4916 (Secretary of Agriculture)	2020-2021
S4636 (Secretary of Agriculture)	2021

Source: USDA Disaster Designations 2019; California SHMP 2018; FEMA

Figure 4-10 graphically displays the amount of drought-related reported impacts to El Dorado County (United States Drought Impact Reporter 2019). While it is difficult to extract the impacts specifically affecting the City of South Lake Tahoe, a total of 164 reports were made within El Dorado County between January 1, 1950, and July 24, 2021. It is assumed that these drought-related impacts for areas across El Dorado County are likely to have also affected the City of South Lake Tahoe at some point or to some extent. Based on the summary of negative effects to the County since 1950, the categories of water supply/quality have had the most reports, followed by relief, response, and restrictions operations and society and public health. Plants & wildlife, Agriculture and Tourism & Recreation have also suffered the effects of drought, but to a lesser extent.

Figure 4-10 Drought Impact Reporter Summarizing Impacts at the County Level in El Dorado County, 1950-2021



Source: National Drought Mitigation Center Drought Impact Reporter, 2021

Probability of Future Occurrences

Likely – Historical drought data for California and more particularly the El Dorado County municipalities indicate there have been significant droughts and negative effects from water shortages in the past and the present. Based on this data, droughts are likely to affect the City and surrounding parts approximately every five years; some of these droughts may persist for multiple years.

Climate Change Considerations

Scientific studies prepared for various California climate assessments and adaptations strategies show that drought conditions in California are likely to become more frequent and persistent over the next century due to climate change. Temperatures are warming, heat waves are more frequent, and precipitation has become increasingly variable (Natural Resources Agency 2018a). Water resources are also already

experiencing the following stresses: population growth, poor water quality, groundwater overdraft, and aging water infrastructure.

The recent drought conditions over the past decade underscore the need to examine water supply and distribution management, conservation, and use policies. As stated in the City of South Lake Tahoe's 2008 Natural HMP, conservation of water resources should not be a response to drought conditions, but instead, it should be a conscious practice at all times. Citizens should always be prepared for the onset of drought conditions. The more residents of the County that work to protect the quantity and quality of ground and surface water resources, the more effectively and efficiently the City will be able to address drought situations. Nevertheless, although the City's water supply fully relies on groundwater and drought often causes a threat to water supplies, as previously noted, the STPUD's forecasts there is sufficient supply to meet the demands during each of the single and multiple dry year scenarios. (STPUD 2020).

According to California's CAS, also referred to as *Safeguarding California Plan: 2018 Update*, climate change is likely to significantly diminish California's future water supply. As a result, the state must change its water management, as climate change will create greater competition for limited water supplies (California Natural Resources Agency 2018b). According to El Dorado County's 2017 Climate Change and Health Profile Report, during the next few decades, scenarios project average temperatures to rise between 3.7 °F and 6.5 °F in El Dorado County. Exacerbated by climate change, increasing temperatures and changes in precipitation may lead to intensified drought conditions. Drought decreases the availability and quality of water for humans, which includes reduced water levels to fight wildfires. Drought may also increase exposure to health hazards including wildfires, dust storms, extreme heat events, flash flooding, degraded water quality, and reduced water quantity (El Dorado County's 2017 Climate Change and Health Profile Report).

According to the 2021 UC Davis Tahoe: State of the Lake Report, based on Climatic Water Deficit calculation, drought conditions will intensify in the coming decades. Meanwhile, for Tahoe City, the average annual precipitation for 2020 was well below its long-term average. Combined with the low precipitation of winter 2021, drought conditions are returning to the Lake Tahoe Region. Moreover, drought conditions are predicted to result in low lake levels for Lake Tahoe – lower than Lake Tahoe's natural rim. In addition, the 2020 UC Davis Tahoe: State of the Lake Report notes that wildfire and drought will continue to impact the health of Tahoe's forests – sugar pine distribution, for example, may decline, which experienced tremendous reduction during the 2012 – 2016 drought.

The 2020 Integrated Vulnerability Assessment of Climate Change in the Lake Tahoe Basin also discussed climate change and drought, as well as their combined impacts on the region. Climate change will cause interannual variability in precipitation to increase, leading to more extreme droughts. Drought stress will increase significantly by the end of the century. Aggravated by climate change, extreme hydrological events such as floods and rain-on-snow events will happen more frequently and intensively. These extreme events together with extended drought will lead to higher flow runoff events and corresponding impacts on erosion, pollutant transport, and damage to infrastructure. Meanwhile, warmer temperatures, along with longer droughts and increased evaporation, may cause the surface of Lake Tahoe to go below its natural rim more frequently, which would affect how the Bureau of Reclamation manages the dam at Tahoe City for water supply to downstream communities. Furthermore, as noted in California's Fourth Climate Change Assessment Sierra Nevada report drought and diminished snowpack will result in a loss of skiing days at ski resorts and likely will affect the availability of service jobs in the region. A loss of snowpack will also likely have an impact on other types of recreation in the region, including boating and fishing,

Vulnerability Assessment

Property

Standing dead trees could fall and pose a risk to people, buildings, power lines, roads and other infrastructure. In addition, drought-impacted trees become susceptible to diseases and insect infestations (i.e. bark beetle) further adding to the risk of tree mortality and related potential impacts.

In summary, drought impacts are wide-reaching and may be economic, environmental, and societal. The most significant impacts associated with drought for the City are those related to water-intensive activities, such as municipal water use, commerce, tourism, and recreation. The vulnerability of a water-intensive activity to the effects of drought usually depends on its water demand, whether the demand is met, and what water supplies are available to meet the demand. As previously mentioned, the groundwater basin supply is highly reliable with no anticipated water supply shortage and there is sufficient supply to meet the demands during each of the single and multiple dry year scenarios.

According to the Drought Impact Reporter the El Dorado County recorded a total of 164 impacts to drought in the survey period between 1/1/1950 and 7/24/2021 (72-year period). Of these, the majority of the impacts were associated with Water Supply and Quality and Relief, Response, and Restrictions. These statistics are shown in Figure 4-10 (above). While the Drought Impact Reporter data reflects impacts at the county level, the data should be used to develop an ongoing record of drought impacts that can be more specifically tied to events that occur within the City to better understand city-specific vulnerable sectors and impacts.

People

According to 2020 UWMP, the City of South Lake Tahoe's population was 29,824 in 2020. The City's annual population growth rate is currently at around 0.8%, outpacing the state and nation's current population growth rate (around 0.38% and 0.5% respectively), and is projected to reach 31,526 by 2035. This population growth would add additional strain to the groundwater supplies, although STPUD is confident in meeting current and future water demand, given that the groundwater basin supply is highly dependable. There are also several initiatives in the UWMP and the City's 2011 General Plan that emphasize water conservation. Water conservation will also ensure that the existing groundwater remains operational during severe drought conditions and readily available during emergencies.

Drought can also cause or worsen public health problems related to poor water quality, and health problems can become exacerbated due to dust. The nearshore regions of Lake Tahoe are at a growing risk with the presence of filamentous algae that wash up on the beaches and decompose. Worsened by climate change, warmer water temperature, lower and unpredictable precipitation, extended drought and higher nutrient will aggravate the algae's growth, which further degrades nearshore water quality. (2021 UC Davis Tahoe: State of the Lake Report)

Generally, drought may require the conservation of water resources, which means that water use is restricted to essential uses, which may reduce watering for landscaping. The community may also exhibit a range of abilities to prepare for, respond to, and recover from drought hazards, as these conditions impact populations with health-related issues related to heat-related illness, respiratory problems, and people who work outdoors. These conditions can also impact lower-income populations, as food and water prices increase. There are sensitive and socially vulnerable populations that may be the most susceptible to water restrictions and health-related illnesses. Socially vulnerable populations may also be sensitive to increases in water rates and food prices.

Economy

Drought impacts on the local and regional economy can be difficult to quantify but can be extensive and long-lasting depending on the circumstances during and after a severe drought event. If water resources are limited, effects would be more severe for industries that rely on large amounts of water, and any prolonged drought would intensify these impacts. Sectors critical to the economy such as commerce, distribution, related environmental resources, municipal and industrial water supply, key city assets, energy generation, and even socioeconomic aspects can be affected due to lack of or reduced quality of water resources.

As mentioned above, according to the City of South Lake Tahoe's 2008 Natural Hazard Mitigation Plan, the greatest effect from drought for the City is economic. Impacts on recreation operations and the forest products industry can also be devastating.

Critical Facilities and Infrastructure

The most direct impact of drought will be on the City's water supply. Drought can also directly affect the water storage, treatment, distribution, and conveyance systems. Landscaping around City facilities may no longer be maintained during water restrictions, but the risk within the City will be largely aesthetic.

Historic, Cultural, and Natural Resources

Severe, prolonged drought can impact the natural environment. Wildlife and natural habitats including the aquatic resources within the Upper Truckee River and Trout Creeks and Lake Tahoe can be affected due to fluctuating lake levels during extended droughts compared to periods of rapid increases in the lake level due to heavy precipitation events. Such fluctuations can impact available habitat for native forage fish to spawn and rear their young, and the habitat within the Lake Tahoe nearshore environment is already limited (California Tahoe Conservancy 2020).

Prolonged drought coupled with climate change dropped Lake Tahoe below its natural rim of 6,223 feet in 2021, which limited flows into the Truckee River. Lake levels have occasionally gone below the rim, but the frequency of this event is increasing. Water levels returned to above the natural rim in late October 2021 following a massive storm system that pushed through northern California.
Photo Credit: Juliana Prosperi 2021

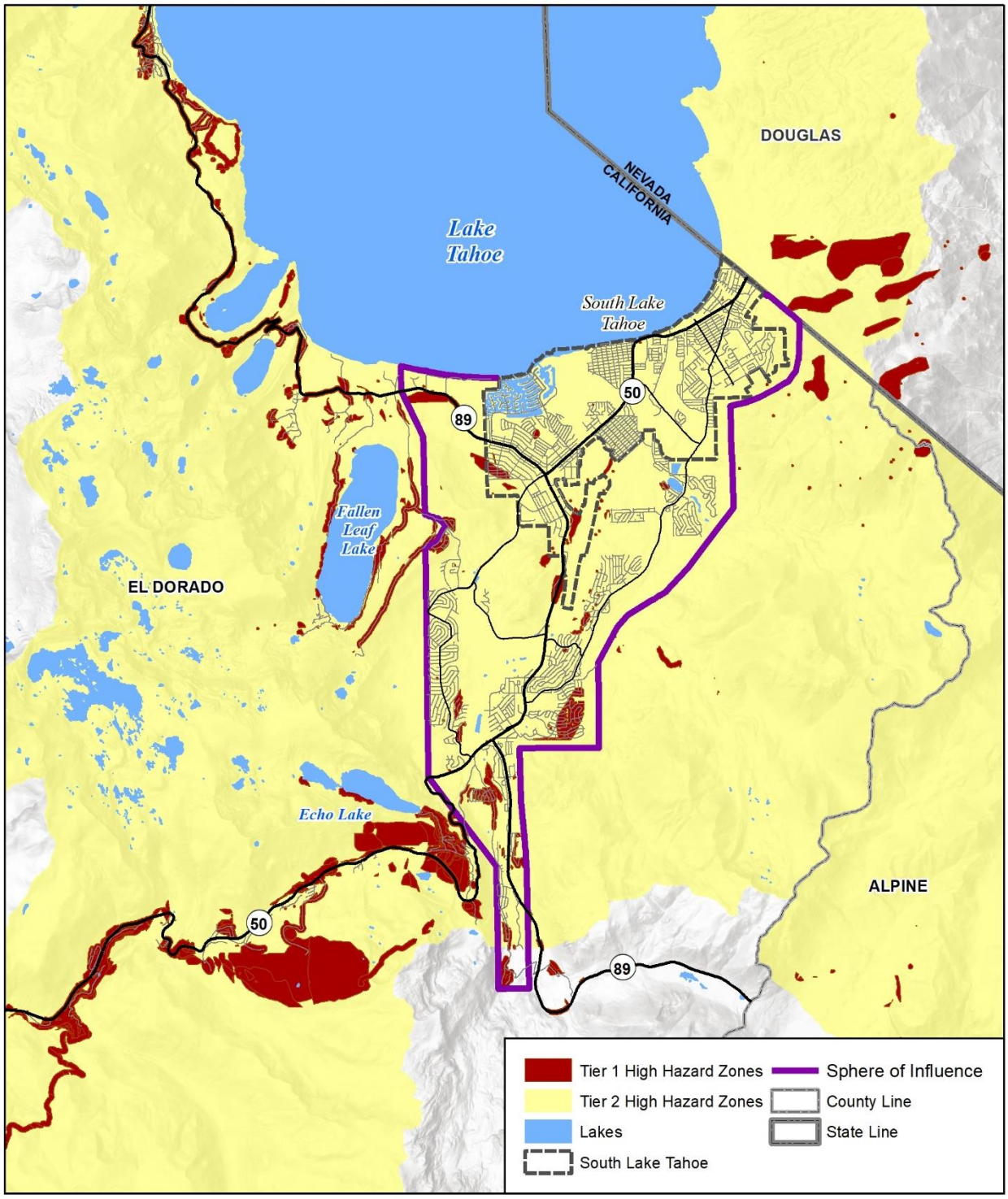
The timing of seasonal snowmelt shifts toward earlier in the spring, while there will be less soil moisture later in the year, with consequential impacts on drought-sensitive vegetation and dependent species. There are likely to be longer-term changes in forest composition and distribution. Drought stress and widespread outbreaks by bark beetles will kill more trees. Vegetation will also change due to a combination of drought, increased insect populations and pathogens, tree mortality, windthrow during extreme storms, and a greater risk of wildfire.

Moreover, riparian habitat is significantly threatened by increases in temperature and subsequent drought stress. Also, increased temperatures, longer growing seasons, reduced snowpack, and drought may reduce water levels in springs, streams, and wetlands, and increase moisture stress for many plants, especially in the summer. In addition, prolonged drought can also cause poor soil quality, loss of wetlands, and increased soil erosion that could increase pollutants in runoff and damage infrastructure (e.g., stormwater systems).

Finally, drought can aggregate other natural hazards. One of the most prevailing impacts of drought on the natural environment is the increased risk of wildfires, as seen during the 2017-2018 and 2021 wildfire

seasons. Wildfires now burn larger and more intensely during dry conditions and are happening outside the typical fire season. Meanwhile, drought conditions can cause soil to compact and not absorb water well, potentially making an area more susceptible to flooding. These poor soil conditions could also impact the water quality of Lake Tahoe.

Figure 4-11 Drought-Related Tree Mortality in the South Lake Tahoe Region



Map compiled 09/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, FRAP, California Department of Forestry, 2019

0 2 4 Miles

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Note: Tier 1 High-Hazard Zones are areas where tree mortality directly coincides with critical infrastructure. They represent direct threats.

Tree Mortality

As a result of both drought conditions and wildfires, standing dead trees could fall and pose a risk to people, buildings, power lines, roads, and other infrastructure. Tree mortality is also identified as a cascading impact that can affect (or worsen) other hazards, such as wildfire and wind conditions. For example, drought-impacted trees become susceptible to diseases and insect infestations (i.e. bark beetle), which further adds to the risk of tree mortality and related potential impacts.

The extent of tree mortality can be viewed as sub-set to the drought hazard. Those areas of the surrounding forest susceptible to drought comprise a large area in El Dorado County since tree mortality is related to other sub-factors specific to the species impacted such as tree age and soil composition. Figure 4-11 above illustrates the extent of tree mortality in South Lake Tahoe and the surrounding region. There are several Tier 1 High-Hazard Zones near the City of South Lake Tahoe, potentially imposing direct threats to critical infrastructure and facilities.

Furthermore, as mentioned in the People section, drought can degrade water quality. Also, together with climate change, longer droughts may cause the surface of Lake Tahoe to go below its natural rim more frequently. These consequences may result in reduced welfare benefits associated with recreational trips to the City. Impacts on the City's historic and cultural building inventory may be negligible in comparison to the impacts on the natural resources. Similarly, the City's open spaces and public lands can suffer during droughts; however, aesthetically these impacts may be minor.

Future Development

As described in STPUD's 2020 UWMP, the district will have an adequate and reliable water supply for the City. As new development occurs in the City, it will be important to assess the availability and reliability of groundwater, ensuring that adequate water supplies exist to support new growth.

Risk Summary

- There have been two multi-year droughts since 1950. The most recent drought lasted from 2012 to 2017 and resulted in a declared state of emergency.
- 164 drought impact reports were made within El Dorado County between 1950 and 2021.
- As of 2020, STPUD was supplying 5,778 acre-feet of water, the majority of which is supplied to residential users. The 2020 Draft UWMP projects that the demand for potable and raw water will increase to 6,147 acre-feet, or by around 26 percent by the year 2040.
- The City of South Lake Tahoe's population was 22,847 in 2020. The City's annual population growth rate is currently at around 0.8%; future population growth might add additional strain to the water supply, particularly during future severe drought events.
- Climate change is anticipated to have a high influence on drought and water supply, as climate change projections indicate the region will experience more frequent and intense droughts due to drier soil conditions in the summer months, leaving less water available for groundwater recharge. Increased temperatures and drying conditions could also result in pest infestations, tree mortality, the increased potential for wildfires, and Lake Tahoe surface levels that fall below the natural rim.
- The enforcement of water conservation policies will help ensure the City of South Lake Tahoe is more resilient to drought events in the future.
- Overall, the significance of extreme drought is **Medium.**

4.3.4 Earthquakes

Hazard Description

An earthquake is the vibration of the earth's surface caused by a sudden slip on a fault. Stresses in the earth's outer layer push the sides of the fault together. Stress builds up, and the rocks slip suddenly, releasing energy in "seismic waves" that travel through the earth's crust and cause the shaking that is felt during an earthquake. These seismic waves travel outward from the source of the earthquake and different speeds. The amount of energy released during an earthquake is usually expressed as a magnitude and is measured directly from the earthquake as recorded on seismographs. Another measure of earthquake severity is intensity. Intensity is an expression of the amount of shaking at any given location on the ground surface (see discussion in the Extent section). Seismic shaking is typically the greatest cause of losses to structures during earthquakes.

Seismic Hazards

Earthquakes can cause structural losses, injury, and possibly death, as well as damage to infrastructure such as water, power, gas, communication, and transportation networks and systems. The degree of damage depends on many interrelated factors. Among these are the magnitude, focal depth, distance from the causative fault, source mechanism, duration of shaking, high rock accelerations, type of surface deposits or bedrock, degree of consolidation of surface deposits, presence of high groundwater, topography, and the design, type, and quality of building construction.

Primary hazards associated with seismic activity include surface rupture along faults, ground shaking, and associated building failure. Secondary hazards result from the interaction of ground shaking with existing ground instabilities or facilities and include liquefaction, settlement, debris flows, landslides, tsunamis and seiches, and flooding or wildfires from broken pipelines, gas, or electrical infrastructure.

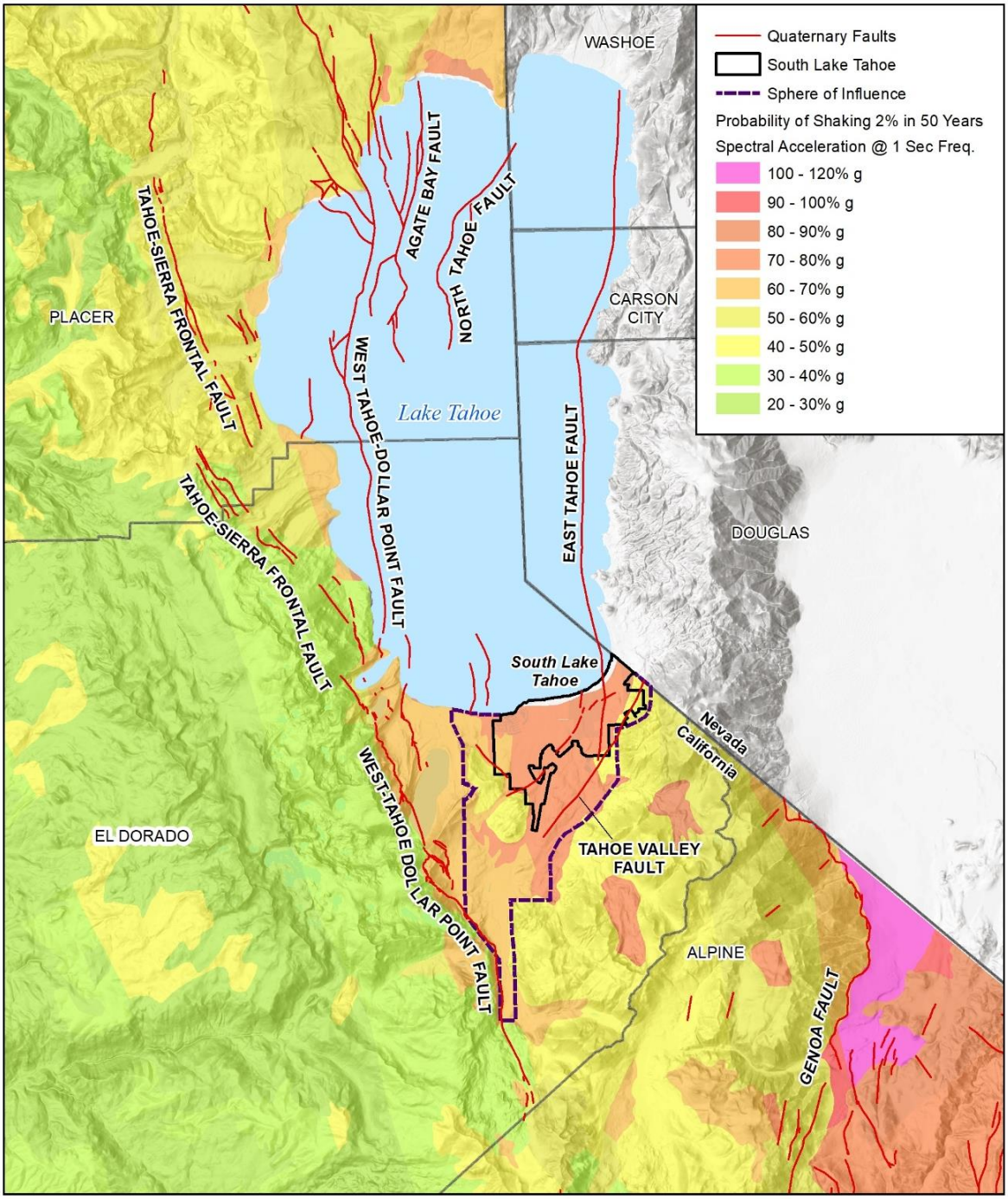
According to the U.S. Geological Survey (USGS) Earthquake Hazards Program, the following earthquake hazards can affect a community:

Ground Shaking

When movement occurs along a fault, the energy generated is released as seismic waves, which cause ground shaking. Ground shaking intensity varies with the magnitude of the earthquake, the distance from the epicenter, and the type of rock or sediment through which the seismic waves move. The geological characteristics of an area can be a greater hazard than the area's distance to the earthquake epicenter.

Several Quaternary faults go through the City and/or in the vicinity of the City's Planning Area. Both Tahoe Valley fault and East Tahoe fault go through the City. West Tahoe-Dollar Point fault, Genoa fault and Tahoe-Sierra frontal fault are in the vicinity of the City's boundary. The City is therefore situated within an area of high potential seismic activity, and so the fault systems within and around the City have the potential to produce earthquakes that could significantly impact the City. A high-magnitude earthquake on one of these faults could cause moderate to high ground shaking in the City. Figure 4-12 below is an earthquake shaking map for the City of South Lake Tahoe that is based on the two percent probability of occurrence in 50 years, per the USGS analyses of nearby faults. This probability of occurrence map represents a more worst-case shaking scenario and shows that the City will experience strong ground shaking (90% - 100% g), which has the potential to be damaging.

Figure 4-12 South Lake Tahoe Probabilistic Seismic Hazard: 2% in 50 Years



Map compiled 08/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, California Geological Survey, USGS

0 4 8 Miles

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Faulting

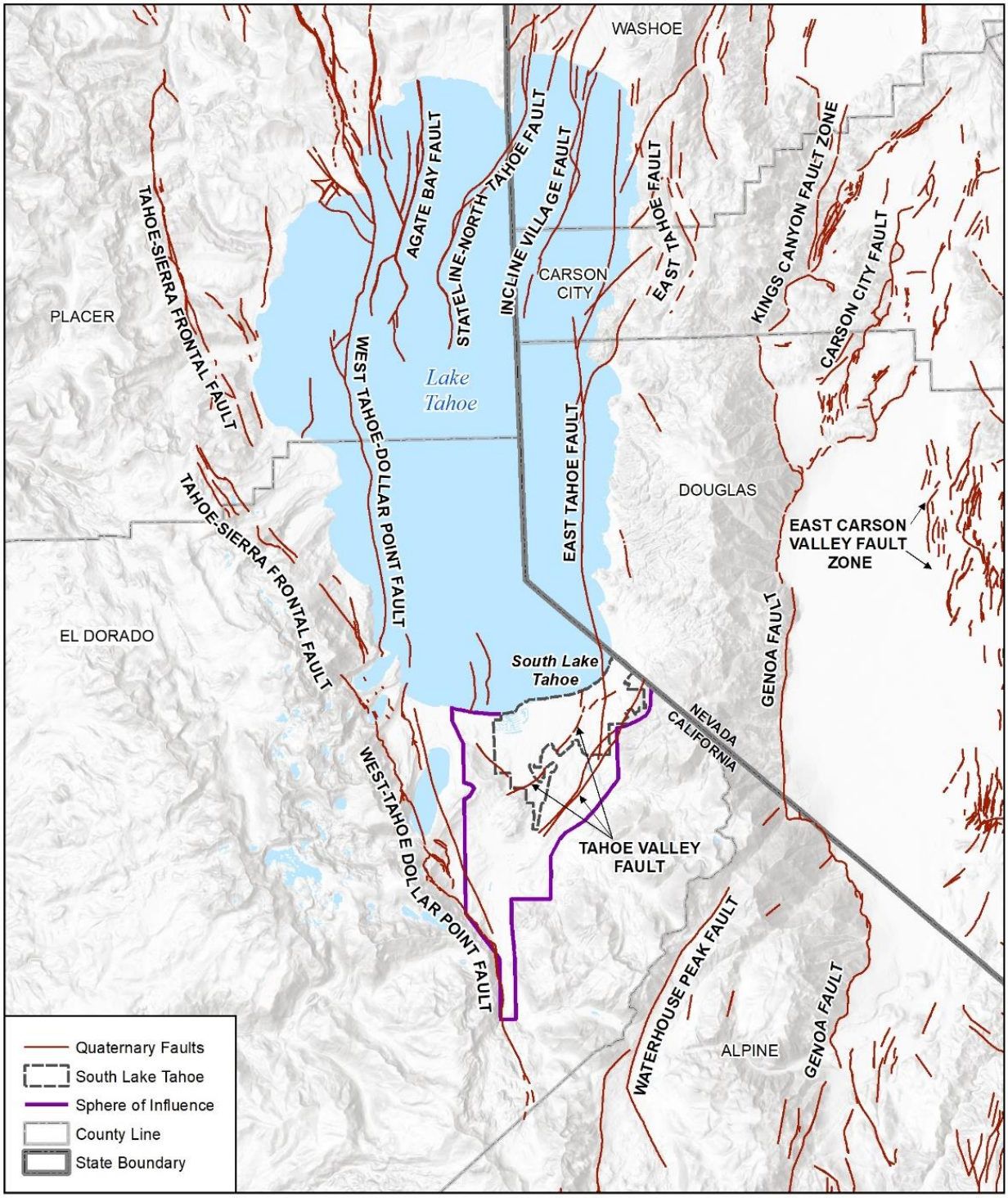
Faulting is the displacement that reaches the earth's surface during a slip along a fault. Surface faulting commonly occurs with shallow earthquakes. California is a seismically active area with numerous faults throughout the region. An active fault is defined by the California Geological Survey (CGS) as a fault that has had surface rupture or displacement within the last 11,000 years (Holocene times). This does not mean, however, that faults having no evidence of surface displacement within the last 11,000 years are necessarily inactive. Potentially active faults are those that have shown displacement within the last 1.8 million years (Quaternary period) but have not moved within the Holocene times. Any fault older than Pleistocene (>1.8 million years) is considered inactive and dormant.

As shown in Figure 4-13 and also according to the USGS Earthquake Hazards data, there are several earthquake faults classified as Quaternary (those which are recognized at the surface and which have shown activity in the past 1.8 million years, or during the geologic Quaternary epoch) within the City's boundary and in the vicinity of the City. Both the Tahoe Valley fault zone and East Tahoe fault go through the City. In addition, although not necessarily going through the City Planning Area, the West Tahoe-Dollar Point fault zone, Genoa fault, Tahoe-Sierra frontal fault zone are in the vicinity of the City.

The faults illustrated in Figure 4-13 are summarized below:

- West Tahoe-Dollar Point fault zone to the west of the City;
- Tahoe-Sierra frontal fault zone to the northwest of the City;
- One part of the Tahoe Valley fault zone goes through the west of the City, another part of the Tahoe Valley fault zone bisects the City and the third part of Tahoe Valley fault zone goes through the east of the City;
- East Tahoe fault going through the east of the City;
- Genoa fault to the east of the City's boundary.

Figure 4-13 Earthquake Faults near the Planning Area



Map compiled 09/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, California Geological Survey, USGS

0 4 8 Miles

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Liquefaction

Liquefaction if the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Ground shaking a result of an earthquake can cause this effect. Building and road foundations lose load-bearing strength and may sink into what was previously solid ground. Hazardous materials can also be released and cause damage to the environment and people.

The National Earthquake Hazard Reduction Program (NEHRP) creates maps based on soil characteristics to identify locations subject to liquefaction. NEHRP soil types help define locations that can be impacted by an earthquake. The NEHRP soil maps and liquefaction spatial data were not available for the City Planning Area. Sandy and loosely compacted soils in areas with shallow groundwater (30 ft deep or less) are more prone to liquefaction, typically found in floodplains and potentially in areas of the shores of Lake Tahoe. Section 4.3.5 discusses the SEZs in the City's Planning Area and this classification depicts shallow groundwater and information on alluvial deposits, which is another indication of areas in the City prone to water-saturation and liquefaction.

Location

Significant – As mentioned in the City's 2008 HMP, earthquakes can occur at any time. Earthquake location is also based on its focal depth and the position of its epicenter. The focal depth of an earthquake is the depth from the earth's surface to the region where an earthquake originates (focus or hypocenter). The epicenter of an earthquake is the point on the earth's surface directly above the focus area or hypocenter. The City is located along the border of California and Nevada, two of the most geologically active, earthquake-prone states in the United States. Here, two of the earth's tectonic plates collide. The North American plate slowly moves westward, colliding with the Pacific plate. Simultaneously, the Pacific plate migrates north and westward. As it migrates, the Pacific plate pulls at the North American plate to follow suit. This tensional force stretches the earth's crust, causing a system of north and south fault structural systems all along the boundary between the two tectonic plates. As a result of this tensional stress, ranges of tilted fault block mountain ranges are formed in response to this faulted crustal structure.

The City's earthquake-prone geology is resultant from this tectonic stretching. The City is considered to be part of the Basin and Range province of the western United States. Here, the earth's crust has been stretched up to 100% of its original width. The entire region has been subjected to the extension that thinned and cracked the crust as it was pulled apart, creating large faults. Earthquakes occur as part of these huge and faulted mountain ranges. Moreover, virtually the entirety of the City lies within the Sierra Nevada range of mountains. This mountain range formed less than five million years ago. Through a combination of uplift of the Sierran block and down dropping of the area to the east, the Sierra rose upward, rising far more steeply to the east than the west. The entire Sierra Nevada can be thought of as an enormous and tilted fault block with a long, gentle slope westward to California's Central Valley and a steep eastern slope. The City sits atop the crest of this gigantic and tilted block of granite.

As for the region, Lake Tahoe would not exist today if not for earthquakes and three major fault zones. Three major fault zones - the West Tahoe Fault between modern-day Emerald Bay and Dollar Point, the Stateline Fault running south from Crystal Bay and the Incline Village Fault running south from Incline Village – formed the Lake Tahoe Basin about 3.5 million years ago. (TAHOE QUARTERLY n.d.)

As specified above, both Tahoe Valley fault zone and East Tahoe fault go through the City. In addition, West Tahoe-Dollar Point fault zone, Genoa fault and Tahoe-Sierra frontal fault zone are also in the vicinity of the City's boundary. A recent study published on Geosphere explains that Tahoe-Sierra frontal fault zone is the active structural boundary of the Sierra Nevada microplate and that Tahoe-Sierra frontal fault zone has a higher rate of slip than West Tahoe-Dollar Point fault zone. The study also indicates that both

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zones have normal faults that are concurrently active at various times, proving that there is complex range-front evolution. (R.A.Schweickert et al. 2019, 783-819)

West Tahoe-Dollar Point Fault Zone. The West Tahoe-Dollar Point fault zone is the range bounding normal fault along the west side of the Lake Tahoe Basin. This nearly 50-km-long normal fault zone extends north from the Christmas Valley area south of Lake Tahoe, bounds the west side of the steep bathymetric escarpment adjacent to the deepest part of Lake Tahoe and strikes northerly to the Truckee area. (USGS 2016)

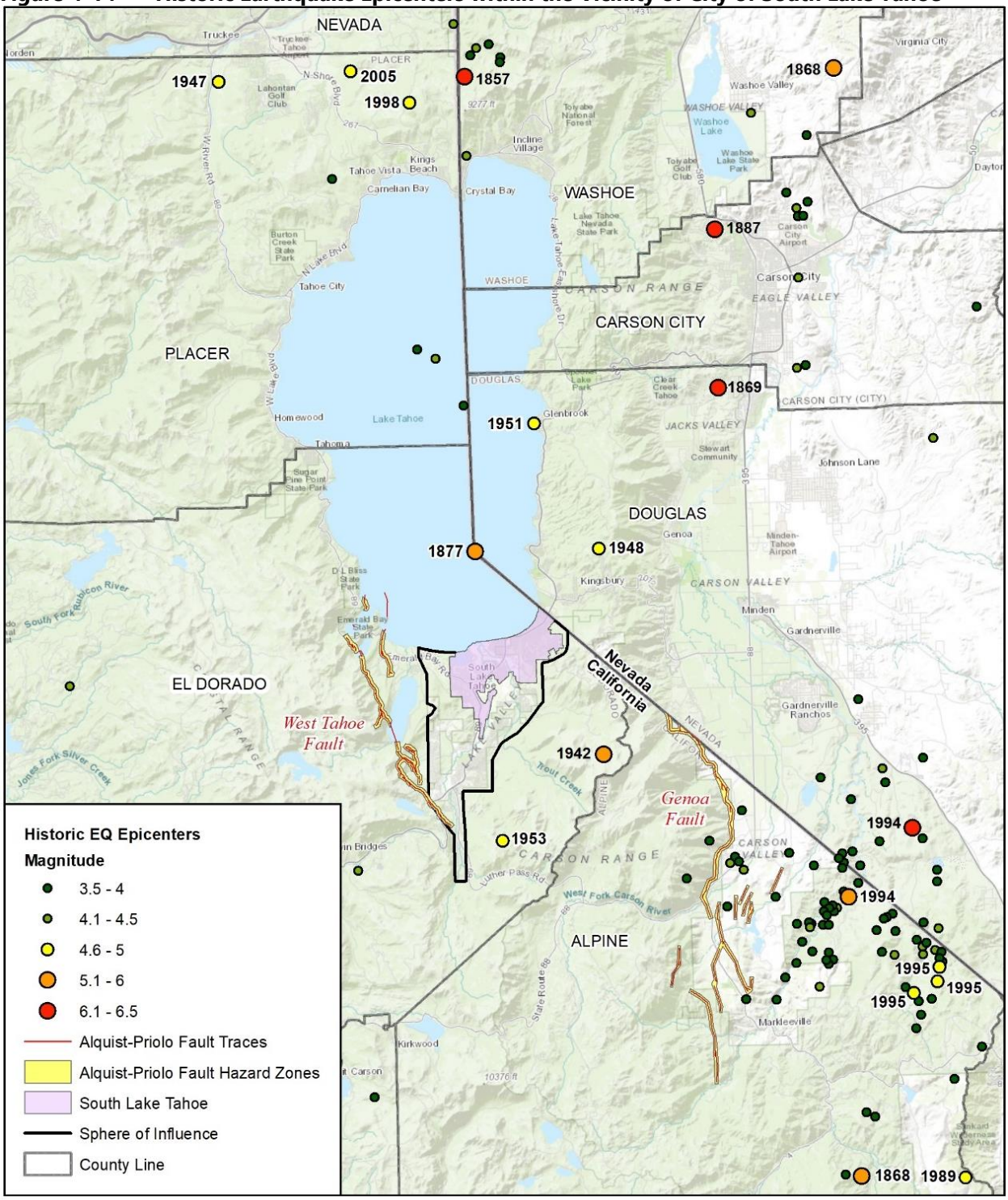
Tahoe-Sierra frontal Fault Zone. The Tahoe-Sierra frontal fault zone, whose trend varies from N26° to 45°W (334–315° AZ), extends over 100 km from near Echo Lakes to the Mohawk Valley fault. A recent USGS publication shows that airborne Lidar analysis and geochronology of faulted glacial moraines in the Tahoe-Sierra frontal fault zone reveal substantial seismic hazards in the Lake Tahoe region. (James et al. 2012, 1087-1101)

Genoa Fault. The Genoa Fault, which extends along the eastern front of the Carson Range south of Carson City, Nevada into the southern reaches of El Dorado, has been identified as responsible for two large earthquakes measuring in the magnitude seven (7) range during the past 1,000 years (City of SLT 2008 HMP)

Figure 4-13 shows the historical earthquake epicenters that are within the vicinity of the City's boundary. In the last over 200 years, the epicenters of several high-magnitude earthquakes were within the vicinity of the City, including one 6.3 earthquake that happened in 1994 and has its epicenter in southeast Douglas County, Nevada. This 6.3 earthquake "broke dishes, damaged chimneys and shook rocks onto highways, but caused no injuries", as reported by Los Angeles Times on September 13, 1994. Figure 4-13 also shows Alquist-Priolo fault traces and fault hazard zones that are near the City. Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. (A trace is a line on the earth's surface defining a fault.) Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally fifty feet). (California Department of Conservation, n.d.).

Earthquakes in the Tahoe Basin could also result in lake seiche hazards. Refer to Section 4.3.5, Flood for a discussion on seiche hazards within the City's Planning Area.

Figure 4-14 Historic Earthquake Epicenters within the Vicinity of City of South Lake Tahoe



Map compiled 08/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, California Geological Survey, USGS

0 4 8 Miles

N

Extent (Magnitude/Severity).

Catastrophic – Extent (meaning the severity of an earthquake) refers to the amount of energy released during an earthquake and is usually expressed in terms of intensity or magnitude. These metrics are measured directly from the earthquake as recorded on seismographs.

Intensity represents the observed effects of ground shaking at any specified location, and earthquake shaking decreases with distance from the earthquake epicenter. Intensity is an expression of the amount of shaking at any given location on the ground surface based on felt or observed effects. Seismic shaking is typically the greatest cause of losses to structures during earthquakes. Intensity is measured with the Modified Mercalli Intensity (MMI) scale.

Table 4-14 below compares magnitude and the felt effects associated with the MMI scale. The MMI scale is represented visually using shake maps, which show the expected ground shaking at any given location produced by an earthquake with a specified magnitude and epicenter. Damage typically occurs in MMI of VII or above. Based on Figure 4-13 the majority of the City is found in areas where spectral acceleration is expected to surpass 70 percent g (or gravitational velocity); this means that there is a high probability of the City experiencing strong seismic movements in the next few decades.

Table 4-14 Magnitude and Mercalli Intensity Scale Measurements and Associated Characteristics

Magnitude	Mercalli Intensity	Effects	Frequency
Less than 2.0	I	Micro-earthquakes, not felt or rarely felt; recorded by seismographs.	Continual
2.0-2.9	I to II	Felt slightly by some people; damages to buildings.	Over 1M per year
3.0-3.9	II to IV	Often felt by people; rarely causes damage; shaking of indoor objects noticeable.	Over 100,000 per year
4.0-4.9	IV to VI	Noticeable shaking of indoor objects and rattling noises; felt by most people in the affected area; slightly felt outside; generally, no to minimal damage.	10K to 15K per year
5.0-5.9	VI to VIII	Can cause damage of varying severity to poorly constructed buildings; at most, none to slight damage to all other buildings. Felt by everyone.	1K to 1,500 per year
6.0-6.9	VII to X	Damage to a moderate number of well-built structures in populated areas; earthquake-resistant structures survive with slight to moderate damage; poorly designed structures receive moderate to severe damage; felt in wider areas; up to hundreds of miles/kilometers from the epicenter; strong to violent shaking in epicentral area.	100 to 150 per year
7.0-7.9	VIII<	Causes damage to most buildings, some to partially or completely collapse or receive severe damage; well-designed structures are likely to receive damage; felt across great distances with major damage mostly limited to 250 km from epicenter.	10 to 20 per year
8.0-8.9	VIII<	Major damage to buildings, structures likely to be destroyed; will cause moderate to heavy damage to sturdy or earthquake-resistant buildings; damaging in large areas; felt in extremely large regions.	One per year
9.0 and Greater	VIII<	At or near total destruction - severe damage or collapse to all buildings; heavy damage and shaking extends to distant locations; permanent changes in ground topography.	One per 10-50 years

Source: USGS

Magnitude represents the amount of seismic energy released at the hypocenter of an earthquake and is based on the amplitude of the earthquake waves recorded. Seismologists have developed several magnitude scales; one of the first was the Richter Scale, developed in 1932 by Dr. Charles F. Richter of the California Institute of Technology. The Moment Magnitude Scale (Mw) is the current scale used to quantify the magnitude or strength of the seismic energy released by an earthquake. Table 4-15 summarizes the scale ratings.

Table 4-15 Moment Magnitude Scale (Mw) Ratings

Rating	Mw
Great	>8.0
Major	7.0 – 7.9
Strong	6.0 – 6.9
Moderate	5.0 – 5.9
Light	4.0 – 4.9
Minor	3.0 – 3.9
Micro	<3.0
8.0-8.9	VIII<
9.0 and Greater	VIII<

Previous Occurrences

Earthquakes have occurred nearby and within the City in the past (within El Dorado County and adjacent areas). According to the USGS, a recent earthquake event of a magnitude of 6.0 shook the area south of Lake Tahoe. The earthquake's epicenter was in the area around Walker in Mono County, near the Nevada state line. The earthquake shook the area south of Lake Tahoe shortly before 4 p.m. on July 8, 2021 and was reportedly felt as far away as Sacramento and the Bay Area. It was the largest earthquake in the area since a 6.1 hit in 1994. A section of US 395 was closed temporarily due to rockslides. Some vehicles were hit by the falling rocks resulted from the rockslides on US 395 and SR 89, but no injuries were reported. As mentioned above, although earthquakes can and do occur at any time in the City and the nearby area, they have not caused the City any significant damage or mortality so far.

Shortly before 4 p.m. on July 8, 2021, a magnitude of 6.0 shook the area south of Lake Tahoe. The earthquake's epicenter was in the area around Walker in Mono County, near the Nevada state line. The earthquake was reportedly felt as far away as Sacramento and the Bay Area. A section of US 395 was closed temporarily due to rockslides. Some vehicles were hit by the falling rocks resulted from the rockslides on US 395, as shown in the photo above. *Photo Credit: abc7*

Other recent earthquake events in the area include smaller magnitude earthquakes such as:

- A magnitude 4.8 earthquake with a reported intensity of VI, on June 26, 2005. This event's epicenter was about eight kilometers north-northwest of Tahoe Vista, which is located on the north shore of Lake Tahoe in Placer County, California. The depth of the event was 2.3 kilometers.
- A magnitude 4.2 earthquake with a reported intensity of VI, on May 28, 2021. The epicenter of this incident was about 10 kilometers southeast of Dollar Point, which is a census-designated place in Placer County, along the northwest shore of Lake Tahoe. The depth of the event was seven kilometers.
- A magnitude 3.5 earthquake took place on January 1, 2011 and had a reported intensity of III. Its depth was 0.4 kilometer and the epicenter was located two kilometers north-northwest of Mesa Vista,

which is around 21 kilometers to the southeast of South Lake Tahoe. The depth of the event was 0.4 kilometer.

Probability of Future Occurrences

Likely – Given the information presented herein as well as recent quake activity history, earthquake hazards are expected to be a likely occurrence in the City as well as in El Dorado County. Faults and seismic activity have played a significant role in shaping the landscape of the Lake Tahoe Region, which includes the City. Scientists estimate the risk of a magnitude-7 quake under Lake Tahoe in the next 50 years to be between 3% and 4%. In addition, with many small faults, the Tahoe Region gets many small earthquakes—ranging from 12,000 to 19,000 quakes registering a year, although large earthquakes have occurred in the region as well in the past. (Tahoetopia n.d.; TAHOE QUARTERLY n.d.)

Climate Change Considerations

While climate change is not expected to directly affect earthquake frequency or intensity, it could exacerbate indirect or secondary impacts of earthquakes related to landslides and liquefaction. Climate change would have a "medium" influence on earthquake hazards.

Vulnerability Assessment

Ground shaking is the primary hazard related to earthquake activity. Many factors affect the survivability of structures and systems from earthquake-caused ground motions. These factors include proximity to the fault, the direction of rupture, epicentral location and depth, magnitude, local geologic and soils conditions, types and quality of construction, building configurations and heights, and comparable factors that relate to utility, transportation, and other network systems. Ground motions become structurally damaging when average peak accelerations reach 10 to 15 percent of gravity, average peak velocities reach 8 to 12 centimeters per second, and when the MMI scale is about VII, which is considered to be very strong (general alarm; walls crack; plaster falls).

Fault rupture itself contributes very little to damage unless the structure or system element crosses the active fault. In general, newer construction is more earthquake-resistant than older construction because of improved building codes and enforcement. Manufactured housing is very susceptible to damage because rarely are the foundation systems braced for earthquake motions. Locally-generated earthquake motions, even from very moderate events, tend to be more damaging to smaller buildings, especially those constructed of unreinforced masonry (URM).

Other common impacts from earthquakes include damage to infrastructure and buildings (e.g., crumbling of URM construction, failure of architectural facades, rupturing of underground utilities, and road closures). Earthquakes also frequently trigger secondary hazards, such as dam and levee failures, flooding, and fires that can become disasters themselves.

FEMA's loss estimation software, Hazus-MH (which originally stood for 'Hazards U.S.'), was used to analyze the City's vulnerability to earthquakes, at the census tract level (for six tract units that cover the City). Note that these census tract boundaries do not neatly line up with the City's boundary, and as such a slightly larger area than that covered in this planning context was necessary to include South Lake Tahoe. Because of these boundary differences, the damage and loss estimates may be slightly exaggerated (given the larger coverage of structures and population). The USGS Earthquake Hazards Program produces ShakeMaps that map ground motion and shaking intensity following significant earthquakes. The USGS also creates Scenario ShakeMaps of hypothetical earthquakes and assumed magnitude on known faults and Probabilistic ShakeMaps based on predicted shaking from all possible earthquakes. The probabilistic maps aggregate scenario map information to make a forecast on future ground motion at any given point that has a given probability of being exceeded in a certain timeframe.

2,500-Year Probabilistic Earthquake Scenario

Loss estimates and vulnerability assessment discussions are based on the following subsections: property; people; the local economy; critical facilities and infrastructure; historic, cultural, natural resources; and future development in the Planning Area.

Refer to Section 4.1.1 and FEMA's Hazus 4.0 Loss Estimation Tool for more information on the Hazus tool and its analysis functions. This methodology was selected to support the vulnerability assessment, as it is a national standard for modeling earthquake loss. To evaluate potential losses associated with earthquake activity in the Planning Area, a Hazus 2,500-year probabilistic scenario was run for the City's six census tracts, using a magnitude of 7.0 as the parameter (Hazus driving magnitude) that would simulate a strong earthquake. Due to these inputs, this 2,500-year scenario represents more of a worst-case level of shaking that considers multiple faults in the region that has two percent probability in 50 years. Hazus estimates the number of people displaced, the number of buildings damaged and their type (e.g. construction material, occupancy class), the number of causalities, and the damage to transportation systems and utilities (e.g. critical facilities).

A summary of the key losses based on the Hazus earthquake analysis results included the following:

- Total economic loss estimated for the earthquake was $1.92 billion, which includes building losses and lifeline-related losses based on the Hazus inventory for the Planning Area.
- Building-related losses, including direct building damages and business interruption losses, totaled $1.91 billion.
- $332.2 million in losses came from income-related losses from wage-related, capital-related, rental properties, and relocation costs, while $1.6 billion came from capital stock losses related to structural, contents-based, and inventory property categories.
- 17 percent of the estimated losses were related to business interruptions.
- 8,474 buildings (70 percent of total in the region) would be at least moderately damaged; 1,142 of those buildings would be damaged beyond repair.
- Residential structures made up 66 percent of the total earthquake-induced losses.
- $5.95 million in losses are associated with transportation system economic damages and losses (e.g. highways, buses, airport facilities and related infrastructure).
- $2.05 million in losses are associated with utility and lifeline system economic damages and losses (e.g. potable water, wastewater, natural gas, oil systems, communications, and related infrastructure).
- The mid-day earthquake (2 p.m.) caused the most injuries and casualties: 896 injuries and 70 fatalities.
- The model estimates that a total of 360,000 tons of debris will be generated. Brick and Wood structures comprise 34 percent of the total, with the rest being Reinforced Concrete and Steel materials.
- An estimated 1,763 households would be displaced of which 1,139 will seek temporary shelter in public shelters.
- Around 8,937 households are expected to suffer from potable water or electric power losses, or both, on the first day of the earthquake event.
- All 11 essential facilities considered by the Hazus earthquake scenario for the Planning Area (one hospital, six schools, one police station, and three fire stations), will be at least moderately damaged.
- Before the earthquake, the region had 111 hospital beds available for use. On the day of the earthquake, the model estimates that only one hospital bed (1 percent) would be available for use by patients already in the hospital and those injured by the earthquake.

Property

Significant earthquakes can cause damages to buildings, private and public property, and other infrastructure. The California Building Code (CBC) was modified several times since 1960, which resulted in

code requirements that directly affected the structural integrity of development in California. The seismic zone for the City of South Lake Tahoe is D, which corresponds to buildings and structures in areas expected to experience severe and destructive ground shaking but not located close to a major fault.

The number of properties at risk is also based on when the majority of development was constructed in the City, which primarily occurred in the 1950s through 1970's. This construction consisted of mostly residential structures completed before the City adopted the more stringent CBC. The City of South Lake Tahoe adopted the 2019 Edition of the CBC (California Code of Regulations, Title 24, Part 2 [incorporates 2018 Edition of the International Building Code]). Most developments in the City's Planning Area occurred during the past 50 years prior to when the City enforced the new code requirements. The Hazus earthquake results accounted for the improved seismic codes in the model.

Hazus estimates that 8,474 buildings (70 percent of the total buildings in the region) would be at least moderately damaged, while 1,142 of those buildings would be damaged beyond repair by the earthquake scenario. A majority of the buildings experiencing damage are residential structures, and wood frame construction makes up the majority of building/structure material in the Planning Area's inventory. Figure 4-15 summarizes the specific estimated damages to buildings based on occupancy and damage category.

Figure 4-15 Estimated Building Damage by General Occupancy Type and Damage Category

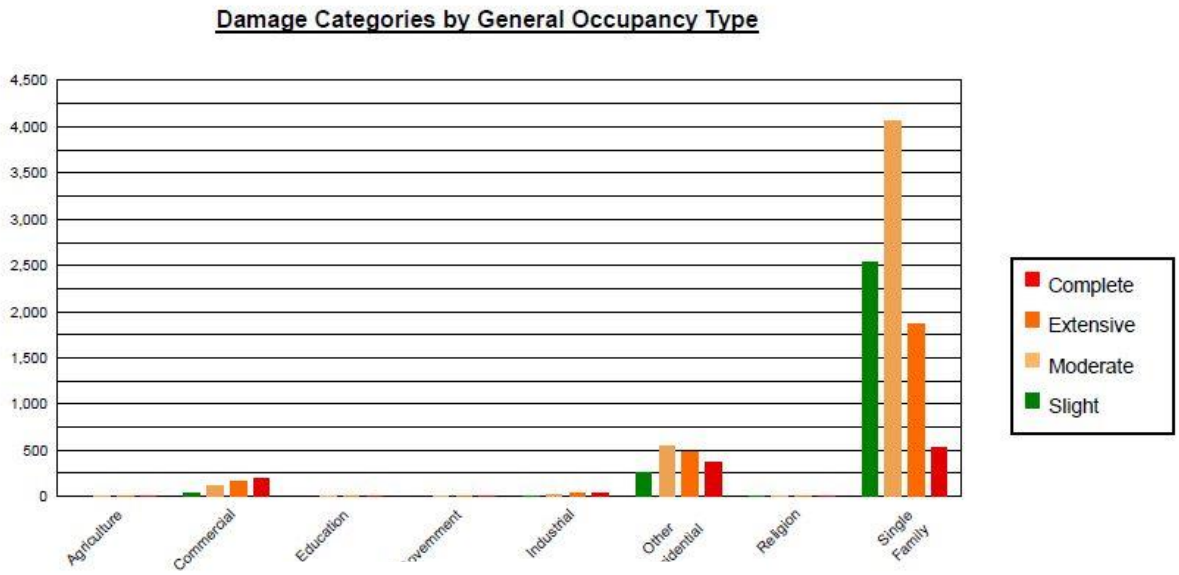


Table 3: Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	0.53	0.06	1.52	0.05	3.24	0.07	3.32	0.13	3.38	0.30
Commercial	11.30	1.31	26.85	0.95	114.62	2.41	169.85	6.61	196.37	17.19
Education	0.71	0.08	1.36	0.05	2.69	0.06	3.03	0.12	3.21	0.28
Government	0.49	0.06	1.02	0.04	3.24	0.07	5.21	0.20	6.04	0.53
Industrial	1.85	0.21	4.71	0.17	21.02	0.44	32.27	1.26	41.15	3.60
Other Residential	76.88	8.94	263.41	9.31	545.54	11.45	480.35	18.71	360.82	31.59
Religion	1.07	0.12	2.79	0.10	7.36	0.15	9.75	0.38	10.03	0.88
Single Family	767.51	89.21	2527.53	89.34	4066.70	85.36	1864.06	72.59	521.21	45.63
Total	860		2,829		4,764		2,568		1,142	

Source: Hazus 4.0

With a majority of the buildings in the Planning Area being residential, the Hazus model estimates that over 94 percent of the total losses incurred by this earthquake scenario are single-family homes and other residential categories. The building inventory in the region varies in terms of construction types. A large number of buildings are also constructed of wood materials, though the building inventory includes URM buildings and manufactured housing. These types of wood, masonry, and manufactured housing structures are particularly vulnerable to ground shaking in an earthquake event. Table 4-16 describes the Hazus results of expected building damage by building type. Most buildings/structures found are expected to sustain slight to moderate damages, but over 1,000 are modeled to have complete damage.

Table 4-16 Expected Building Damage by Building Type (All Building Design Levels)

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	836.24	97.20	2771.32	97.95	4480.38	94.04	2040.18	79.45	561.33	49.14
Steel	2.36	0.27	4.25	0.15	27.67	0.58	70.55	2.75	90.44	7.92
Concrete	3.81	0.44	8.99	0.32	39.26	0.82	68.05	2.65	78.15	6.84
Precast	1.66	0.19	2.85	0.10	16.68	0.35	37.31	1.45	65.36	5.72
RM	12.03	1.40	13.90	0.49	63.40	1.33	114.03	4.44	115.75	10.13
URM	1.17	0.14	4.48	0.16	15.19	0.32	21.32	0.83	33.62	2.94
MH	3.07	0.36	23.41	0.83	121.84	2.56	216.42	8.43	197.57	17.30
Total	860		2,829		4,764		2,568		1,142	

*Note:
RM Reinforced Masonry
URM Unreinforced Masonry
MH Manufactured Housing

Source: Hazus 4.0

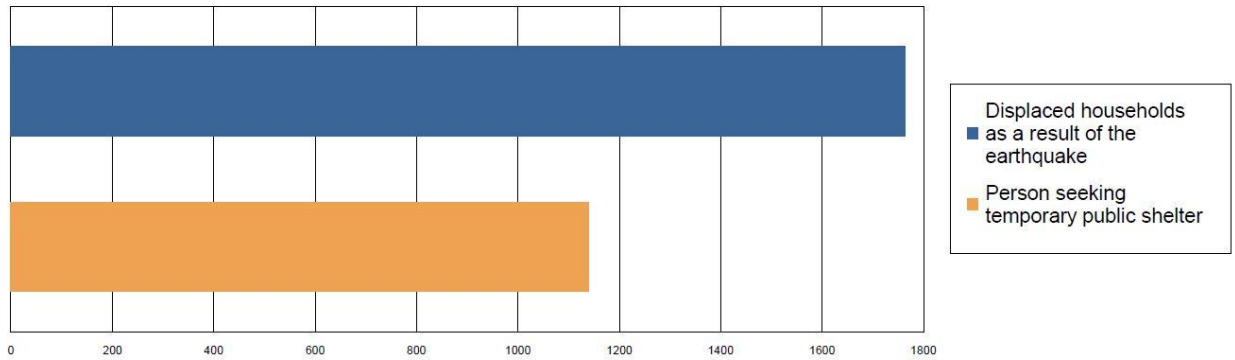
People

Hazus estimates the number of people that would be injured or killed by the 2,500-probabilistic earthquake scenario. The causalities are broken down into four severity levels. Level 1 means that injuries occur but do not need hospitalization (i.e. the lowest level, causing the least damages or injuries), through to Level 4, where victims are killed by the earthquake (i.e. the highest, or worst, of the levels). The estimates are also provided for three times of the day which represent the periods of a standard working day when different sectors of the community are likely at their peak occupancy loads (e.g. in business/office settings versus residing at home). As shown in Table 4-17 below, the highest number of injuries and casualties are estimated to occur in the early afternoon (2 p.m.) with the greatest impacts on the commercial and educational sectors when those sector loads are considered to be at their maximum. The 2 p.m. time has the greatest potential for fatalities, with an estimate of 70, followed by the 5 p.m. scenario which estimates 41 fatalities (more information below).

Some populations in the Planning Area may be more vulnerable to an earthquake event than others. For example, those with mobility issues as well as the elderly may have challenges with evacuating or traveling to a shelter without assistance if they cannot stay in their homes. Other vulnerable populations may be individuals for whom English is not their native language. Of these socially vulnerable populations, according to Section 2.8.3 Disadvantaged Communities, several of these populations are anticipated to reside within the eastern part as well as central and southwestern parts of the City, as well as within older housing that may have been constructed before the seismic code improvements.

According to 2015-2019 ACS estimates, 20.4 percent of citizens that are 18-year-old and older in the City speak a language other than English in their home. These individuals may not receive or understand evacuation information including where shelters are located or where to receive resources to aid in the recovery process. These same individuals and households are designated as socially vulnerable populations, many of which reside in the central, eastern and southwestern areas of the City. Figure 4-16 shows the Hazus report estimates for the total number of households expected to be displaced as a result of the earthquake. The report estimates 1,763 households to be displaced, and of those, 1,139 individuals will be seeking temporary shelter. This does not take into account future population growth or other variables, such as populations increases due to tourism.

Figure 4-16 Displaced Households and Persons Seeking Shelter Estimates



Displaced households as a result of the earthquake	Persons seeking temporary public shelter
1,763	1,139

Source: Hazus 4.0

Table 4-17 shows the Hazus estimates for total casualties and injuries.

Table 4-17 Casualty and Injury Estimates from Hazus Results

		Level 1	Level 2	Level 3	Level 4
2 AM	Commercial	9.02	2.91	0.51	1.00
	Commuting	0.01	0.01	0.02	0.00
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	3.30	1.06	0.18	0.35
	Other-Residential	92.52	25.10	3.34	6.43
	Single Family	89.89	17.16	1.06	1.82
	Total	**195**	**46**	**5**	**10**
2 PM	Commercial	484.06	155.67	27.08	53.44
	Commuting	0.08	0.10	0.18	0.03
	Educational	110.86	35.61	6.23	12.18
	Hotels	0.00	0.00	0.00	0.00
	Industrial	24.35	7.76	1.32	2.57
	Other-Residential	17.07	4.60	0.62	1.15
	Single Family	16.94	3.22	0.23	0.33
	Total	**653**	**207**	**36**	**70**
5 PM	Commercial	313.59	100.33	17.48	34.12
	Commuting	1.84	2.17	4.01	0.76
	Educational	16.35	5.27	0.92	1.81
	Hotels	0.00	0.00	0.00	0.00
	Industrial	15.22	4.85	0.82	1.61
	Other-Residential	35.62	9.62	1.31	2.42
	Single Family	35.72	6.80	0.49	0.71
	Total	**418**	**129**	**25**	**41**

Source: Hazus 4.0

Economy

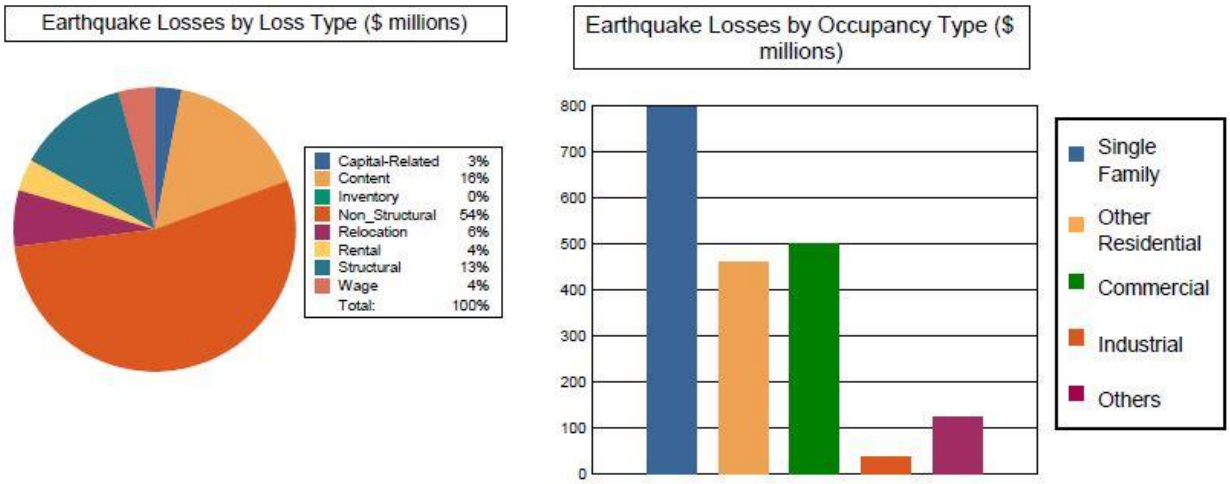
Earthquakes can have a severe impact on local and regional economies. Impacts can be both direct, such as damages to commercial and residential structures and lifeline facilities, as well as indirect such as

cascading effects involving business interruptions due to employees being displaced from their homes. Another secondary or cascading impact an earthquake could have is causing damages to transportation infrastructure that is critical to employees and business activity. Based on the Hazus results, the 2% in 50 years probabilistic scenario could potentially cause a total of $1.92 billion in economic losses. This amount includes 1) building-related losses, which further include income losses ($332.2 million) as well as capital stock losses ($1.6 billion); 2) transportation system losses ($5.95 million); and 3) utility system losses ($2.05 million).

Hazus describes business interruption losses as those losses associated with the inability to operate a business because of the damage sustained by the earthquake and include the temporary living expenses for individuals displaced from their homes.

Hazus estimates the total building-related losses. This includes business interruption losses and direct building losses (the estimated costs to repair or replace the damage caused to buildings and their contents) at $1.9 billion, 17 percent of which are related to business interruption in the region. As shown in Figure 4-17 and Table 4-18 below, the largest loss in this scenario was sustained by residential occupancies, making up 66 percent of total loss. The following figures and tables report the estimate of losses by loss type, occupancy type, and building-related loss.

Figure 4-17 Economic Loss Estimates by Loss Type and Occupancy Type



Source: Hazus 4.0

Table 4-18 Building-Related Economic Loss Estimates (Millions of dollars)

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
Income Losses							
	Wage	0.0000	25.3876	51.2355	0.5444	2.9673	80.1348
	Capital-Related	0.0000	10.8410	48.8897	0.3137	0.7636	60.8080
	Rental	18.4984	35.4374	17.6159	0.1637	1.0821	72.7975
	Relocation	65.2253	13.7386	27.9441	0.9404	10.6317	118.4801
	Subtotal	**83.7237**	**85.4046**	**145.6852**	**1.9622**	**15.4447**	**332.2204**
Capital Stock Losses							
	Structural	117.8075	47.2268	56.0577	4.6657	17.4905	243.2482
	Non_Structural	475.9742	267.9625	202.6723	18.1852	62.3428	1,027.1370
	Content	119.2707	58.4351	93.5784	10.8369	26.9751	309.0962
	Inventory	0.0000	0.0000	1.4575	1.4285	0.0683	2.9543
	Subtotal	**713.0524**	**373.6244**	**353.7659**	**35.1163**	**106.8767**	**1582.4357**
	Total	**796.78**	**459.03**	**499.45**	**37.08**	**122.32**	**1914.66**

Source: Hazus 4.0

Critical Facilities and Infrastructure

Large seismic events could have catastrophic effects on the City and surrounding areas, possibly damaging transportation and utility lifelines, bridges, railroads, and other critical facilities and infrastructure. Hazus estimates impacts to essential facilities including hospitals, schools, Emergency Operations Centers (EOCs), police stations, and fire stations. The Hazus analysis also takes into account four hazardous material sites, though zero nuclear power plants and zero military installations fall within the study area.

In addition to economic losses experienced by building-related losses, Hazus estimates the economic losses as a result of transportation and utility lifeline losses and the direct repair cost for each component. As shown in Table 4-19 and Table 4-20 below it is estimated that $5.95 million will be lost as a result of damages to transportation components and $2.05 million are expected to be lost as a result of utility system damages. Of the $5.95 million, $3.5 million is related to the loss of the City's airport.

DRAFT

Table 4-19 Transportation System Economic Losses (Millions of Dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Segments	478.8743	0.0000	0.00
	Bridges	3.8650	0.4925	12.74
	Tunnels	0.0000	0.0000	0.00
	Subtotal	**482.7393**	**0.4925**	
Railways	Segments	0.0000	0.0000	0.00
	Bridges	0.0000	0.0000	0.00
	Tunnels	0.0000	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Subtotal	**0.0000**	**0.0000**	
Light Rail	Segments	0.0000	0.0000	0.00
	Bridges	0.0000	0.0000	0.00
	Tunnels	0.0000	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Subtotal	**0.0000**	**0.0000**	
Bus	Facilities	3.6612	2.1490	58.70
	Subtotal	**3.6612**	**2.1490**	
Ferry	Facilities	0.0000	0.0000	0.00
	Subtotal	**0.0000**	**0.0000**	
Port	Facilities	0.0000	0.0000	0.00
	Subtotal	**0.0000**	**0.0000**	
Airport	Facilities	5.7206	3.3126	57.91
	Runways	92.8342	0.0000	0.00
	Subtotal	**98.5548**	**3.3126**	
	Total	**584.96**	**5.95**	

Source: Hazus 4.0

DRAFT

Table 4-20 Utility System Economic Losses (Millions of Dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Potable Water	Pipelines	0.0000	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Distribution Lines	7.3547	1.1863	16.13
	Subtotal	7.3547	1.1863	
Waste Water	Pipelines	0.0000	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Distribution Lines	4.4128	0.5959	13.50
	Subtotal	4.4128	0.5959	
Natural Gas	Pipelines	2.1483	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Distribution Lines	2.9419	0.2042	6.94
	Subtotal	5.0902	0.2042	
Oil Systems	Pipelines	0.0000	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Subtotal	0.0000	0.0000	
Electrical Power	Facilities	0.0000	0.0000	0.00
	Subtotal	0.0000	0.0000	
Communication	Facilities	0.1180	0.0594	50.34
	Subtotal	0.1180	0.0594	
	Total	16.98	2.05	

Source: Hazus 4.0

According to the earthquake analysis, there is one hospital with a total capacity of 111 beds, six schools, zero emergency operations facility, one police station, and three fire stations in the study area. Barton Medical Hospital has 63 patient beds, 48 residential beds, and a skilled nursing facility (Barton 2021). Hazus estimates that seven of these essential facilities are expected to suffer moderate damage. With regards to transportation systems, four will suffer at least moderate damage, and none will suffer complete damage. However, only one of the utility system facilities will suffer at least moderate damage, but zero of these types of facilities will suffer complete damage. Table 4-21, Table 4-22, and Table 4-23 summarize the expected damages generated by the Hazus scenario for each type of transportation system and utility system, including pipelines in the area.

Table 4-21 Expected Damage to the Transportation Systems

System	Component	Locations/ Segments	Number of Locations With at Least Mod. Damage	With Complete Damage	With Functionality > 50 % After Day 1	After Day 7
Highway	Segments	25	0	0	25	25
	Bridges	3	1	0	2	3
	Tunnels	0	0	0	0	0
Railways	Segments	0	0	0	0	0
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Light Rail	Segments	0	0	0	0	0
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Bus	Facilities	2	2	0	0	2
Ferry	Facilities	0	0	0	0	0
Port	Facilities	0	0	0	0	0
Airport	Facilities	1	1	0	0	1
	Runways	1	0	0	1	1

Source: Hazus 4.0

Table 4-22 Expected Utility System Facility Damage

System	# of Locations				
	Total #	With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	0	0	0	0	0
Waste Water	0	0	0	0	0
Natural Gas	0	0	0	0	0
Oil Systems	0	0	0	0	0
Electrical Power	0	0	0	0	0
Communication	1	1	0	0	1

Source: Hazus 4.0

Table 4-23 Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	229	264	66
Waste Water	137	132	33
Natural Gas	2	1	0
Oil	0	0	0

Source: Hazus 4.0

Historic, Cultural, and Natural Resources

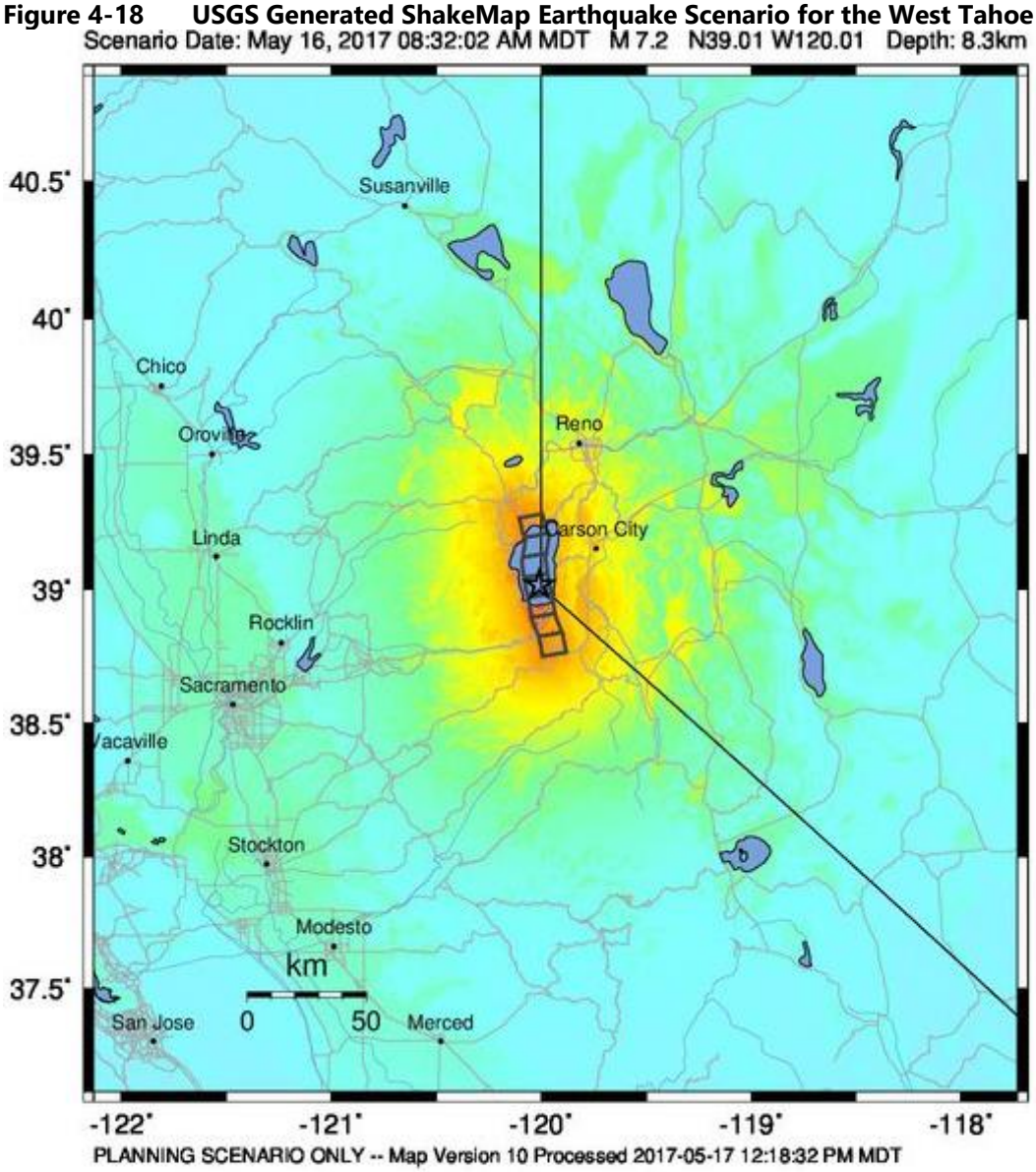
An earthquake in the City's Planning Area or the surrounding region could cause cascading (secondary) effects, including dam or pipeline failure that would impact the natural environment in different ways, depending on the extent of the cascading hazard. For example, earthquake-induced landslides or debris flows could significantly damage habitat and re-route streams and waterways, causing water quality impacts. Other types of ground deformation could also result.

Magnitude 7.2 Deterministic ShakeMap Earthquake Scenario

A second Hazus-based earthquake scenario was modeled for the Planning Area using census tract units and was based on a deterministic model. A deterministic scenario relies on seismic data to predict the outcome of a specific earthquake event. This deterministic scenario used USGS-provided ShakeMap datasets to model what a magnitude 7.2 earthquake of the West Tahoe Fault would generate in terms of damages and losses for the chosen area of interest (i.e. the City Planning Area). This fault was selected because it is known to have caused seismic activity and pose a risk to South Lake Tahoe and nearby communities. The M7.2 ShakeMap scenario datasets imported into Hazus 4.0 include four USGS-provided key data layers in the spatial format: peak ground velocity, peak ground acceleration, peak spectral acceleration for 0.3 seconds (0.3 % g, or gravitational velocity), and peak ground acceleration for 1.0 seconds (1.0 % g). The epicenter of this USGS modeled scenario is located at latitude 39.01 North and

120.01 West and had a depth of 8.3 kilometers. Figure 4-18 includes the general location of the scenario's epicenter (marked with a star) as well as intensity information and reference to the USGS ShakeMap data.

Figure 4-18 USGS Generated ShakeMap Earthquake Scenario for the West Tahoe Fault



PERCEIVED SHAKING	Not felt	Weak	Light	Moderate	Strong	Very strong	Severe	Violent	Extreme
POTENTIAL DAMAGE	none	none	none	Very light	Light	Moderate	Mod./Heavy	Heavy	Very Heavy
PEAK ACC.(%g)	<0.05	0.3	2.8	6.2	12	22	40	75	>139
PEAK VEL.(cm/s)	<0.02	0.1	1.4	4.7	9.6	20	41	86	>178
INSTRUMENTAL INTENSITY	I	II-III	IV	V	VI	VII	VIII	IX	X+

Scale based upon Worden et al. (2012)

Source: USGS 2016, Worden et al 2012

For more information on the USGS generated ShakeMap scenarios, modeling criteria, manual information, and overall catalog of available data refer to the [USGS Earthquake Hazards Program ShakeMap information page.]

Loss estimates and vulnerability assessment were completed based on the following subsections, similar to the previous scenario: property; people; the local economy; critical facilities and infrastructure; historic, cultural, natural resources; and future development of the Planning Area. The total losses by census tract from this M7.2 scenario are shown in Figure 4-18 and summarized in Table 4-24 below. Refer to Section 4.1.1 and FEMA's Hazus 4.0 Loss Estimation Tool for more information on the Hazus tool and its analysis functions. As stated in the previous section, Hazus is a loss estimation tool that derives totals on the number of people displaced, the number of buildings damaged and their type (e.g. construction material, occupancy class), the number of causalities, and the damage to transportation systems and utilities (e.g. critical facilities) given the input parameters, scenario type, and region/area of interest.

Table 4-24 Deterministic M7.2 Earthquake Scenario Loss Estimations for South Lake Tahoe's Census Tracts

Type of Impact	Impacts to Planning Area
Total Buildings Damaged	Slight: 3,518 Moderate: 4,273 Extensive: 1,887 Complete: 782
Building and Income-Related Losses	$ 1,415.86 million 60 % of damage related to residential structures 18 % of loss due to business interruption
Total Economic Losses (Includes building, income, and lifeline/critical facility losses)	$ 1,422.19 million
Casualties (Based on a 2 a.m. time of occurrence)	Without requiring hospitalization: 134 Requiring hospitalization: 31 Life threatening: 4 Fatalities: 7
Casualties (Based on a 2 p.m. time of occurrence)	Without requiring hospitalization: 571 Requiring hospitalization: 181 Life threatening: 31 Fatalities: 61
Casualties (Based on a 5 p.m. time of occurrence)	Without requiring hospitalization: 359 Requiring hospitalization: 113 Life threatening: 26 Fatalities: 37
Damage to Transportation Systems	1 moderate damage worth $0.8 million in damages to bridges 1 moderate damage worth $2.4 million in damages to airport facilities 2 moderate damage worth $1.5 million in damages to bus facilities 0 damage to light rail 0 damage to ferry and port facilities
Damage to Essential Facilities	11 facilities moderate damages to schools, police stations, fire stations, EOCs, or hospitals
Damage to Utility Systems	1 communication facility will receive at least moderate damage. Potable water pipeline breaks: 51 Wastewater pipeline breaks: 26 Natural gas pipeline breaks: 0 Oil pipeline breaks: 0

Type of Impact	Impacts to Planning Area
Households without Power/Water Service (Based on 8,937 total households)	Power loss, Day 1: 6,075 Power loss, Day 3: 3,533 Power loss, Day 7: 1,319 Power loss, Day 30: 231 Power loss, Day 90: 9 Water loss, Day 1: 3,127 Water loss, Day 3: 0 Water loss, Day 7: 0 Water loss, Day 30: 0 Water loss, Day 90: 0
Displaced Households	1,206
Persons Seeking Temporary Shelter	745
Debris Generation	286,000 tons

Source: Hazus 4.0, USGS ShakeMap M7.2 Scenario for West Tahoe Fault

Property

The Hazus results for this M7.2 scenario indicate 6,942 buildings will be at least moderately damaged. This is over 57 percent of the total buildings in the region. However, approximately 782 buildings will be completely destroyed. The majority of these at least moderately damaged buildings are residential, followed by commercial buildings and lastly industrial buildings. With a majority of the buildings in the Planning Area being residential, the Hazus model estimates that over 94 percent of the total losses incurred by this earthquake scenario are single-family homes and other residential categories. Table 4-25 provides a detailed breakdown of these expected building damages based on the occupancy types.

Table 4-25 Expected M7.2 Earthquake Scenario Building Damages by Occupancy Type

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	0.83	0.05	1.76	0.05	2.98	0.07	2.89	0.15	3.55	0.45
Commercial	21.86	1.28	36.38	1.03	122.35	2.86	159.17	8.44	179.24	22.91
Education	1.22	0.07	1.65	0.05	2.80	0.07	2.84	0.15	2.49	0.32
Government	0.76	0.04	1.29	0.04	3.67	0.09	5.23	0.28	5.06	0.65
Industrial	2.27	0.13	4.96	0.14	20.35	0.48	30.97	1.64	42.45	5.43
Other Residential	188.72	11.07	358.83	10.20	523.94	12.26	396.50	21.02	259.01	33.11
Religion	2.02	0.12	3.56	0.10	7.30	0.17	8.73	0.46	9.39	1.20
Single Family	1486.67	87.23	3109.11	88.39	3589.95	84.01	1280.23	67.86	281.04	35.93
Total	1,704		3,518		4,273		1,887		782	

Source: Hazus 4.0, USGS ShakeMap M7.2 Scenario for West Tahoe Fault

The building inventory in the region varies in terms of construction types. A large number of buildings are also of wood materials, though the building inventory also includes unreinforced masonry buildings and manufactured housing. These types of wood, masonry, and manufactured housing structures are particularly vulnerable to ground shaking in an earthquake event. Most buildings/structures found are expected to sustain slight to moderate damages, with the wood and manufactured housing materials making up the largest percentages of the damaged building materials category.

People

Hazus estimates the number of people that would be injured or killed by the M7.2 ShakeMap earthquake scenario. The causalities are broken down into four severity levels as described in the previous Hazus model summary (2,500-year probabilistic scenario). The estimates are provided for three times of the day which represent the periods of a standard working day when different sectors of the community are likely at their peak occupancy loads. The highest number of injuries and casualties are estimated to occur in the afternoon (2 p.m.) with the greatest impacts on commercial sectors followed by educational and industrial as these sector loads are considered to be at their maximum in the late afternoon/early evening times. This 2 p.m. time has the greatest potential for fatalities, with an estimate of 61, followed by the 5 p.m. scenario which estimates 37 fatalities.

Some populations in the Planning Area may be more vulnerable to an earthquake event than others. Most vulnerable individuals who may not receive or understand evacuation information including where shelters are located or where to receive resources to aid in the recovery process would be at high risk of earthquakes. The Hazus report estimates 1,206 households to be displaced, and of those, 745 individuals will be seeking temporary shelter. It should be noted that this does not take into account future population growth or any other variables such as seasonal or weekend tourism to the region. An earthquake would have a disproportionate impact on socially vulnerable populations residing in the downtown area of South Lake Tahoe.

Economy

Earthquakes can have a severe impact on local and regional economies as previously discussed in the 2,500-year probabilistic Hazus analysis subsection. Based on this Hazus M7.2 scenario, the modeled earthquake could potentially cause a total of $1,422.19 million in economic losses. This amount includes 1) building-related losses, which further include income losses ($259.1 million) as well as capital stock losses ($1,156.76 million); 2) transportation system losses ($4.74 million); and 3) utility system losses ($1.59 million).

Another secondary impact of an earthquake is business disruption and the resulting economic loss as a result of that disruption. Hazus describes business interruption losses as those losses associated with the inability to operate a business because of the damage sustained by the earthquake and include the temporary living expenses for individuals displaced from their homes. Of the total $1,415.86 million in building-related losses, 18 percent are related to business interruptions in the region.

In addition to economic losses experienced by building-related losses, Hazus estimates the economic losses as a result of transportation and utility lifeline losses and the direct repair cost for each component. It is estimated that $4.74 million will be lost as a result of damages to transportation components while almost $1.59 million are expected to be lost as a result of utility system damages from the M7.2 modeled ShakeMap scenario.

Critical Facilities and Infrastructure

Large seismic events could have catastrophic effects on the City and surrounding areas, possibly damaging transportation and utility lifelines, bridges, railroads, and other critical facilities and infrastructure. Hazus estimates impacts to essential facilities including hospitals, schools, EOCs, police stations, and fire stations. The Hazus analysis also takes into account four hazardous material sites. No nuclear power plants or military installations fall within the study area.

According to the earthquake analysis, there is one (1) hospital with a total capacity of 111 beds, six (6) schools, zero (0) emergency operations facility, one (1) police station, and three (3) fire stations in the study area. This M7.2 Hazus earthquake scenario estimates that all of these essential facilities are expected

to suffer moderate or complete damage. With regards to transportation systems, four (4) major roadways or other transportation infrastructure will suffer at least moderate damage.

The only utility systems or structures that are expected to suffer site-specific damages are shown in Table 4-26 and Table 4-27. These damage estimates are also summarized in the overall scenario summary table at the beginning of the section (Table 4-24).

Table 4-26 Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	229	206	51
Waste Water	137	103	26
Natural Gas	2	0	0
Oil	0	0	0

Source: Hazus 4.0, USGS ShakeMap M7.2 Scenario for Hayward-Rodgers Creek

Table 4-27 Expected Potable Water and Electric Power System Performance

	Total # of Households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	8,937	3,127	0	0	0	0
Electric Power		6,075	3,533	1,319	231	9

Source: Hazus 4.0, USGS ShakeMap M7.2 Scenario for Hayward-Rodgers Creek

Historic, Cultural, and Natural Resources

The same general impacts, potential risk, and cascading or secondary issues discussed for the 2,500-year probabilistic scenarios would apply to the Planning Area's historic, cultural, and natural resources based on this M7.2 modeled ShakeMap scenario which uses the West Tahoe faults.

Future Development

Each Hazus scenario only estimates damage and causalities for existing building inventory and populations and does not take into account future development plans. The City also needs to meet its General Plan Safety Element goal and objectives and ensure that risk reduction in the community is taken into account, particularly when dealing with earthquakes and other geologic hazards. The South Lake Tahoe General Plan of 2030 (adopted in 2011) and its Health and Safety Element establish standards and requirements for the protection from geologic and seismic hazards. Building and development will also be regulated through the current 2019 CBC and International Building Code (IBC) building standards.

Risk Summary

- Earthquakes and seismic activity are expected to have a probability of occasional occurrence in the future, given the local seismic conditions, history, and input from the City.
- Several Quaternary earthquake faults traverse the City or are within the vicinity, including Tahoe Valley fault, East Tahoe fault, West Tahoe-Dollar Point fault, Genoa fault, and Tahoe-Sierra frontal fault.
- The 2500-year probabilistic earthquake scenario Hazus model would cause $1.92 billion in total economic losses, including $5.95 million in losses to transportation systems and $2.05 million in damages and losses to utility lifelines. Most losses would affect residential buildings and most households in the City would be impacted by loss of power and potable water.

- The deterministic magnitude 7.2 ShakeMap scenario that takes into account the West Tahoe fault would cause $1,422.19 million in total economic losses, including $4.74 million of losses to transportation systems and $1.59 million in damages and losses to utility lifelines. Most losses would affect residential buildings most households would be impacted by the loss of power and potable water.
- The City has a unique risk potential to a lake tsunami or seiche due to earthquake ground shaking and landslides or rockfalls that may cause displacement in Lake Tahoe. The areas along the City's waterways and SEZs may also have a high potential for liquefaction that deserves future investigation.
- The overall risk significance of earthquake hazards to the City is **High**.

4.3.5 Flood

Hazard Description

Floods are among the most frequent and costly natural disasters in terms of human hardship and economic loss. Flooding is usually the result of, or often exacerbated by, weather events. Floods can cause substantial damage to structures, landscapes, and utilities as well as life safety issues. Certain health hazards are also common to flood events; standing water and wet materials in structures can become breeding grounds for microorganisms such as bacteria, mold, and viruses. Standing water or affected infrastructure can, in turn, cause disease, trigger allergic reactions, and damage materials long after the flood. When floodwaters contain sewage or decaying animal carcasses, infectious disease also becomes a concern. Direct impacts such as drowning can be limited with adequate warning and public education about what to do during floods. Where flooding occurs in populated areas, warning and evacuation will be of critical importance to reduce life and safety impacts.

Floodplains are defined as the areas immediately adjacent to a channel from a river, stream, or other waterways. Floodplains are illustrated on inundation maps, which show areas of potential flooding and water depths. In its common usage and based on FEMA guidelines, the floodplain most often refers to the area that is inundated by the 100-year flood, or the flood that has a one percent chance in any given year of being equaled or exceeded. The 100-year flood is the national minimum standard to which communities regulate their floodplains through the FEMA National Flood Insurance Program (NFIP). The 500-year flood is the flood that has a 0.2 percent chance of being equaled or exceeded in any given year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event. The potential for flooding can change and increase through various land use changes and changes to the land surface, which then may result in a change to the floodplain. A change in environment can create localized flooding problems inside and outside of natural floodplains by altering or confining natural drainage channels. These changes are most often created by human activity.

The City of South Lake Tahoe is susceptible to various types of flood events as described below.

- **Wet-Mantle and Rain-on-Snow Flooding** - Characteristically, wet-mantle and rain-on-snow flooding develops when warm rains fall on already saturated ground. Particularly devastating flooding events happen when heavy snows precede warmer rain events, causing the mantle of snow to melt and run off in conjunction with the rain. The City of South Lake Tahoe has a well-chronicled history of flooding dating to the 1850s. The earliest flood of record occurred in December 1852 and was a precursor to the type of wet-mantle and rain-on-snow flooding characteristic to the Carson River watershed. As described in one historical journal, the storms began "with a heavy wet snow, which lasted for two days and left a three-foot snow depth across Carson Valley. Beginning with the storm's third day, the snow typically turned to a relatively warm rain, which lasted another four days, until December 30. By that time, the snow accumulation had completely melted and run off, along with

great quantities of rainwater." Most of the substantial flood events on the historical record occurred in this fashion. (2008 HMP).

- **Dry-Mantle Flooding** – Dry-mantle flood events are a result of violent summer thunderstorms and are more localized in nature. Dry-mantle flooding is not widespread, as in the case of wet-mantle and rain-on-snow events. However, this thunderstorm-related flooding can be a major concern, as severe local rain and hail can create conditions for flash flooding and a considerable threat to life and property.
- **Localized Flooding** – Flash flooding describes localized floods of great volume and short duration. This type of flood usually results from a heavy rainfall in a relatively small drainage area. Flash floods often require immediate evacuation. Related to this type of flooding is also localized flooding, which is often caused by flash flooding, severe weather, or an unusual amount of rainfall. Flooding from these intense weather events occurs in areas experiencing an increase in runoff from impervious surfaces associated with development and urbanization as well as inadequate storm drainage systems. As mentioned above, dry-mantle flooding also introduces localized/flash flooding.
- **Dam or Levee Failure Flooding** – Potential inundation caused by failure or mis-operation of one or more upstream dams or water control structures such as dams could also impose some threat on the City's residents and real and personal property. The City's 2011 General Plan Health and Safety Element noted the concern about the potential for failures of the Echo Lake Dam and a gravel dam located at Echo Lake. Dam failure is addressed in more detail under Section 4.3.2 Dam Incidents.
- **Riverine Flooding** - Riverine flooding, defined as the condition when a watercourse (e.g. river or channel) exceeds its "bank-full" capacity, generally occurs as a result of prolonged rainfall, or rainfall that is combined with already saturated soils from previous rain events. This type of flood occurs in river systems whose tributaries may drain large geographic areas and include one or more independent river basins. The onset and duration of riverine floods may vary from a few hours to many days. Factors that directly affect the amount of flood runoff include precipitation amount, intensity and distribution, the amount of soil moisture, seasonal variation in vegetation, snow depth, and water resistance of the surface due to urbanization.

Flooding of various types may occur anywhere within the City's Planning Area. Details on local water features, watersheds, and flood control structures and systems are provided below.

Location

Significant – The City of South Lake Tahoe is primarily located within the General Creek-Frontal Lake Tahoe, Upper Truckee River-Frontal Lake Tahoe and Marlette Lake-Frontal Lake Tahoe watersheds (under Hydrologic Unit Codes 1605010104, 1605010103 and 1605010102 respectively). These three watersheds are all parts of the greater Lake Tahoe watershed (Hydrologic Unit Code 16050101; to distinguish, there is also Lake Tahoe with a HUC10 Code as 1605010105, which is shown in Figure 4-19).

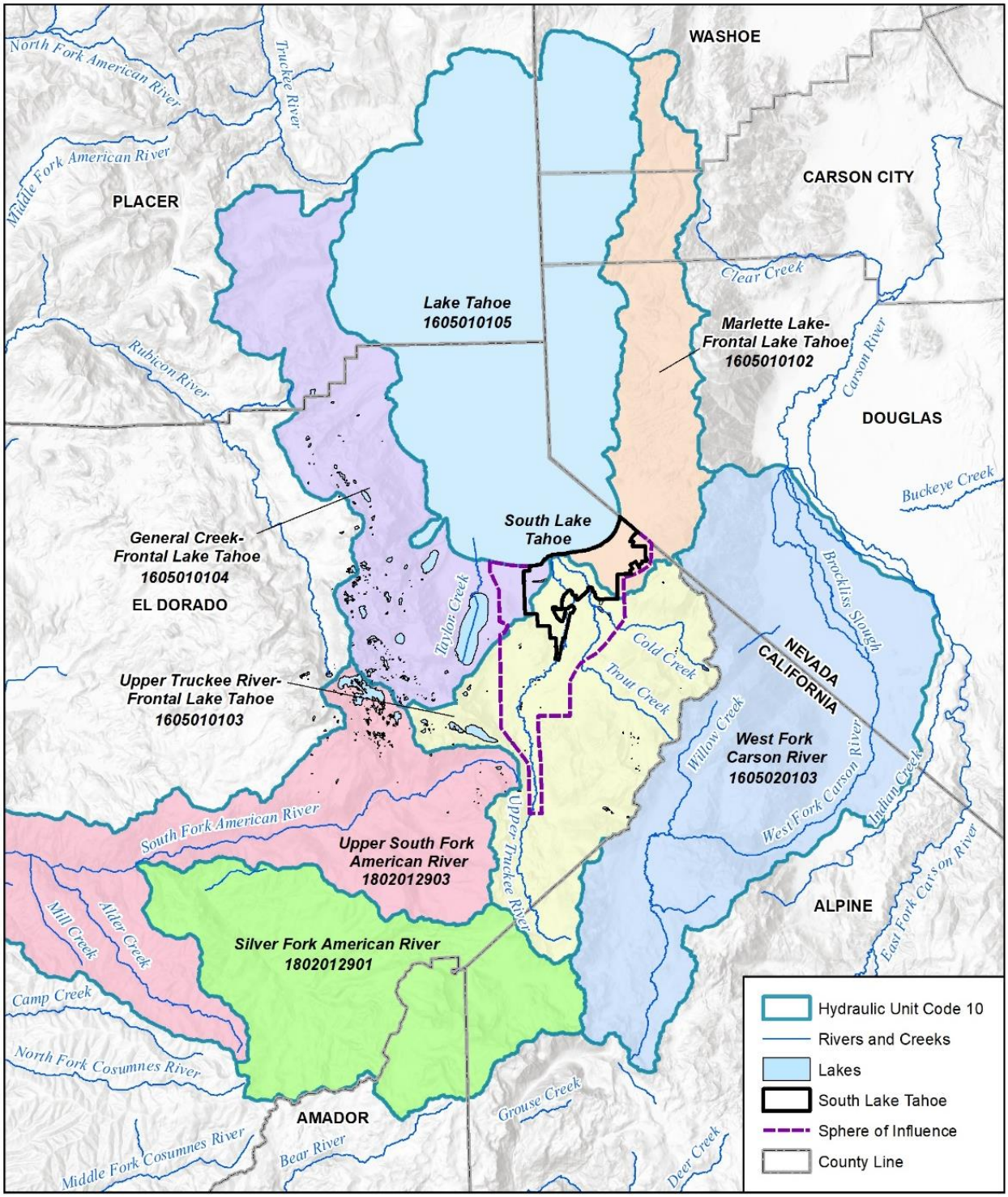
The main waterways in the City include the Upper Truckee River and Trout Creek. Upper Truckee River and Trout Creek are the two largest watersheds in the Tahoe Watershed. They also meet within the City's Planning Area. The Upper Truckee River has a drainage area of approximately 56.5 square miles, and its main channel length is 21.4 miles. The Trout Creek watershed is 41.2 square miles, and its main channel is 12.1 miles long. Although the Trout Creek watershed is of comparable size to that of the Upper Truckee River, it typically produces lower peak flows as a result of watershed shape, slope, and elevation factors. Other smaller streams also flow through the City, including Bijou Creek, Bijou Park Creek, Keller Creek, Little Heavenly Creek, and Stateline Creek, most of which are ephemeral. (City of South Lake Tahoe 2011)

The City of South Lake Tahoe is located entirely within the mountainous Sierra Nevada. The drainages that run from the Sierra Nevada traverse through high-relief and deeply-cut river canyons with only occasional level areas that might be termed floodplains, and eventually find their way to Lake Tahoe. There are miles

of drainage within the City of South Lake Tahoe. There are over 276 square miles of slope drainages from El Dorado county and a small northern section of Alpine County, which drain into Lake Tahoe. Tremendous amounts of water can be gravitationally fed through these river canyons with 63 tributaries emptying in Lake Tahoe and only one river the Truckee River emptying out. The City of South Lake Tahoe therefore has a long history of flood events. (City of South Lake Tahoe 2008)

Lake Tahoe Watershed (Hydrologic Unit Code [HUC] 16050101) – Lake Tahoe is one of the world's largest, deepest, and clearest mountain lakes—22 miles long, 11 miles wide and in a 501-square-mile watershed. The communities surrounding it depend on the protection of its natural beauty and year-round recreational opportunities. The U.S. Forest Service and state agencies manage nearly 85% of the watershed's land. From the 1860s through the early 1900s, the lake's watershed lands were extensively logged, and the second-growth forest that has grown over the past century is denser, making it vulnerable to wildfires. Since 1950, the development of homes, recreational facilities and urban infrastructure has increased the amounts of sediment entering the lake, causing algae growth and reducing the lake's clarity. Since the early 1970s, wastewater has been treated and pumped out of Lake Tahoe's watershed, preventing a major source of nutrients. In addition to being a scenic and ecological treasure, the Lake Tahoe watershed is one of the outstanding recreational resources of the United States. It is recognized nationally and globally as a natural resource of special significance, and the lake is designated an "Outstanding National Resource Water" under the Clean Water Act. (U.S. EPA 2021)

Figure 4-19 Local Watersheds in the Vicinity of the City of South Lake Tahoe



wood.

Map compiled 08/2021; intended for planning purposes only. Data Source: South Lake Tahoe, El Dorado County, USGS

Major drainage features within the Planning Area or managed by the City of South Lake Tahoe include:

- Upper Truckee River
- Trout Creek
- Bijou Creek
- Bijou Park Creek
- Keller Creek
- Heavenly Valley Creek
- Sawmill Creek
- Angora Creek
- Little Heavenly Creek
- Stateline Creek
- Meyers Creek
- Other small and unnamed tributaries in the General Creek-Frontal Lake Tahoe, Upper Truckee River-Frontal Lake Tahoe and Marlette Lake-Frontal Lake Tahoe watersheds
- City and County stormwater drainage facilities
- City water weir
- City pumps, tanks, lift, ditches, and
- Other water structures/stations

Floodplain Mapping and Studies

FEMA established standards for floodplain mapping studies as part of the NFIP (FEMA 2019). The NFIP makes flood insurance available to property owners in participating communities adopting FEMA-approved local floodplain studies, maps, and regulations. Floodplain studies that may be approved by FEMA include federally funded studies; studies developed by state, city, and regional public agencies; and technical studies generated by private interests as part of property annexation and land development efforts. Such studies may include entire stream reaches or limited stream sections depending on the nature and scope of a study. A general overview of floodplain mapping and related components is provided in the following paragraphs.

Flood Insurance Study (FIS) - The FIS develops flood-risk data for various areas of a community that are used to establish flood insurance rates and assist the community in its efforts to promote sound floodplain management. The latest FIS applicable to the City of South Lake Tahoe was included in a one-volume report along with other incorporated jurisdictions and unincorporated areas studied in El Dorado County; this recent report was last revised April 3, 2021.

Flood Insurance Rate Map (FIRM) - The FIRM is designed for flood insurance and floodplain management applications. For flood insurance, the FIRM designates flood insurance rate zones to assign premium rates for flood insurance policies. The designated flood zones are based on flood risk in the area. For floodplain management, the FIRM delineates 100- and 500-year floodplains, floodways, and the locations of selected cross sections used in the hydrology and hydraulic analyses and local floodplain regulations. Land areas that are high risk within the 100-year floodplain (meaning they have a one percent annual chance of flooding), are called SFHAs and are mapped as A or AE zones. The difference between A and AE zones is the level of detail in analysis and mapping so that A zones are more general while AE zones contain additional details and also display Base Flood Elevations, or BFEs. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to Zones A and AE (i.e., those areas subject to a 100-year flood event).

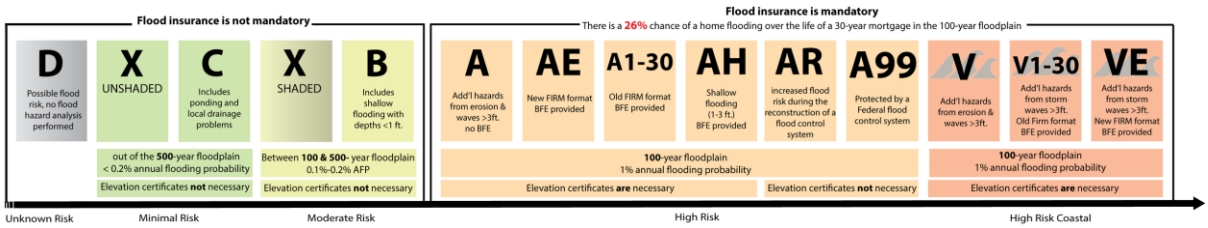
The City of South Lake Tahoe FIRMs, as with most portions of California and larger developments across the U.S., have been replaced by new digital flood insurance rate maps (or DFIRMs) as part of FEMA's Risk

Map and Map Modernization programs. DFIRMs and related datasets (e.g. cross sections used in floodplain studies and analyses, BFEs, etc.) are now delivered via National Flood Hazard Layer (NFHL) GIS databases, accessible for free online at FEMA's Flood Map Service Center site.

These digital DFIRMs in the NFHL achieve the following purposes:

- Incorporate the latest flood study updates (LOMRs and LOMAs)
- Utilize community supplied data
- Verify the currency of the floodplains and refit them to community supplied base maps and base data
- Upgrade the FIRMs to a GIS database format to set the stage for future updates and to enable manipulation, storage, and support for GIS analyses and other digital applications
- Solicit community participation

What are flood zones?



Flood zones are geographic areas on a flood map that indicate flood risk. Zones are determined by assessing the expected height of a flood that has a 1 percent chance of occurring in any given year ("100-year flood"), as well as potential wave heights, the distance from the nearest water body, and the ground elevation. While there is only a 1 percent chance of a flood of such magnitude to occur every year, there is a 26 percent chance of such a flood to occur over the lifecycle of a 30-year mortgage.
Source: Wetlands Watch 2019

The most current DFIRMs for the City of South Lake Tahoe and other jurisdictions or unincorporated areas within El Dorado County are included in the County's NFHL database. The latest effective date for studies in the County is April 3, 2012. The spatial features available in this NFHL database, such as floodplains, were used for the analyses and mapping in this plan as they relate to flooding hazards.

Letter of Map Revision (LOMR) and Letter of Map Amendment (LOMA) - LOMRs and LOMAs represent separate floodplain studies dealing with individual properties or limited stream segments that update the FIS and FIRM data (as revisions or amendments) between periodic FEMA publications of the FIS and FIRM products.

Major Sources of Flooding

As mentioned above, most of the substantial flood events on the historical record that occurred in the City are wet-mantle and rain-on-snow flooding.

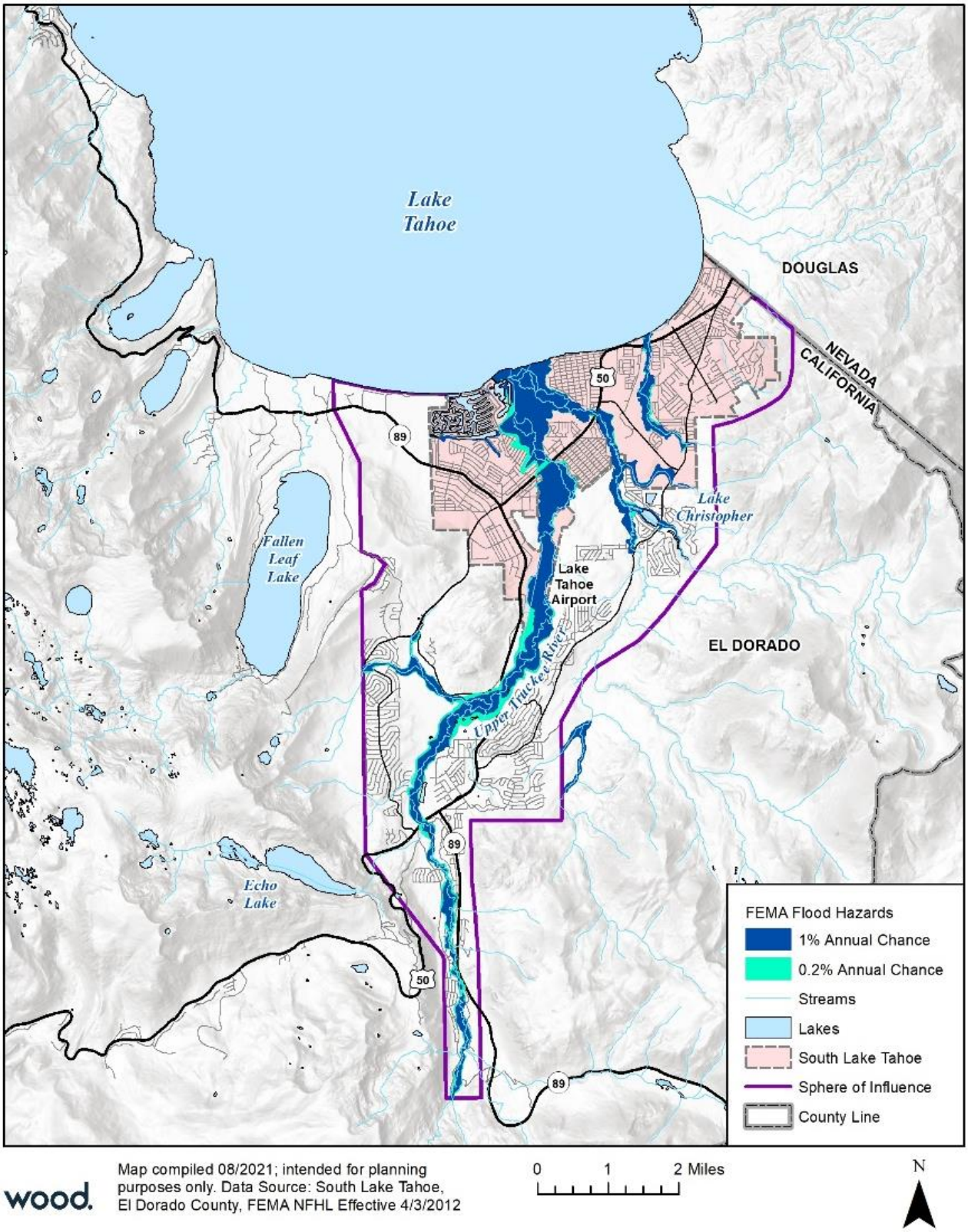
General rainfall floods, primarily associated with seasonal storms and thunderstorms, can occur in the City during winter and spring months. This type of flood results from prolonged heavy rainfall over tributary areas and is characterized by high peak flows of moderate duration. Flooding is more severe when antecedent rain has resulted in saturated ground conditions.

In the more urbanized areas of South Lake Tahoe, flood problems intensify because the immediate areas are developed and contain mostly impervious surfaces such as roads and paved structures. Because of this, the nearby open land available to absorb rainfall and runoff is often limited or difficult to access naturally. In other words, the decrease in the amount of open land that can absorb precipitation increases the volume of water that must be carried away by waterways and developed infrastructure, causing localized flash flooding and stormwater issues.

The latest FEMA NFHL data indicate that 100- and 500-year floodplains are predominantly located along Upper Truckee River, which flows through the City from south to north. The floodplains would include Lake Tahoe Airport. Other flooding areas cover Lake Christopher. Most of the floodplains are also along the waterways in the City as well as the SOI boundary. There are flooding areas that cover portions of Highway 89 as well as segments of Highway 50. (See Figure 4-20). Portions of the Lake Valley and Tahoe Valley neighborhoods are located in 100-year flood zones, due to their location along the Upper Truckee River. Areas of 500-year flood risk are located primarily at the confluence of the Upper Truckee River, Meyers Creek, and Angora Creek (City of South Lake Tahoe 2011). Specific areas within the Tahoe Valley neighborhood (e.g., State Streets) at risk include the residences along Michael Drive, portions of California Avenue, Montezuma Drive, Colorado Avenue, and a portion of Dover Drive.

The City of South Lake Tahoe joined the NFIP on July 3, 1978 and adopted their Floodplain Management Ordinance in 1997, which was updated 2001. The City's Floodplain Management Ordinance provides direction for new and existing developments located within SFHAs. The primary goal of this ordinance is to reduce future flood damage through the implementation of building techniques that minimize the potential loss of life and property due to development in floodplains. It references the more restrictive floodplain development standards found in the TRPA's Regional Plan and the Lahontan Regional Water Quality Control Board's (RWQCB) Basin Plan. Chapter 35.4 of the TRPA Code of Ordinances also limits development in the 100-year floodplain. The Lahontan RWQCB's Basin Plan ordinances contain prohibitions and exemption criteria that apply to projects in the floodplain except for residential projects. Where the City's Floodplain Management Ordinance, TRPA Code of Ordinances, and Basin Plan conflict or overlap, the more stringent restrictions prevail. The City, in cooperation with FEMA's NFIP, has also completed a re-study of the 1978 FIRM and has been revised as of April 3, 2012. The City's floodplains fall in Zone AE and Zone X, as shown in Figure 4-20.

Figure 4-20 FEMA SFHAs for the 1% and 0.2% Annual Chance Flood Events in the City



Map compiled 08/2021; intended for planning purposes only. Data Source: South Lake Tahoe, El Dorado County, FEMA NFHL Effective 4/3/2012

Localized Flooding Areas

Damage caused by flooding is restricted to the wetland and meadows of the City. Consequently, the amount of damages inflicted upon residents and real and personal property are limited to a relatively small area of the City. In contrast though, flash flooding resultant from summer thunderstorms could happen anywhere within the City, but not nearly at the level of a spring flood event (wet-mantle/rain-on-snow flooding). (2008 HMP).

Stream Environment Zones (SEZ)

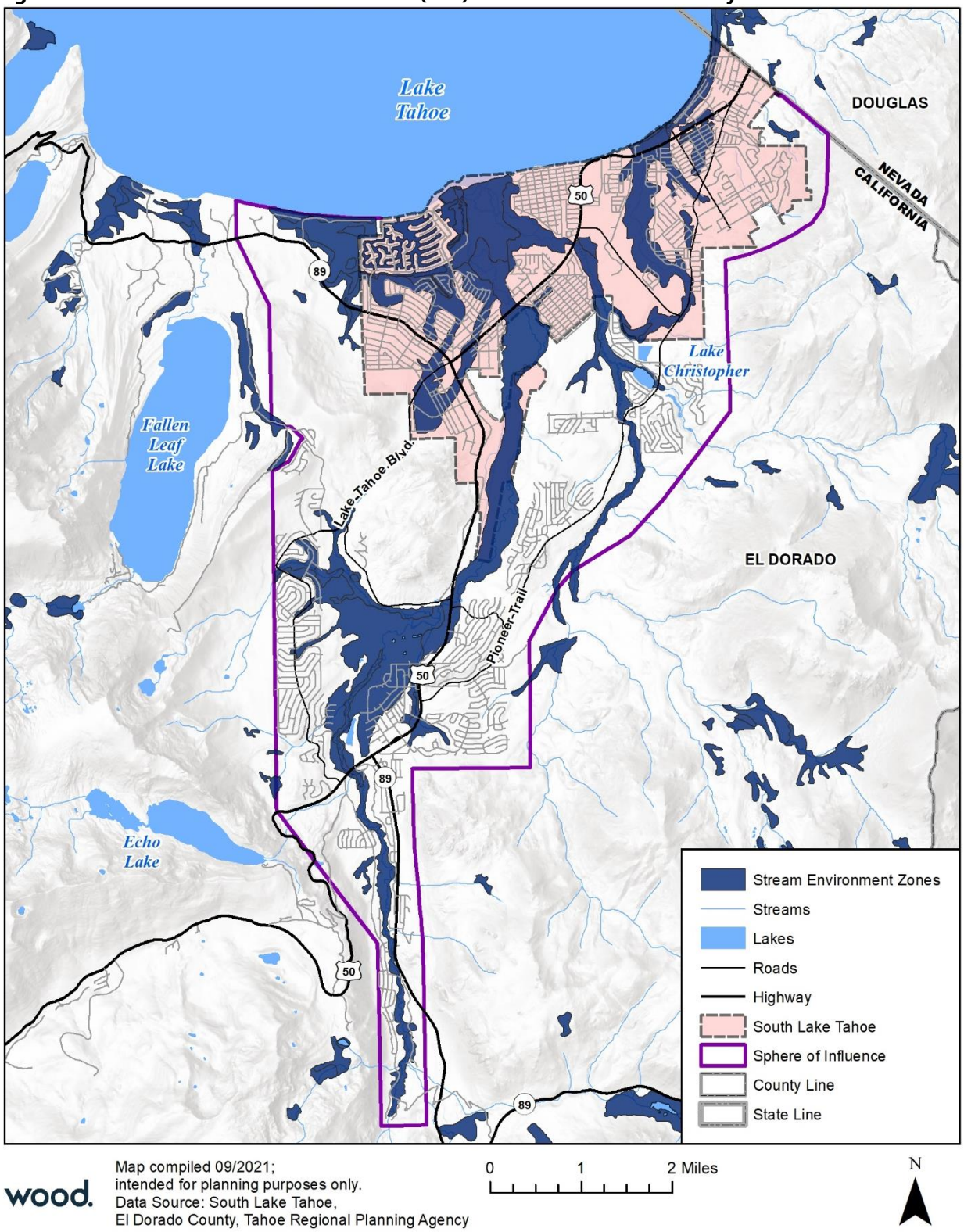
SEZ is a term unique to the Tahoe Basin and encompasses more than just wetlands. SEZ was developed by TRPA to denote perennial, intermittent and ephemeral streams and drainages, as well as marshes and meadows and other areas of near-surface water influence in the Tahoe Basin. SEZs generally possess the following characteristics: riparian or hydric (wet site) vegetation; alluvial, hydric soils; and the presence of surface water or near-surface groundwater at least part of the year. The TRPA defines an SEZ as generally an areas that owes its biological and physical characteristics to the presence of surface water or groundwater. SEZs, among numerous other functions convey surface runoff from upland areas to water sources and tributaries to Lake Tahoe.

While SEZs may only make up 5% of the land area in the Basin, they provide key habitat for 84% of the 250 wildlife species in the Basin and can help reduce sediment and nutrient runoff concentrations by 70-90%. In addition to these enormous resource benefits, SEZs can also provide dispersed recreation opportunities, scenic open space, flood flow capacity, and buffers within urban areas. Given these multiple resource benefits that SEZs provide, the California Tahoe Conservancy and other partnering agencies and organizations find it essential to preserve and restore them. (Tahoe Conservancy n.d.). Figure 4-21 below shows the SEZs within and around the City of South Lake Tahoe.

Lake Seiche

A tsunami is a wave caused by an underwater earthquake, landslide, or volcanic eruption. A seiche is a rhythmic motion of water in a partially or completely landlocked water board caused by landslides or earthquake-induced ground shaking. The City's Planning Area is located immediately adjacent to Lake Tahoe, which could be impacted by a lake seiche. Several of the tributaries feeding into Lake Tahoe could be subject to flooding due to a lake seiche in the event of a major landslide or earthquake given the Planning Area is prone to seismic hazards due to active faults in the region. According to the City's 2010 General Plan Update Draft Environmental Impact Report (DEIR), there was a study completed in 1999 referred to as the *Potential Hazard from Tsunami and Seiche Waves Generated by Future Large Earthquakes within the Lake Tahoe Basin* that modeled three earthquake scenarios within the Tahoe Basin and indicated that an earthquake with a magnitude of 7 would pose a potential hazard to shoreline development in both California and Nevada (Ichinose et al. 2000). These hazards would result from the development of seiche waves that could range from 3 to 10 meters (9.8 feet to 32.8 feet) high that could inundate shoreline development in the City within 16 minutes of the earthquake event (Ichinose et al. 2000). Shoreline development in the City's Planning Area below 6,239 feet elevation could be subject to seiche inundation. This area includes the entire Tahoe Keys and Lakeside Park neighborhoods, and portions of the Tahoe Island, Tahoe Valley, and Tahoe Meadows neighborhoods. Other residential neighborhoods include portions of the Bijou/Al Tahoe and Stateline/Ski Run Community Plan areas. The City's 2010 General Plan Update DEIR contains a map of the areas of potential seiche inundation (Figure 4.7-5 of the 2010 DEIR). Open space and recreation areas that are generally undeveloped would result in minimal impacts if a lake seiche event occurred. The City's Local EOP and Emergency Management Plan includes response provisions for seiche waves hazards, such as a warning process when an earthquake event with a magnitude of 7 or greater occurs that would generate a seiche wave. This would ensure residents, employees, and visitors are warned and understand how to evacuate the area.

Figure 4-21 Stream Environment Zones (SEZ) within and around the City of South Lake Tahoe



Extent (Magnitude/Severity)

Limited – Flood maps can be used as an indicator of flood extent. Flood depth and velocity also affect the extent of flood hazards and resulting damage. The deeper and faster flood flows become, the more

damage they can cause in a community. However, shallow flooding with high velocities (e.g., such as a flash flood event caused by precipitation) can cause as much damage as deep flooding with a slow velocity (e.g., from a riverine flood event). This typically happens when a channel migrates over a floodplain and redirects flows and transports debris and sediment.

While cities can implement measures to prevent or reduce the severity and magnitude of flood hazards, some level of risk often remains. These types of threats include upstream dam failure, infrastructure failure, and severe flood events that exceed flood design standards or drainage capacity, leading to flash flooding. Flood severity can be determined by logging peak discharge flows. This information is tracked by both FEMA and the USGS. FEMA's BFE depth curve datasets provide further insight as to how much gets flooded of a community and where exactly, enhancing the level of detail on the magnitude of flooding that can affect a particular community. Based on the BFEs in the 2012 FIS, flood depths in the City range from 6,236 feet to 6,347 feet along Bijou Creek, 6,305 feet to 6,328 feet along Angora Creek tributary, 6,278 feet to 6,346 feet along Angora Creek, and 6,234 feet to 6,477 feet along the Upper Truckee River.

Other localized flooding from existing stormwater infrastructure, for example, is more difficult to estimate but could happen anywhere in the Planning Area and could be severe depending on the flood event itself and the conditions of the existing infrastructure. Table 4-28 below summarizes the general FEMA-available flood zones for context.

Table 4-28 FEMA's Special Flood Hazard Area (SFHA) Zone Descriptions

Flood Zone	Definition
FEMA Special Flood Hazard Areas (SFHA) Subject to Inundation by the 100- or 500-Year Floods	
Zone A	100-year floodplain, or areas with a 1% annual chance of flooding. Because detailed analyses are not performed these areas, no depths or base flood elevations are shown in Zone A areas.
Zone AE	Detailed studies for the 100-year floodplain. The base floodplain where base flood elevations are provided. AE Zones are now used on new format FIRMs instead of A1-A30 zones.
Zone AH	Areas with a 1% chance of shallow flooding, usually in the form of a pong with an average depth ranging from 1 to 3 feet. These are flood elevations derived from detailed analyses.
Zone AO	River or stream flood hazard areas and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. Average flood depths derived from detailed analyses.
Zone A99	100-year floodplain, areas with a 1% annual chance of flooding that will be protected by a federal flood control system where construction has reached specified legal requirements. No depths or base flood elevations are shown within these zones.
Other Flood Areas	
Floodway	A regulatory floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.
Zone X (shaded)	Areas with a 0.2% annual chance flooding (1 in 500 chance), between the limits of the 100-year and 500-year floodplains. This zone is also used to designate base floodplains of lesser hazards, such as areas protected by levees from the 100-year flood, shallow flooding areas with average depths of less than one foot, or drainage areas less than one square mile.
Zone X (unshaded)	500-year floodplain (0.2% annual chance). Area of minimal flood hazard.

Source: FEMA Flood Map Service Center, 2018

Previous Occurrences

The City of South Lake Tahoe has historically been impacted by flooding from sources such as general riverine and flash flooding from winter storms. Historical records are described below but may not represent all historical events. The records below are from several sources, including the National Center for Environmental Information (NCEI) database, which is managed by NOAA; USGS; 2016 El Dorado County Operational Area HMP; the 2018 California SHMP, 2008 South Lake Tahoe Natural HMP; the U.S. Department of Agriculture's Secretarial Disaster Designations; and, the OpenFEMA Disaster Declaration dataset.

Residents who lived on Colorado Court, South Lake Tahoe, were evacuated on January 2, 1997, with the help of a City of South Lake Tahoe dump truck while others returned to their home to gather belongings.
Photo credit: Tahoe Daily Tribune 2017

January 1 – 3, 1997 – Northern California and western Nevada, including the Lake Tahoe Basin, were affected by floods during January 1-3, 1997. In the two California counties surrounding Lake Tahoe, El Dorado and Placer, about $91 million in estimated damage was attributed to floodwaters. The flooding in the Lake Tahoe Basin was mainly along the Upper Truckee River in the City of South Lake Tahoe.

In late December 1996, several winter storms produced a large snowpack (more than 180 percent of normal) in higher altitudes of the Sierra Nevada. Valleys along the eastern Sierra Nevada front were covered with a large snowpack as well. A subtropical storm system originating in the central Pacific Ocean then brought heavy rain to the Sierra Nevada from December 30, 1996, through January 3, 1997. During this period, the Natural Resource Conservation Service recorded 27.7 in. of precipitation at Squaw Valley, California (8,200 ft above sea level), and the National Weather Service recorded 11.6 inches at Tahoe City, California (6,230 ft). Rain falling below 10,000 ft depleted about 20 percent of the high-altitude snowpack between 7,000 and 10,000 feet and melted about 80 percent of the snowpack below 7,000 ft. This scenario was typical throughout the region and resulted in extensive flooding on the Truckee, Carson, Walker, and Susan Rivers, causing tremendous amounts of public and private damage throughout the eastern Sierra and extreme western Nevada.

There was so much rain and melted snow that Lake Tahoe was pushed over its legal limit by 3.5 inches, reaching an altitude of 6,229.39 feet on January 5th. This was the highest elevation of the lake since July 17, 1917. For El Dorado County, the Upper Truckee River reached its highest level ever on January 2nd. The American River west of Echo Summit tore away several bridges that provided access to summer homes. U.S. Highway 50 received extensive damage from water undermining sections and also from mudslides. One injury was reported when a boulder dislodged by a saturated hillside slammed into a truck. A 43-year-old woman received serious head injuries. Estimated damage in El Dorado County was as follows: 1) public facilities: $17 million, 2) private owners and businesses: $5 million, and 3) Federal Highway System: $40.5 million.

December 31, 2005 - Localized flooding was reported in areas south of Lake Tahoe. Sierra Pacific Power Company reported that at least eight power poles were knocked down, most likely due to the saturated ground. Power lines were also downed when trees fell on them. Around 4,000 people were left without power south of Lake Tahoe. This was the record flood on Trout Creek in South Lake Tahoe and Tahoe Valley, flooding U.S. Highway 50. General Creek flooded California Highway 89 at Sugar Pine Point State Park. This flooding resulted in a total of around $1M in property damage.

July 18, 2002 - Heavy rain from thunderstorms caused street flooding in the City a little bit after noon. There was hail later that day at around 4 pm as well.

February 8 – 11, 2017 – Two significant waves of precipitation associated with an atmospheric river brought heavy rain and higher elevation (mainly above 6,500 feet) snowfall to northeast California. Widespread rainfall totals between 5 and 8 inches were reported between the 6th and 10th, with rainfall and/or liquid-equivalent amounts up to between 10 and 16 inches near the northern Sierra crest. The rainfall brought widespread flooding to the region with several northeast California rivers coming out of their banks. Consequently, heavy rain combined with snow berms and clogged storm drains brought flooding to around 10 homes in South Lake Tahoe starting on the 8th. Bill and Shirley Avenues saw the most flooding damage per a KCRA news article. The flooding resulted in around $250K in property damage.

March 22 – 23, 2018 – Heavy rainfall caused flooding at two residences in South Lake Tahoe along Bill Avenue on March 22, 2018.

Probability of Future Occurrences

Likely – The 100-year flood is the flood that has a one percent chance in any given year of being equaled or exceeded, while the 500-year flood is expected to have a 0.2 percent chance of occurring (or being exceeded) in any year, respectively. As such, wet-mantle and rain-on-snow flooding will likely occur in the future, though localized stormwater flooding, general flash flooding and riverine flooding are also expected to take place especially during the wet months and heavy rain or storm events.

Climate Change Considerations

Emerging findings from California's Fourth Climate Assessment show that costs associated with direct climate change impacts by 2050 will be dominated by human mortality, coastal damage, and the potential for droughts and mega-floods (California Natural Resources Agency 2018). Scientific studies outlined in the same assessment also indicated shifts in California's precipitation regime, which show more dry days, more dry years, a longer dry season, mixed with increases in occasional heavy precipitation events and floods (i.e. a shift towards potentially less frequent but more extreme precipitation events). Studies also project great storm intensity with climate change, resulting in more direct runoff and flooding due to the flash flooding or precipitation nature of these expected events. As a result of fewer but more violent precipitation events, high-frequency flood events will increase with climate change. Also, with wildfires already being a problem in California, increasing periods of drought and lack of precipitation are expected to exacerbate conditions for fires to occur, and in turn, worsen the potential for runoff and flooding associated with burned areas due to increased impermeability and damage terrain and soils.

According to the City's 2020 CAP, which is also based on California's Fourth Climate Change Assessment Sierra Nevada report, annual temperatures and the intensity of precipitation events are projected to increase steadily over time in the Sierra Nevada region in the future (2020 CAP). These changes will result in increased heat waves, wildfire risk, and flooding, resulting in adverse effects on human health and safety, economic prosperity, infrastructure, and the provision of public services in the region and on the City. The northern Sierra Nevada experienced its wettest year on record in 2016 (California Natural Resources Agency 2018). As temperatures increase, the increase in precipitation falling as rain rather than snow also could lead to an increased potential for floods because water that would normally be held in the snowpack of the Sierra Nevada and Cascade Range until spring will flow into the Central Valley concurrently with winter rainstorm events. This Fourth Climate Assessment also indicates that climate change is expected to alter built water supply systems due to worsening storm conditions, so that current management practices for flood control and water supplies across the State of California may need to be revised. Moreover, the Plan states that as a result of these changes in temperature and precipitation patterns, local flooding hazards in the City are likely to increase over the coming century. The areas already subject to flood hazards will continue to experience flooding events, but these events will likely increase in frequency and severity, particularly in the winter months, as a larger percentage of areas within or near the City will experience annual precipitation falling as rain rather than snow due to warmer

temperatures. Considering the City's reliance on tourism as a primary economic sector, long-term flooding impacts on transportation infrastructure in the City or along primary transportation routes leading to the City could result in secondary economic impacts from decreased visitation and tourism activity.

The City's CAP listed adaptation strategies that target flooding, including implementing wetland and stream restoration projects, improving stormwater infrastructure to accommodate larger runoff events and mitigate flooding, preparing infrastructure to ensure capability for dealing with extreme heat conditions, runoff and flooding, and stabilizing vulnerable transportation infrastructure (e.g., access roads, bridges, trails) to prepare for flooding.

Based on El Dorado County's 2017 Climate Change and Health Profile Report, gradually increasing temperatures, climate models predict an increase in the frequency and intensity of extreme weather events such as floods, and droughts. Meanwhile, increasing temperatures and changes in precipitation introduced by climate change may lead to intensified drought conditions, which may increase exposure to hazards including flash flooding. Refer to 4.3.3 Drought as well as 4.3.8 and 4.3.9 Severe Weather sections for details on related climate change predictions. For these reasons, climate change would have a "high" influence on flooding hazards.

Vulnerability Assessment

Flooding has occurred in the past within the 100-year floodplain and in other localized areas. In addition to the damage to area infrastructure and City facilities, other problems associated with flooding include erosion, sedimentation, degradation of water quality, loss of environmental resources, certain health hazards, and the inconvenience or potential financial and accessibility issues that come with road closures and other such effects.

For the following vulnerability assessment, GIS was used to identify and quantify the possible impacts of flooding within the City's Planning Area. The following methodology was followed in creating these flood vulnerability maps and determining values at risk to the 100- and 500-year flood events.

Insurance Coverage and NFIP Claims and Losses for Repetitive Loss Properties

The City of South Lake Tahoe joined the NFIP (regular entry) on July 3, 1978. The current effective map date is from April 3, 2012. NFIP Community Information System (CIS) insurance data indicates that as of September 14 24, 2021 there were 90 policies in place in the City, resulting in $ 28,424,100 of insurance in effect. Since the City began participating in the NFIP there have been 70 total closed losses, amounting to $ 868,236.72 in payments.

The NFIP defines a repetitive loss property as any insurable building for which two or more claims of more than $1,000 were paid by the NFIP within any rolling 10-year period since 1978. At least two of the claims must be more than 10 days apart but within 10 years of each other. A repetitive loss property may or may not be currently insured by the NFIP. The City of South Lake Tahoe's latest CIS data, which was obtained on September 14, 2021, shows seven repetitive loss buildings (1 of which are insured) as defined by FEMA. Repetitive loss properties have incurred 11 total losses, 2 of which were insured cases, and these accrued to $ 543,510.07 in payments from both building- and contents-related losses. Eight of these repetitive loss properties fell within B, C, and X flood hazard areas while three of these repetitive loss properties fell within AE, A, A1-A30, AO, AH flood hazard areas (FEMA 2019c). Table 4-29 below summarizes the repetitive loss information detailed in the City's latest CIS report.

Table 4-29 City of South Lake Tahoe Repetitive Loss Payouts

Repetitive Loss Component	Zones AE, A, A1-30, AO, AH	Zones B, C, X	Total
Total Buildings	2	5	7
Insured Buildings	1	0	1

Repetitive Loss Component	Zones AE, A, A1-30, AO, AH	Zones B, C, X	Total
Total Losses	3	8	11
Insured Losses	2	0	2
Total Payments	$40,842.13	$502,667.94	$543,510.07
Building-Related Losses	$40,842.13	$473,885.19	$514,727.32
Contents-Related Losses	$0	$28,782.75	$28,782.75
Insured Payments	$27,001.43	$0	$27,001.43
Building-Related Payments	$27,001.43	$0	$27,001.43
Contents-Related Payments	$0	$0	$0

Source: CIS Repetitive Loss report for the City of South Lake Tahoe (FEMA) 2021
Note: No repetitive loss information was noted for Zones VE, V, or V1-30; as such that column was excluded.

Property

This section summarizes the vulnerabilities to parcels and values at risk in the City. According to the information obtained via the GIS analysis, where the number and types of parcels falling in the 100- and 500-year floodplains were aggregated, the City has 370 parcels with total values equating to $143.6 million in both floodplains. A 25 percent damage factor was applied to the total value column of the tables below to estimate potential losses from flood-related hazards to the City's parcels. Twenty-five percent is the typical loss ratio associated with a 2-foot-deep flood, based on FEMA and Army Corp of Engineer (Corps) depth-damage relationships. The total values were calculated by adding up the improved structure values of the parcels in the floodplains with the content values. These values were then estimated with the following formulas: a) residential and multi-family properties received contents valued at 50 percent of the parcel improved value; b) commercial and agricultural properties' contents were valued at 100 percent of the parcel improved value; and, c) vacant parcels received 0 percent content values. These valuation assignments are founded on FEMA's methodology for estimating contents within their loss estimation software, Hazus-MH.

Table 4-30 and Table 4-31 summarize the values at risk in the City's 100- and 500-year floodplains. Overall, South Lake Tahoe has 222 parcels valued at roughly $161.7 million in the 100-year floodplain, $40.4 million of which is estimated to be the potential loss if a flood of this nature were to take place. 148 parcels valued at roughly $63.4 million are found in the 500-year floodplain, $15.8 million of which is estimated to be the potential loss if an event of this magnitude were to take place. Combined, the potential losses estimated from both events would total $56.3 million.

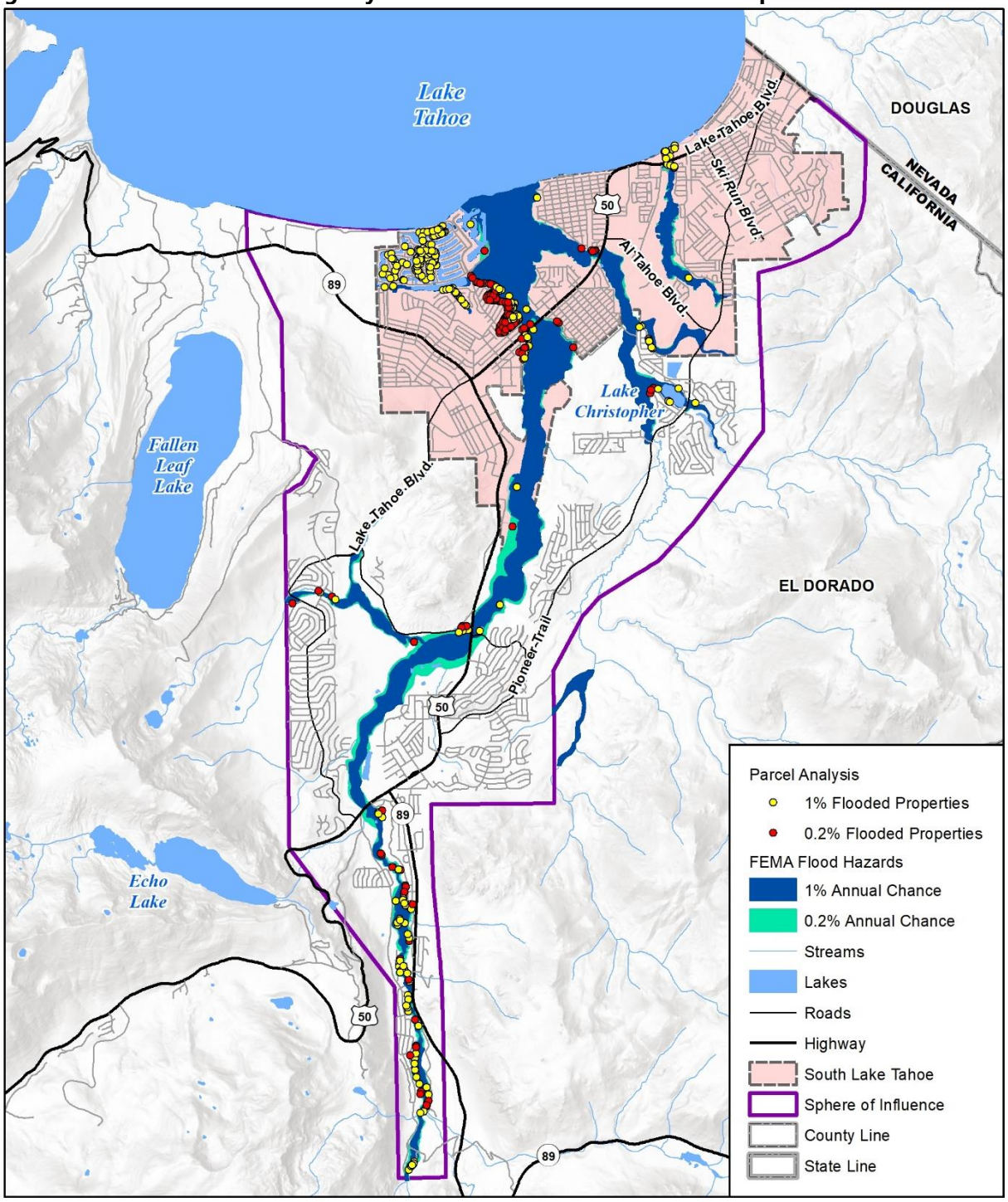
Table 4-30 City of South Lake Tahoe Parcels in Floodplains by Parcel Type and Flood Event

Flood Event	Parcel Type	Total Parcels	Improved Value	Contents Value	Total Exposure Value	Loss Estimate (25% of the Total Value)	Population at Risk
100-year	Commercial	9	$13,550,132	$13,550,132	$27,100,264	$6,775,066	NA
	Exempt	1	$0	$0	$0	$0	NA
	Miscellaneous	2	$34,357	$34,357	$68,714	$17,179	NA
	Residential	210	$89,680,538	$44,840,269	$134,520,807	$33,630,202	531
TOTAL		**222**	**$103,265,027**	**$58,424,758**	**$161,689,785**	**$40,422,446**	**531**
500-year	Commercial	6	$5,574,375	$5,574,375	$11,148,750	$2,787,188	NA
	Exempt	1	$0	$0	$0	$0	NA
	Residential	141	$34,803,488	$17,401,744	$52,205,232	$13,051,308	357
TOTAL		**148**	**$40,377,863**	**$22,976,119**	**$63,353,982**	**$15,838,496**	**357**
GRAND TOTAL		**370**	**$143,642,890**	**$81,400,877**	**$225,043,767**	**$56,260,942**	**888**

Sources: City of South Lake Tahoe GIS, El Dorado County Assessor's Office, FEMA NFHL, Wood Parcel Analysis

Figure 4-22 shows the locations of the parcels (properties) that fall in the 100- and 500-year (1% annual chance and 0.2% annual chance) floodplains.

Figure 4-22 Parcels within the City's 1% and 0.2% Annual Chance Floodplains



Map compiled 09/2021; intended for planning purposes only. Data Source: South Lake Tahoe, El Dorado County, FEMA NFHL Effective 4/3/2012

0 1 2 Miles

N

People

Of greatest concern in the event of a flooding event is the potential for injury or loss of life. City 2018 U.S. Census Bureau estimates were obtained, which indicate the average number of persons per household for the City. The City's average household size is 2.53, and this metric was multiplied by the number of parcels of residential nature at risk of flooding to determine the total potential affected population. The population at risk estimates are summarized in the last column of Table 4-30 and Figure 4-22 in the pages above, by flood event type and parcel type. The results were totaled for all the flood hazard zones. As the previous table indicates, there are around 888 people at risk of flooding caused by any of the flood events overlapping with residential properties, where 531 people are found in the 100-year floodplain and 357 people in the 500-year floodplain. Given the number of households and populations identified as socially vulnerable, disadvantaged, or sensitive in the City's Planning Area and the proximity of these census tracts and block groups to the flood zones, it is assumed that a portion of this population segment may also be disproportionately impacted during a flood event.

Economy

Similar to a dam inundation event which would affect infrastructure (e.g. roads), homes, and populations (possibly displacing families), impacts to the local economy could include business interruptions, lost or reduced wages from a potential relocation of populations, infrastructure and resource downtime costs, and reduced City revenues from lack of tourism or inability to run/maintain certain services (like potable water based utilities). Other secondary hazard impacts such as reduced water quality or resource availability, which could, in turn, raise costs of water processing and distribution are also possible results from a severe flooding event, whether from riverine flooding, flash flooding, or an event caused by local stormwater/drainage infrastructure failures.

Critical Facilities and Infrastructure

According to the City's 2008 HMP, the majority of flood-related hazards in the City are transportation-related floods. Waters do not normally cause road closure due to inundation. Rather, roads are closed due to varying degrees of erosion-related washouts. At the most minimal levels, road shoulders are compromised due to high levels of runoff from precipitation. Roads may be reduced to passage in only one direction at a time. At the most severe levels, whole road structures are eroded from high river discharges for distances over one hundred yards. In these instances, bridge facilities can be threatened or lost because of debris impacting the bridge structures. In either case, road damage and road closure affect the transportation infrastructure of the City, interrupting the movement of people, supplies, and services while reducing productivity because of increased commute time. The City's public safety response is affected as well, slowing the arrival of police officers and fire suppression personnel as well as other emergency response personnel.

Flood-related erosion can cause damage to homes, businesses, and government structures, including damage to ancillary structures, utilities, and parking facilities. Structural foundation undercutting is the most prevalent form of damage to structures. Structures can also be damaged from trees falling as a result of water-logged soils. Electrical power outages happen and the interruption of power causes many problems. Lost power is usually a precursor to the closure of government offices, or the offices may be subject to reduced schedules. Public schools may also be closed or on a delayed start schedule.

Critical facilities are those community components that are most needed to withstand the impacts of disasters as previously described. GIS was used to determine what critical facilities and infrastructure occur within South Lake Tahoe's mapped flood hazard areas. The NFHL flood layers previously discussed were used to identify where the 1% annual chance and 0.2% annual chance floodplains intersected with critical facilities. Figure 4-2 illustrates the locations of these critical facilities relative to the floodplains. Table 4-31

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provides an inventory of the 15 facilities that occur within the floodplains. The impact to the community could be substantial if these critical facilities were damaged or destroyed during a flood event, particularly those which provide lifeline utilities or health/medical services. Overall, there are a total of six Food, Water, Shelter facilities together with nine Transportation Facilities found in the floodplains, including the Lake Tahoe Airport that would be at risk if a flooding event were to happen.

Table 4-31 Critical Facilities in the 1% and 0.2% Annual Chance Floodplains in the City

Flood Event FEMA Lifeline	1% Annual Chance	0.2% Annual Chance	Total
Communications	0	0	0
Energy	0	0	0
Food, Water, Shelter	4	2	6
Hazardous Material	0	0	0
Health and Medical	0	0	0
Safety and Security	0	0	0
Transportation	7	2	9
Total	11	4	15

Source: The City of South Lake Tahoe GIS, HIFLD, FEMA NFHL, Wood GIS Analysis

Historic, Cultural, and Natural Resources

Among the City's historical and cultural resources mentioned in 4.2 Asset Summary, only Tahoe Meadows is located within the City Limit while the others are located within the City's SOI or the general vicinity. As mentioned previously, climate change studies at the county and regional level indicate the likelihood that increasingly unpredictable flash flooding and uncertainty in storm occurrence will lead to a worsening in erosion and sedimentation conditions. However, natural areas within the floodplain often benefit from periodic flooding as a naturally recurring phenomenon, and these natural areas often reduce flood impacts by allowing absorption and infiltration of floodwaters. Nevertheless, other cultural or historical resources such as older buildings or districts may be more affected by these flooding hazards, given their likely older construction methods, weaker materials, and potential failure to meet current building code standards.

Future Development

According to the Health and Safety Element of the City's 2011 General Plan, the City shall locate all new development outside of TRPA-defined SEZs and FEMA-defined 100-year floodplains. The City's Floodplain Management Ordinance provides similar direction for new and existing developments located within SFHAs to reduce future flood damage through the implementation of building techniques that minimize the potential loss of life and property due to development in floodplains. Also, as previously noted, where the City's Floodplain Management Ordinance, TRPA Code of Ordinances, and Basin Plan conflict or overlap, the more stringent restrictions prevail. he City shall also provide incentives to remove private development from SEZs and 100-year flood plains to reduce drainage problems and damage to public and private property. The City will support the restoration of identified floodplains through the relocation of existing tourist accommodations (e.g., hotels, motels) within floodplains and the removal of floodplain improvements. In addition, the City will promote the aesthetic, environmental, and functional improvement of natural drainage ways where watercourses have been disrupted in such a manner as to protect abutting uses from flooding while taking into consideration environmental, recreational, and open space needs. The City will also continue with its flood prevention measures, including the Cooperating Technical Partnership with FEMA, participation in NFIP, as well as the implementation of the FIRM and floodplain management to minimize the loss of life, injury, and property damage due to flooding.

The City implements several of these General Plan policies through their Floodplain Management Ordinance that was adopted in 2001, which provides direction for new and existing developments located within SFHAs. Chapter 6.65 of the City Municipal Code contains six articles that cover a variety of topics, including methods of reducing flood losses and standards and provisions for flood hazard reduction. The primary goal of this ordinance is to reduce future flood damage through the implementation of building techniques that minimize the potential loss of life and property due to development in floodplains. It also consistent with the more restrictive floodplain development standards found in the TRPA Regional Plan and the Lahontan RWQCB's Basin Plan. In summary, the regional and City's Floodplain Ordinance both ensure flood standards are in place for new development in order to minimize flood hazards.

Risk Summary

- Overall the significance of flood hazards is **High**.
- Floods impacts will vary by location and severity and will likely only affect certain areas of the City at any one time.
- Based on the risk assessment, floods will continue to have economic impacts on certain areas of the City, and the estimated loss for properties amounts to $56.3 million (with a total of 888 potential people at risk), in addition to the 15 critical facilities which fall in the floodplains.
- 222 properties valued at roughly $161.7 million are located in the 100-year floodplains. 148 properties were found at risk of the 500-year (0.2 percent annual chance) floodplain, roughly valued at $63.4 million.
- Five noteworthy flooding events have taken place in South Lake Tahoe since 1982. These caused significant damages and several required evacuations, though other minor flooding cases have taken place. The worst two events to record for the City are the New Year's flood of January 1997, which caused estimated damage in El Dorado County including 1) public facilities: $17 million, 2) private owners and businesses: $5 million, and 3) Federal Highway System: $40.5 million and the end-of-year December 2005 flood, which caused $1 million in property damage.
- Impacts that are not directly quantified but could be anticipated in large future events include: 1) injury and loss of life; 2) disruption of and damage to public infrastructure; 3) disruption to trade, commerce, commuting, mobility, and other activities that may rely on the road networks; 4) health hazards associated with mold and mildew; 5) significant direct and indirect economic impact (jobs, sales, tax revenue) upon the community; and 6) negative impact on commercial and residential property values.
- NFIP CIS insurance data indicates there were 88 policies in place in the City, resulting in $27,875,900 of insurance in effect. Since the City began participating in the NFIP there have been 70 total closed losses, amounting to $868,236.72 in payments. There are seven repetitive loss buildings (1 of which are insured) in South Lake Tahoe. Repetitive loss properties have incurred 11 total losses, 2 of which were insured cases, and these accrued to $ 543,510.07 in payments from both building- and contents-related losses.

4.3.6 Landslide and Debris Flows

Hazard Problem/Description

Landslide is a generic term that is defined as the downward sliding of a relatively dry mass of earth and rock. An even more simplistic definition is "slope failure," which includes landsides, mudflows, debris flows, and rockfall that may cause damage. The primary factor involved in landslides is gravity, but three other factors have varying degrees of influence. They are:

- Slope angle
- Slope material, and

- Amount of water

Gravity is the constant in any equation trying to quantify the stability or instability of a slope face. Slope angle, slope material, and the amount of water are the variable factors that, combined with gravity, determine slope stability. Other factors that identify the stability of a slope to a lesser degree are vegetation and climate.

Landslides are categorized into groups using two variables; the type of movement and the type of material that is involved. Type of movement is categorized into three groups:

- Falls
- Slides, and
- Flows

The amount of water usually is the defining component when classifying the movement. In "falls", very little water is present, whereas in "flows", there is a substantial amount of water involved. The type of material involved is broken into three groups: soil (earth), rock, and debris. These groups help identify rockfalls, earthflows, or debris slides and each of these events is determined by the composition of materials and the speed of movement. A rockfall is dry and fast while a debris flow is wet and fast. Regardless of the speed of the slide, the materials within the slide, or the amount of water present in the movement, landslides are a serious natural hazard. While they rarely result in the loss of human life they are attributed to between 25 and 50 deaths annually, and they commonly result in disruptions in public services, including emergency response; blocked transportation routes, diverted water flow in creeks and streams and drainage ways, and contamination of water supplies, which can cause up to two billion dollars in damage annually in the United States.

Landslides are a natural process and are unavoidable in the long term, being due to the patient nature of gravity and the gradual weathering of the earth's surface. Although natural disturbances like earthquakes and storms can trigger landslide events, humans can also have a direct effect on and even accelerate landslide occurrence. Any time a slope is graded or cut into, a formerly stable slope can become unstable, eventually seeking a new equilibrium in the form of a landslide. (South Lake Tahoe 2008). Landslides are usually the result of snow or rain-saturated soils and large landslides can often be the combination of more than one landslide type (Cal OES 2018).

Mud and Debris Flow

Mudslide is a mass of water and fine-grained earth that flows down a stream, ravine, canyon, arroyo, or gulch. If more than half of the solids in the mass are larger than sand grains (rocks, stones, boulders), the event is called a debris flow. There are two types of debris flows: those related to shallow landslides and post-wildfire debris flows. A debris flow associated with a shallow landslide may occur due to soil failure where soil liquefies and runs downhill and has a discrete initiation zone and depositional area much like an avalanche. These tend to occur following periods of heavy rainfall when soil is saturated. A debris fan is a similar conical landform produced by successive mud and debris flow deposits, and the likely spot for a future event. Mud and debris flow problems can be exacerbated by wildfires that remove vegetation that serves to stabilize soil from erosion which in turn increases runoff and channelization and picks up debris as it moves downslope. Heavy rains on the denuded landscape can lead to rapid development of destructive mudflows. The most recent post-fire debris flow event in California occurred in Santa Barbara County in January 2018 following the Thomas Fire when debris flowed from several canyons and deposited the material onto an urbanized alluvial fan in Montecito and Carpinteria (Cal OES 2018).

Rockfall

A rockfall is the falling of a detached mass of rock from a cliff or down a very steep slope. Weathering and decomposition of geological materials produce conditions favorable to rockfalls. Rockfalls are caused by the loss of support or weakened soil layers through erosion or triggered by ice wedging, root growth, or ground shaking. Changes to an area or slope such as cutting, and filling activities can also increase the risk of a rockfall. Rocks in a rockfall can be of any dimension, from the size of baseballs to houses. Rockfalls can threaten human life, impact transportation corridors and communication systems and result in other property damage. Rockfalls and landslides are influenced by seasonal patterns, precipitation, and temperature patterns. Earthquakes could trigger rockfalls and landslides too.

Soil Hazards: Erosion and Deposition, Expansive Soil and Subsidence

Erosion is "the removal and simultaneous transportation of earth materials from one location to another by water, wind, waves, or moving ice." Erosion is the opposite of deposition, which is defined as the placing or laying down of eroded earthen materials or sediment in a new location or landform.. Both erosion and deposition are continually occurring phenomena, although the rate of erosion and deposition varies tremendously and can be affected by a variety of factors including the rate of scouring, the type of material being eroded, and the presence or absence of vegetation.

Expansive and collapsible soils are some of the most widely distributed and costly geologic hazards. They are also known as metastable soils and are unsaturated soils that undergo changes in volume and settlement in response to wetting and drying, often resulting in severe damage to structures. The sudden and usually large volume change could cause considerable structural damage. Expansive soil and rock are characterized by clayey material that shrinks as it dries or swells as it becomes wet.

Land subsidence is defined as the vertical sinking of the land over natural or manmade underground voids. Subsidence is common in several areas of California, usually as a result of groundwater pumping, peat loss, or oil and gas extraction. Fluctuations in the level of underground water caused by pumping or by injecting fluids into the earth can initiate sinking to fill the space previously occupied by water or soluble minerals. Weight, including surface developments such as roads, reservoirs, and buildings, and manmade vibrations from such activities as blasting and heavy truck or train traffic can accelerate the natural processes of subsidence, or induce subsidence over manmade voids.

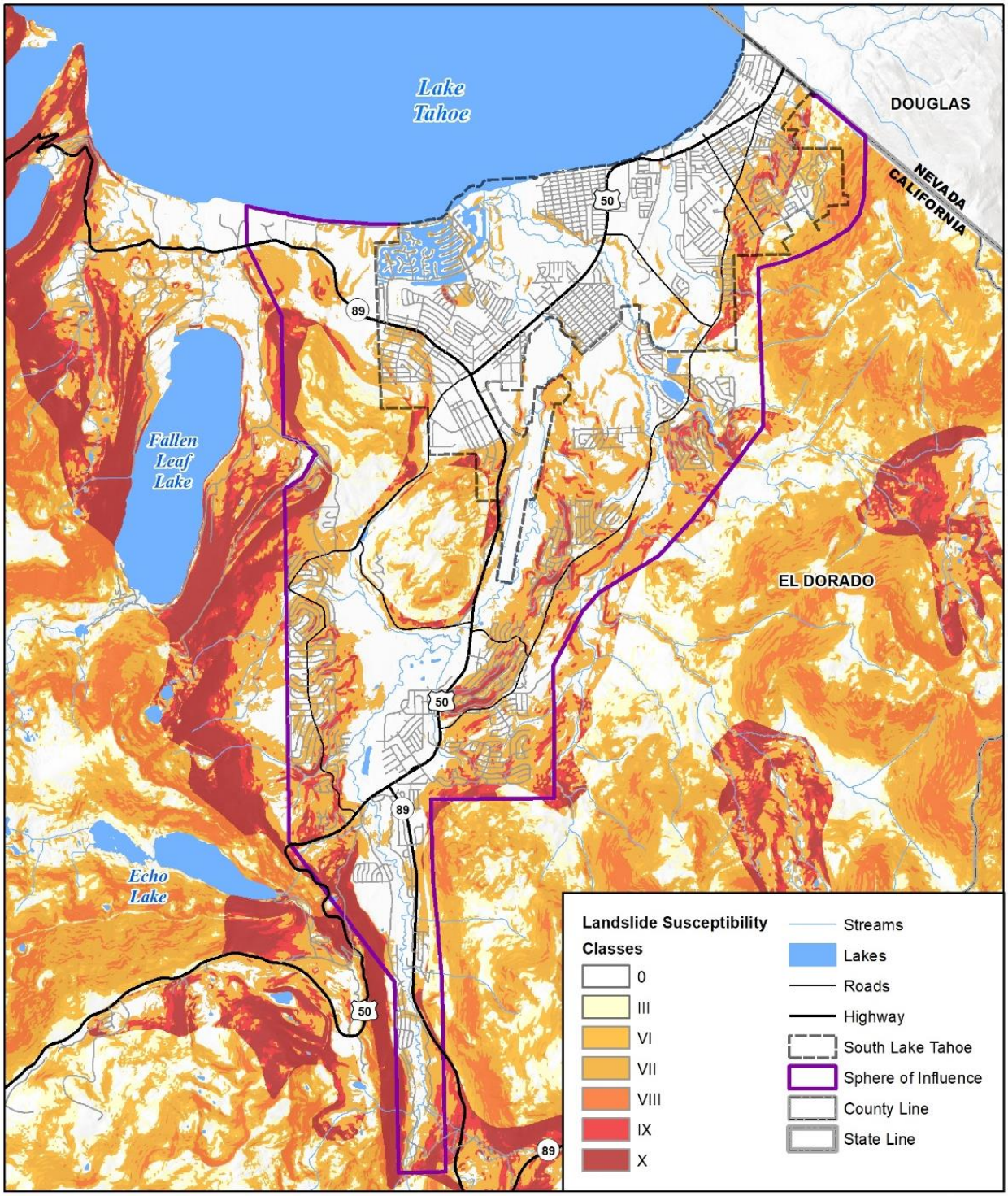
The 2012 TRPA Regional Plan listed soils as a subelement under the Plan's Conservation Element. In addition to serving as a growth medium for plants, soil provides numerous chemical, physical, and biological functions that are critical to sustaining healthy ecosystems and maintaining environmental quality, including water quality. One example of goals set up for soils is minimizing soil erosion and the loss of soil productivity. A relevant policy example is to maintain seasonal limitations on ground-disturbing activities during the wet season (October 15 to May 1) and identify limited exceptions for activities that are necessary to preserve public health and safety or for erosion control. Soil is also mentioned in the Vegetation subelement and Stream Environmental Zone subelement because certain policies and goals established in these two subelements also relate to restoring and preserving soil health. (TRPA 2012 Regional Plan)

Location

Limited – The City of South Lake Tahoe's terrain and climate combine to create conditions conducive to landslides. The threat of landslides is generally distributed throughout the year. Most landslide events are associated with and resultant from other natural hazards such as seismic activity or floods and the best predictor of where landslides may occur is the location of past events. As shown in Figure 4-23, there are a few areas within the City that possess a moderate to medium susceptibility to landslides. Areas towards the east part of the City exhibit medium to relatively high susceptibility to landslides; these areas include

the terrain behind Van Sickle Bi-State Park and the base of Heavenly Mountain Resort. Nearly all the areas along the SOI boundary exhibit at least moderate and sometimes high susceptibility to landslides. Furthermore, almost the entire region surrounding the City show moderate to high susceptibility to landslides, but much of those areas are in remote and undeveloped locations, which reduces the potential impact on people, property and infrastructure, but could still potentially impact the transportation in to and out from the City as well as the availability of public safety services.

Figure 4-23 South Lake Tahoe Deep-Seated Landslide Susceptibility



Map compiled 09/2021; intended for planning purposes only. Data Source: South Lake Tahoe, El Dorado County, Department of Conservation, California Geological Society

0 1 2 Miles

N

Extent (Magnitude/Severity)

Limited – The extent of landslides and debris flow events within the City can range from negligible to significant. Landslides that occur within the City are most often experienced as part of a larger, more widespread natural hazard event. Landslides can take place because of severe storms, floods, and earthquakes. They can also happen as an aftermath of wildland fires. When landslides are ancillary events within larger natural hazard events, the dangers resulting from these larger hazard events combined with landslides would lead to much worse damage on properties, people and infrastructure.

Landslides and rockslides can result in the destruction of infrastructure such as water and sewer lines, electrical and telecommunications utilities and drainage where they are present. If power lines are compromised within the slide, electrical power can be lost. Moreover, the length of time during which power is interrupted is a direct result of the slide's size and its impact upon the power lines and electrical infrastructure. In addition, water lines and other buried facilities can be put in danger or lost to a landslide. Roads and highways are also often victimized by landslide events. When roads are compromised by landslides, motorist safety is threatened, and travel time is lengthened. Emergency personnel response time is also affected.

A GIS analysis of exposure to landslide hazard indicates that 1,888 parcels (16% of the City's total parcels) are potentially within landslides hazard areas. $6,088 million of property value and 4,703 people's lives would be at risk if a deep-seated landslide were to happen.

Previous Occurrences

Although no lives have been lost because of landslides, the threat to life and property can occur. In recent history, landslides occurred as a result of the weather associated with the January 1997 storm; however, there have not been any disaster declarations associated with landslides in the City of South Lake Tahoe.

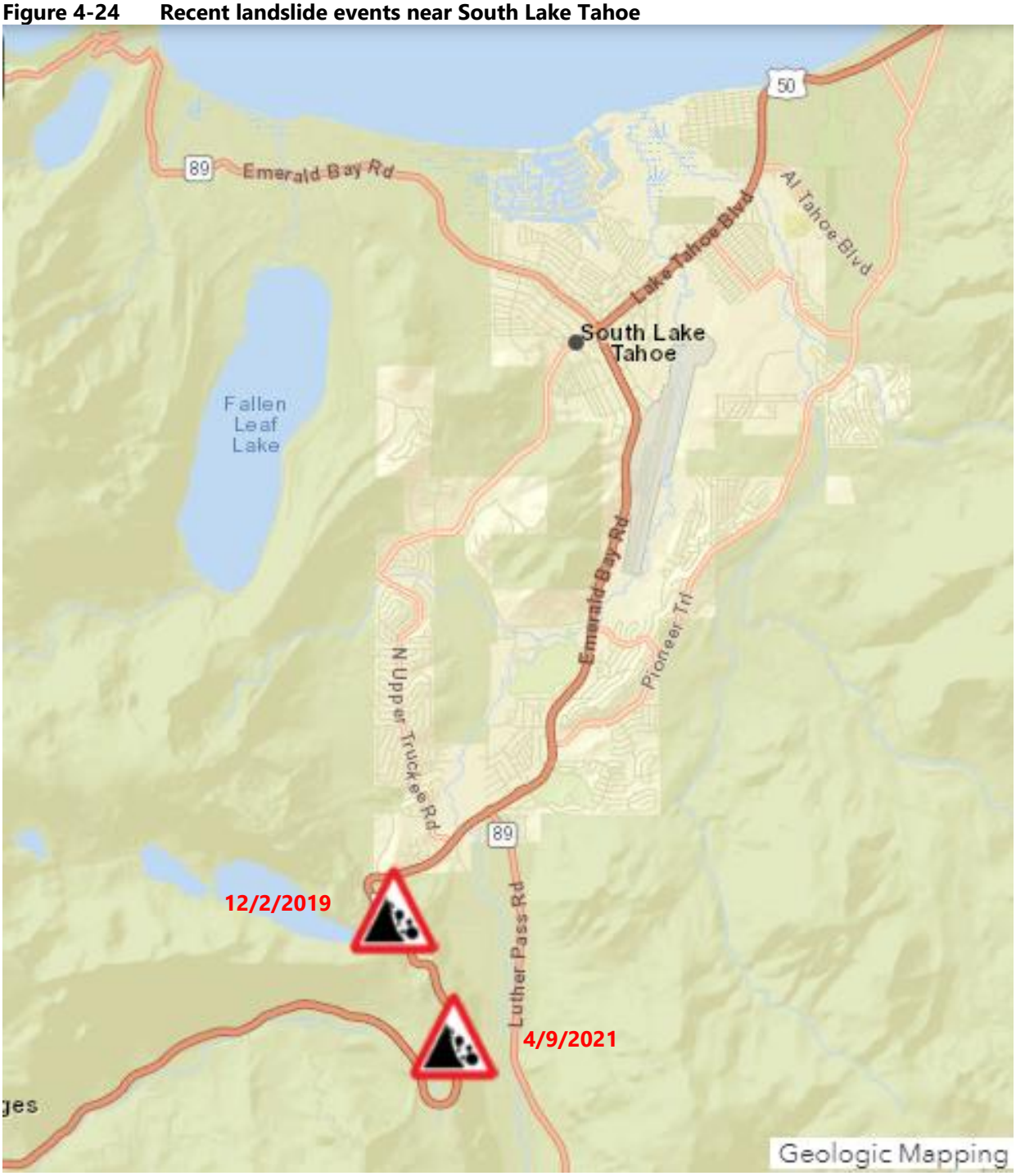
According to records from the California Department of Conservation's Geological Survey, there have been two recent records of landslides that happened within the SOI of South Lake Tahoe. Both landslide events happened along Highway 50 and were to the south of the City.

April 9, 2021 – Rockfall covered Highway 50 near Echo Summit with large boulders. One vehicle collided with boulders and overturned.

December 2, 2019 – 2 miles south of Echo Summit boulders covered westbound lane of US-50.

Figure 4-24 below shows the location of these two landslide events.

Figure 4-24 Recent landslide events near South Lake Tahoe



Source: Geologic Mapping Program, California Geological Survey, CA Department of Conservation

Probability of Future Occurrences

Highly likely – The City's high-relief mountainous terrain makes the City susceptible to landslide events. The degree of slope directly affects the gravitational force exerted upon the land and its potential to slide. As long as gravity remains the controlling factor upon the landscape, landslides are naturally occurring events that will inevitably happen. Moreover, when other natural hazards that trigger landslides occur, the probability of a landslide event happening increases, so does the potential threat. For example, the

probability for more severe and damaging landslides increases during El Nino years or severe winter storms. The potential for debris flows dramatically increases following a wildfire.

Climate Change Considerations

Landslides and debris flows can result from intense rainfall and runoff events. Projected climate change variances in rainfall events may result in more high-intensity events, including flash flooding and dry-mantle flooding, which may increase landslide frequency. In addition, the increased potential of wildfire occurrence escalates the risk of landslide and debris flows in the period following a wildfire when slopes lack vegetation to stabilize soils and burned soil surfaces create more rainfall runoff. As climate change affects the length of the wildfire season, a higher frequency of large fires may occur into late fall, when conditions remain dry, and then be followed immediately by intense rains early in the winter, as occurred with the Thomas Fire in December 2017 and subsequent Montecito and Carpinteria debris flow in January 2018 in Santa Barbara County (CA SHMP 2018).

Vulnerability Assessment

General Property

Landslides directly damage engineered structures in two general ways: 1) disruption of structural foundations caused by differential movement and deformation of the ground upon which the structure sits, and 2) physical impact of debris moving downslope against structures located in the travel path.

As previously mentioned in 4.2.1 Total Assets at Risk, there are approximately 11,757 parcels containing $6,088 million of property improvements in the City of South Lake Tahoe, which considers improved values of properties. Based on the GIS analysis, there is a total of 1,888 parcels (16% of the 11,757 total parcels) potentially within landslide hazard areas. The majority of this exposure is in the western unincorporated portion of the County outside the Planning Area. There is a high level of uncertainty as to the actual risk to these exposed parcels, thus a more specific loss estimation is not provided.

Table 4-32 summarizes the specific landslide exposure result by property/parcel type. Only parcels with improvement values greater than zero were used in the analysis, and this method assumes that improved parcels have a structure of some type.

A more detailed, site-specific analysis would be needed to assess actual risk within the identified parcels.

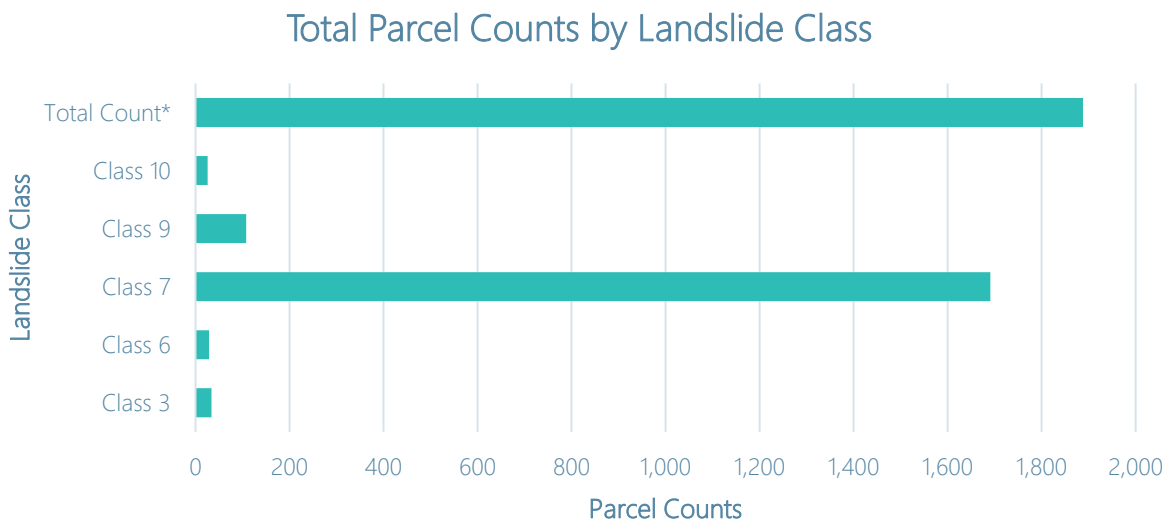
Table 4-32 South Lake Tahoe Improved Properties at Risk to Deep-Seated Landslide Susceptibility

Property Type	Improved Parcel Count	Improved Value	Estimated Content Value	Total Exposure Value	Population
Commercial	24	$13,747,510	$13,747,510	$27,495,020	-
Exempt	1	$0	$0	$0	-
Industrial	4	$1,857,657	$2,786,486	$4,644,143	-
Residential	1,859	$612,702,597	$306,351,299	$919,053,896	4,703
Total	**1,888**	**$628,307,764**	**$322,885,294**	**$951,193,058**	**4,703**

Source: Dept. of Conservation, California Geological Survey, South Lake Tahoe City Assessor, Wood GIS Analysis

Figure 4-25 below breaks down the numbers of exposed buildings by landslide class, as shown previously in Figure 4-24;

Figure 4-25 Total Parcel Counts by Landslide Class



*Total Counts of parcels that are susceptible to deep-seated landslide hazards. As mentioned above and shown in the graph., there are 1,888 exposed parcels.
Data source: Wood GIS Analysis

People

People could be susceptible if they are caught in a landslide or debris flow, potentially leading to injury or death. There is also a danger to drivers operating vehicles, as rocks and debris can strike vehicles passing through the hazard area or cause dangerous shifts in roadways. An estimated 4,703 people are exposed to potential slope failure or landslides based on the parcel analysis. It is not likely that landslides will occur without warning and direct impacts to people are suspected to be minimal, however, some debris flow and rockfall events can occur with very short or no warning time. Therefore, information on where these events have already occurred or where conditions may support such events would help with preparedness when certain precursor events like prolonged rainfall may trigger soil instability.

Critical Facilities and Infrastructure

In addition to buildings, utilities and transportation structures are vulnerable to the impact and ground deformation caused by slope failures. They present a particular vulnerability because of their geographic extent and susceptibility to physical distress. Lifelines are generally linear structures such as roads, bridges and electrical power transmission infrastructure that, because of their geographic extent, have a greater chance of being affected by ground failure due to greater hazard exposure.

Extension, bending, and compression caused by ground deformation can break lifelines. Failure of any component along the lifeline can fail to deliver service over a large region. Once broken, the transmission of the commodity through the lifeline ceases, which can have catastrophic repercussions down the line: loss of power to critical facilities such as hospitals, impaired disposal of sewage, contamination of water supplies, disruption of all forms of transportation, release of flammable fuels, and so on. Therefore, the overall impact of lifeline failures, including secondary failure of systems that depend on lifelines, can be much greater than the impact of individual building failures. Table 4-33 summarizes the critical facilities' exposure to landslide hazards.

Table 4-33 Critical Facilities Exposed to Landslide Hazard by FEMA Lifeline & Landslide Class

FEMA Lifeline	Landslide Class					
	Class 6	Class 7	Class 8	Class 9	Class 10	Total Count
Communications	3	0	1	0	0	4
Energy	0	1	0	0	0	1
Food, Water, Shelter	3	22	0	3	4	32
Hazardous Material	0	0	0	0	0	0
Health and Medical	0	1	0	0	0	1
Safety and Security	0	4	0	2	0	6
Transportation	0	2	0	0	0	2
Total	6	30	1	5	4	46

Source: California Geological Survey, HIFLD, Wood GIS Analysis

Out of the total 195 critical facilities and infrastructure, 46 are exposed to landslide hazards. Facilities that belong to the Food, Water, Shelter lifeline make up most of the exposed facilities (32 out of 46). Most of these Food, Water, Shelter lifeline facilities are exposed to Class 7 landslides.

Economy

Economic impacts typically center around transportation routes temporarily closed by debris flow or landslide activity. These roads may be used to transport goods across the County or provide access for commuters, visitors, and tourists. Depending on the amount of damage, the road may simply need to be cleaned off or may require some level of reconstruction.

Historic, Cultural, and Natural Resources

As primarily a natural process, landslides and debris flows can have varying impacts on the natural environment; debris flows have the potential to permanently alter the natural landscape.

Future Development

The severity of landslide problems is directly related to the extent of human activity in hazard areas. Human activities such as property development and road construction can also exacerbate the occurrence of landslides. Future development should take place carefully to prevent landslide damage to property or people. Adverse effects can be mitigated by early recognition and avoiding incompatible land uses in these areas or by corrective engineering. Improving mapping and information on landslide hazards and incorporating this information into the development review process could prevent siting of structures and infrastructure in identified landslide hazard areas. Additional preventive measures include prohibiting habitable structures atop unconsolidated landslide debris, discouraging grading and construction on slopes greater than a certain degree such as 30%, and enforcing grading standards of the International Building Code.

The City's 2020 CAP listed "Stabilize vulnerable transportation infrastructure (e.g., access roads, bridges, trails) to prepare for flooding or landslide events" as one of the transportation-related strategies to lower and mitigate the risk of landslides, flooding and wildfire near access roads.

Risk Summary

- The City's terrain and climate combine to create conditions conducive to landslides, debris flows, and rockfalls; the threat of landslides is generally distributed throughout the year; most landslide events are associated with and the result of other natural hazards.

- Much of the high-relief topography in and around the City can be identified as land susceptible to landslides. Much of that land though is in remote and undeveloped locations, which reduces the potential damage on people, property, and infrastructure.
- People are most commonly at risk if they are caught in a landslide or debris flow, including when driving through a hazard area; 4,703 people would be at risk if a deep-seated landslide were to happen in the City.
- Property loss is rare, but 16% of the total improved parcels analyzed would be exposed to landslides, leading to a $951.2 million loss if a deep-seated landslide were to happen.
- Landslides can disrupt major transportation corridors, possibly affecting the local tourist economy and shipment of goods.
- 46 critical facilities and infrastructure such as water and sewer lines, electrical and telecommunications utilities and drainage could be damaged by slope failure. Disrupted transportation routes occur occasionally, usually during or following heavy rainstorms, and cause considerable inconvenience.
- The overall significance of landslides in the City of South Lake Tahoe is **Medium**.

4.3.7 Severe Weather: General

Severe weather is generally any destructive weather event. For this plan, severe weather is broken down as follows:

- Winter Storms/Heavy Snow
- Thunderstorms/Heavy Rain/Hail/Lightning/High Winds

The NOAA NCEI has been tracking severe weather since 1950. Their Storm Events Database tracks severe weather events on a county basis and contains data on the following: all weather events from 1993 to current (except from 6/1993-7/1993); and additional data from the Storm Prediction Center, which includes tornadoes (1950-1992), thunderstorm winds (1955-1992), and hail (1955-1992). This database contains 811 severe weather events that occurred in El Dorado County between January 1, 1950, and August 3, 2021. Table 4-34 summarizes these events.

Table 4-34 NCEI Hazard Event Reports for the El Dorado County* 1950-2021

Type	# of Events	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Avalanche	18	0	0	9	12
Debris Flow	13	6,542,000	0	0	0
Dense Fog	13	2,320,000	0	6	38
Dense Smoke	3	0	0	0	0
Extreme Cold/Wind Chill	1	0	0	0	0
Flash Flood	2	15,000,000	0	0	0
Flood	42	10,540,000	7,800,000	2	1
Frost/Freeze	8	200,000	5,000,000	0	0
Funnel Cloud	1	0	0	0	0
Hail	20	1,000	586,000	0	5
Heat	30	0	0	0	18
Heavy Rain	148	100,000	10,250,000	0	0
Heavy Snow**	500+	1,675,000	0	1	4
High Wind	173	13,579,500	48,000	1	3
Lightning	0	0	0	0	0
Strong Winds	54	5,863,000	0	3	2
Tornado	5	1,002,500	0	0	0
Winter Storm	247	665,000	0	3	5
Total* **	**778**	**53,908,500**	**236,840,000**	**25**	**88**

Source: NOAA's National Centers for Environmental Information https://www.ncdc.noaa.gov/stormevents/
*Note any reference to a coastal type weather event for El Dorado County has been excluded from this table.
**Number of events for heavy snow exceeds 500. The data shown here is for the date range between January 1, 2001, and August 3, 2021
***Wind Losses reflect totals for all impacted areas, inclusive of El Dorado County

The NCEI table above summarizes severe weather events that have occurred in El Dorado County. Only a few of the events resulted in state and federal disaster declarations. While the HMPC recognizes these inconsistencies, this data provides value in depicting the County's "big picture" hazard environment as it relates to severe weather events.

4.3.8 Severe Weather: Winter Storms/Heavy Snow

Hazard Description

Winter snowstorms are often large areas of low pressure originating from the Gulf of Alaska and then moving into the western United States. As the moist air masses push across the Sierra Nevada and other Great Basin mountains, the air masses cool and the water condenses as snow. Wind in combination with the snow can cause reduced visibilities and deep snowdrifts. In addition, heavy snow can cause avalanches in areas along steep terrain. In some instances, freezing rain occurs, when very cold inland arctic air becomes trapped under warm moist air. The National Weather Service (NWS) in Reno issues winter storm watches/warnings/advisories for heavy snow and provides briefings to Emergency Managers when winter storms are forecast.

The same winter storms also produce periods of widespread high winds in the Sierra Nevada and Great Basin. These winds of 40-60 mph typically precede the snow portion of a winter storm by a day or so – and are the most common from late fall through spring. Winter storms can include heavy snow, ice, and blizzard conditions. Some winter storms are accompanied by strong winds, creating blizzard conditions with blinding wind-driven snow, severe drifting, and dangerous wind chills. Strong winds with these intense storms and cold fronts can knock down trees, utility poles, and power lines. Blowing snow can

reduce visibility to only a few feet in areas where there are no trees or buildings. Serious vehicle accidents can also result in injuries and deaths.

Heavy snow can immobilize a region, stranding commuters, stopping the flow of supplies, and disrupting emergency and medical services. Accumulations of snow can collapse roofs and knock down trees and power lines. In rural areas, homes and farms may be isolated for days, and unprotected livestock may be lost. The cost of snow removal, damage repair, and business losses can have a tremendous impact on the City. Moreover, heavy accumulations of ice can bring down trees, electrical wires, telephone poles and lines, and communication towers. Communications and power can be disrupted for days until the damage can be repaired. Even small accumulations of ice may cause extreme hazards to motorists and pedestrians.

Location

Extensive – The City of South Lake Tahoe is located along the crest of the Sierra Nevada mountain range at an elevation of 6,300 feet above mean sea level (msl), where the mountains act as a lifting mechanism as air masses migrate over them, increasing the chance for precipitation. The City's proximity to the Pacific Ocean, together with the City's winter storm track, bring cold and moist marine polar air masses over the City throughout much of the year, especially during winter months. These four climatic factors – high altitude, mountain barriers, prevailing winter storm tracks, and air masses create a higher than average potential for severe winter storms within the region and within the City of South Lake Tahoe.

For the City of South Lake Tahoe, January through June and September through December are months with snowfall. The City receives around 114 inches of snow annually. The month with the most snowfall is March when around 27 inches of snow precipitates. (https://www.weather-us.com/en/california-usa/south-lake-tahoe-climate; NOAA NWS; World Climate.) The four climatic factors mentioned above that contribute to winter storms in the City also apply to its heavy snow events.

Extent (Magnitude/Severity)

Critical – The heavy snow and winter storms that occur in the City and all of California are often the result of an atmospheric river (AR). ARs are categorized by a unit of measurement known as the Integrated Water Vapor Transport (IVT), which considers the amount of water vapor in the system and the wind that moves it around. For a storm to be classified as an AR it has to reach an IVT threshold of 250 units; 1,000 IVT or more is considered to be "extreme" (Arcuni, 2019). In 2019, a system for categorizing the strength and impacts of atmospheric rivers was developed by the Center for Western Weather and Water Extremes (CW3E), out of the Scripps Institution of Oceanography at the University of California San Diego. The newly developed scale ranks ARs into five categories from weak to exceptional. Unlike the Fujita scale for tornadoes that focuses on potential damages, the AR scale accounts for both storms that may be hazardous and storms that can provide benefits to the local water supply. A category one AR is considered to be primarily beneficial, generally lasting only 24 hours and produces modest rainfall. On the other end of the scale, a category five AR is considered "exceptional" and primarily hazardous, lasting for several days and associated with heavy rainfall and runoff that may cause significant damages. Table 4-35 describes the scale further. The center developed the scale as a tool for officials with an operational need to assess flooding potential in their jurisdictions before the storms make landfall.

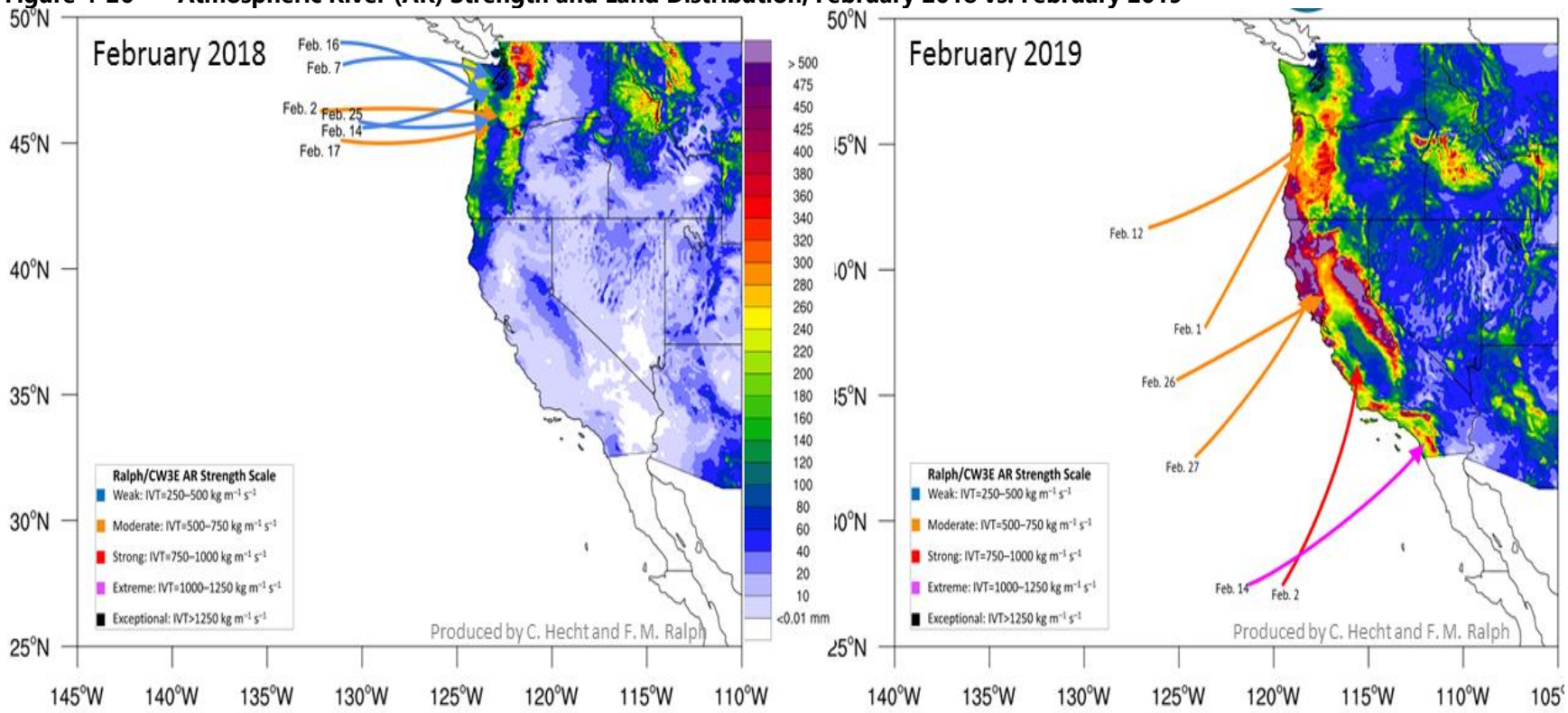
In both February 2018 and 2019 the West Coast experienced six atmospheric rivers. But as Figure 4-26 from the Center for Western Weather and Water Extremes shows, California experienced vastly different precipitation totals due to the location of where the atmospheric river made landfall as well as each AR's IVT. Using the AR scale developed by CW3E, the ARs in February 2019 were all considered to be moderate to extreme and concentrated more on California, resulting in heavy precipitation, whereas in February 2018, no major ARs impacted California.

Table 4-35 Atmospheric River (AR) Categories

Category	Potential Impacts
AR Cat 1: Weak	Primarily beneficial. For example, a Feb. 2, 2017 AR hit California, lasted 24 hours at the coast, and produced modest rainfall.
AR Cat 2: Moderate	Mostly beneficial, but also somewhat hazardous. An atmospheric river on Nov. 19-20, 2016 hit Northern California, lasted 42 hours at the coast, and produced several inches of rain that helped replenish low reservoirs after a drought.
AR Cat 3: Strong	Balance of beneficial and hazardous. An atmospheric river on Oct. 14-15, 2016 lasted 36 hours at the coast, produced 5-10 inches of rain that helped refill reservoirs after a drought, but also caused some rivers to rise to just below flood stage.
AR Cat 4: Extreme	Mostly hazardous, but also beneficial. For example, an atmospheric river on Jan. 8-9, 2017 that persisted for 36 hours produced up to 14 inches of rain in the Sierra Nevada and caused at least a dozen rivers to reach flood stage.
AR Cat 5: Exceptional	Primarily hazardous. For example, a Dec. 29, 1996 to Jan. 2, 1997 atmospheric river lasted over 100 hours at the Central California coast. The associated heavy precipitation and runoff caused more than $1 billion in damages.

Source: Center for Western Weather and Water Extremes, Scripps Institution of Oceanography at UC San Diego. Scale was developed by F. Martin Ralph Director of CW3E in collaboration with Jonathan Rutz of NWS

Figure 4-26 Atmospheric River (AR) Strength and Land Distribution, February 2018 vs. February 2019



Source: Center for Western Weather and Water Extremes, Scripps Institution of Oceanography at UC San Diego

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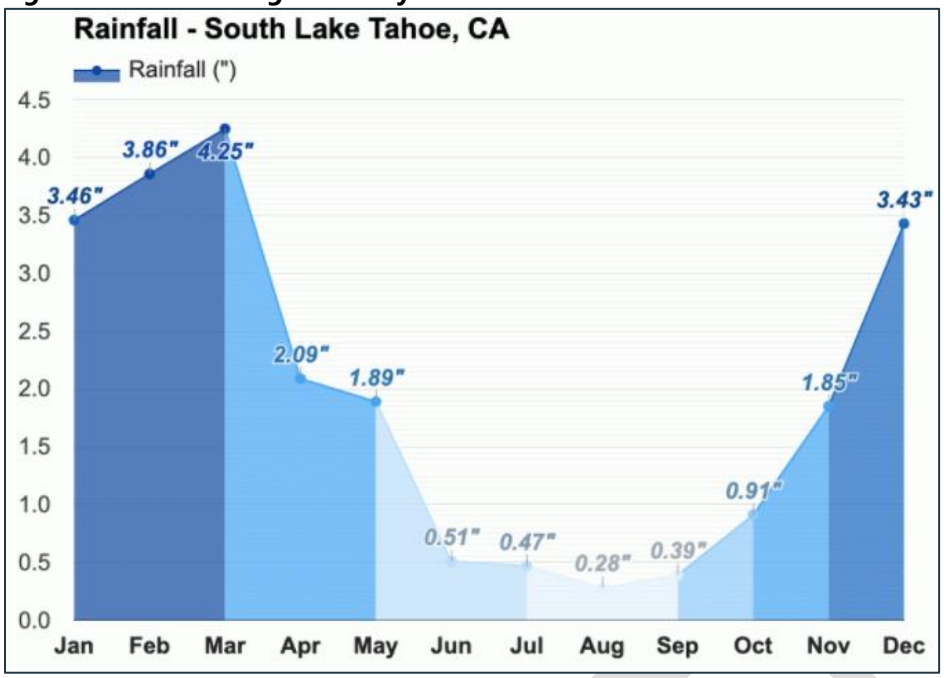
The City of South Lake Tahoe receives most of its annual rainfall from November to May, which overlaps with the time during which the City receives most of its snowfall. Figure 4-27 shows the average monthly rainfall at South Lake Tahoe.

Figure 4-27 Average Monthly Rainfall in South Lake Tahoe



Sources: https://www.weather-us.com/en/california-usa/south-lake-tahoe-climate; NOAA NWS; World Climate

Winter weather results in property damage, localized power and phone outages, and closures of streets, highways, schools, businesses, and nonessential government operations. People can also become isolated from essential services in their homes and vehicles. A winter storm can escalate, creating life-threatening situations when emergency response is limited by severe winter conditions.

An example of a severe winter storm event in the City of South Lake Tahoe is the winter storm of December 2010. In two days, 12 to 18 inches of heavy, wet snow fell in the area of the City, causing trees and tree limbs to fall on power lines, which contributed to power outages for more than 10,000 power customers (Tahoe Daily Tribune 2010). ("Winter Storm Knocks out Power and Closes Highway." TahoeDailyTribune.com, December 31, 2010. https://www.tahoedailytribune.com/news/winter-storm-knocks-out-power-and-closes-highway/.)

Only during July and August does the City of South Lake Tahoe not typically receive snowfall. Figure 4-28 and Figure 4-29 show the average monthly snowfall and average monthly snowfall days at South Lake Tahoe. From December to April, at least one-third of the time throughout a given month receives snowfall at South Lake Tahoe.

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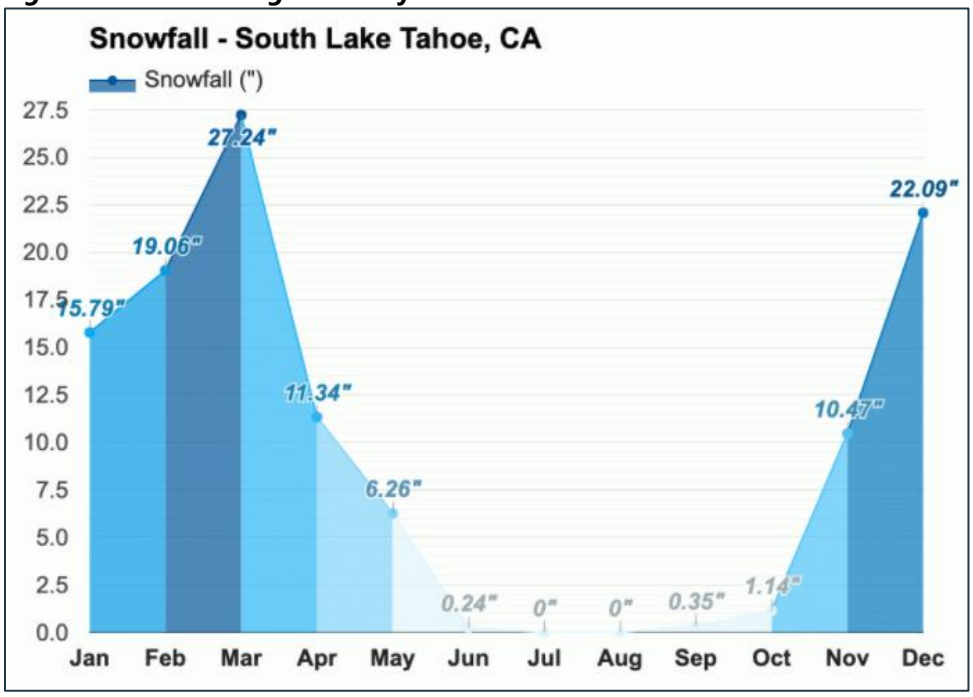
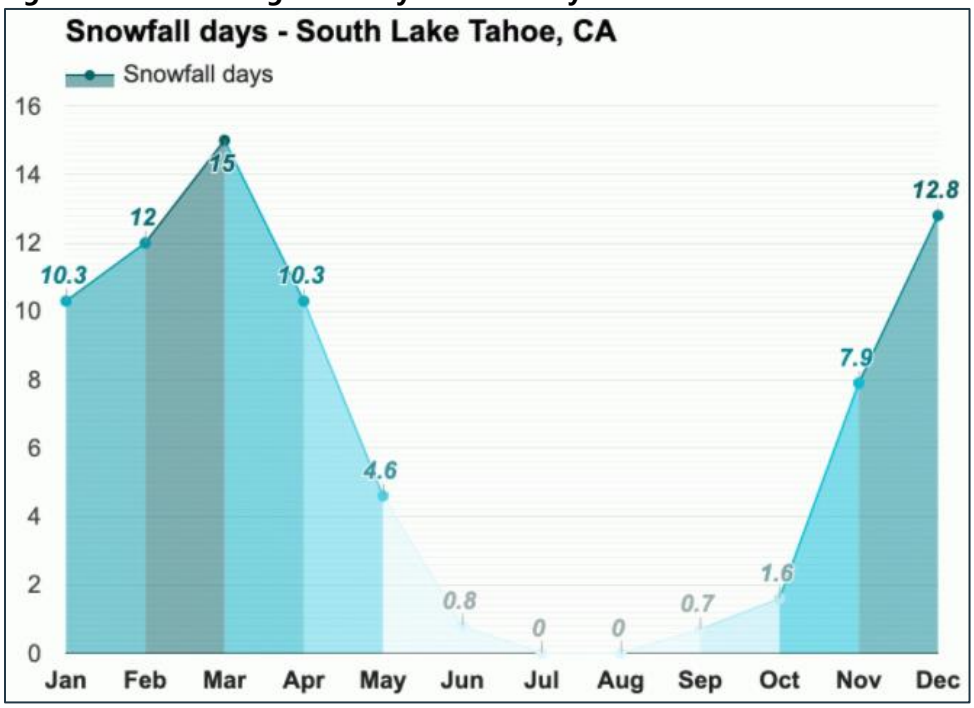
Figure 4-28 Average Monthly Snowfall at South Lake Tahoe



Sources: https://www.weather-us.com/en/california-usa/south-lake-tahoe-climate; NOAA NWS; World Climate

Figure 4-29 Average Monthly Snowfall Days at South Lake Tahoe



Sources: https://www.weather-us.com/en/california-usa/south-lake-tahoe-climate; NOAA NWS; World Climate

High snow loads can cause damage to buildings and roofs. Snow removal costs can impact budgets significantly. In addition, heavy snowfall during winter can lead to flooding or landslides during the spring if the area snowpack melts too quickly.

Previous Occurrences

As shown in Table 4-34, winter storms and heavy snow hazards are not uncommon since 1950, there have also been 247 reports of winter storms that caused around $665,000 property loss in combination with three deaths and five injuries in El Dorado County (NOAA NCEI 2021). It is assumed that these winter storms and heavy snow events across El Dorado County are likely to have also affected the City of South Lake Tahoe at some point or to some extent.

As shown in Table 4-34, there have been more than 500 reports of heavy snow that led to more than $1.675 million property loss together with one death and four injuries (NOAA NCEI 2021). It is assumed that these heavy snow hazard events across El Dorado County are likely to have also affected the City of South Lake Tahoe at some point or to some extent.

Probability of Future Occurrences

Highly likely – Given that climatic factors will continue influencing the weather and climate at the City and based on historical data, it is highly likely that both winter storms and heavy snow events are highly likely to occur in the future.

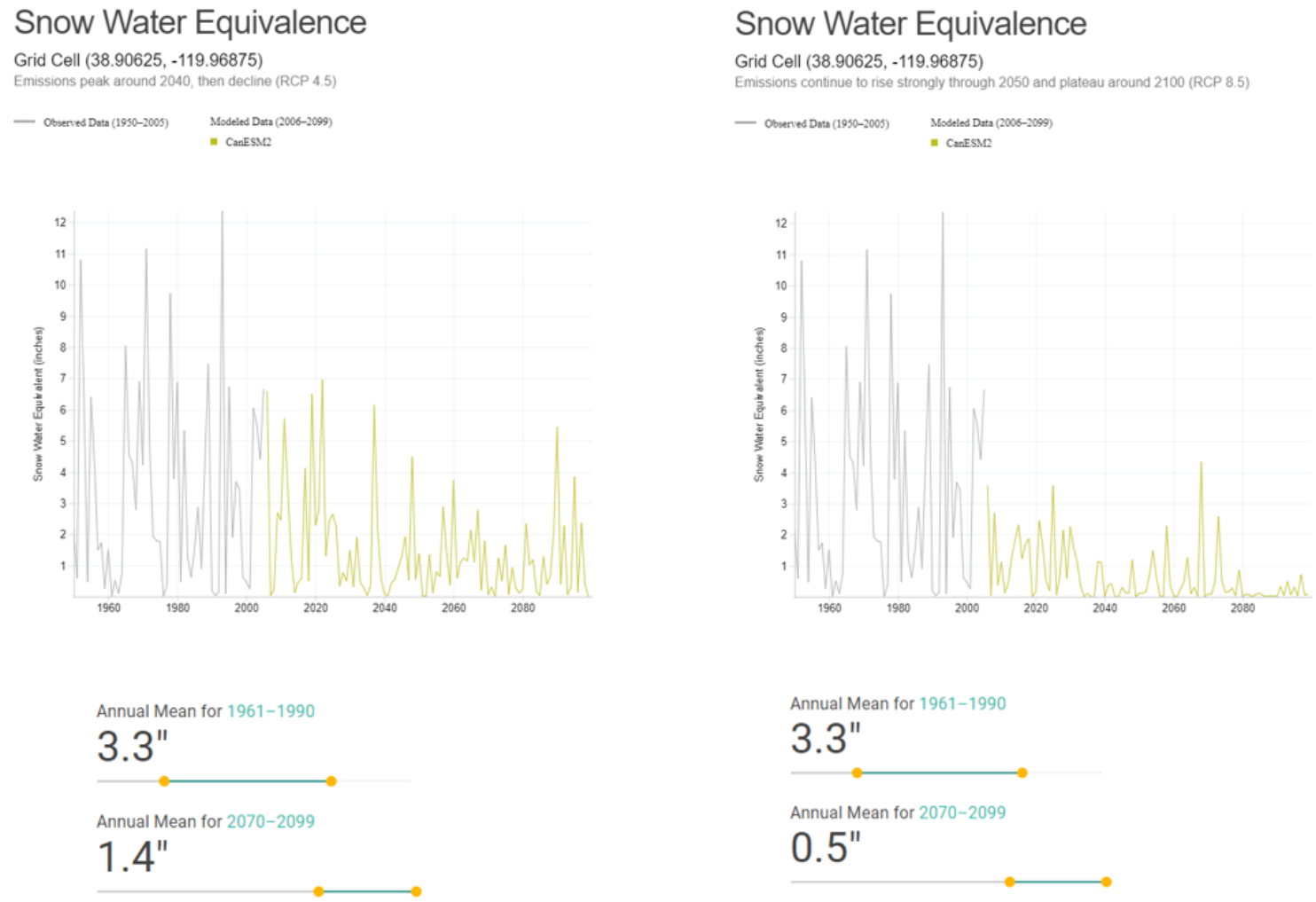
Related Hazards

The most significant secondary hazards associated with severe winter storms and heavy snow are avalanches. Since 1950, there have been 18 avalanches that resulted in nine deaths and 12 injuries. Also, since 1950, more than 500 reports of heavy snow that lead to more than $1.675 million property loss together with one death and four injuries, and 247 reports of winter storms that cause around $665,000 property loss together with three deaths and five injuries.

Climate Change Considerations

According to recent findings published by Environmental Defense Fund, more periodic and high-intensity snowfall and rain events during winter storms is an expected outcome of climate change, because a warmer planet is evaporating more water into the atmosphere. The added moisture means more precipitation in the form of heavy snowfall or precipitation in the form of rain rather than snow due to warmer temperatures. Moreover, climate change may be expected to lead to more frequent extreme weather conditions in the future (Environmental Defense Fund 2021). Because the historical average snow water equivalent is expected to decline over time in the Tahoe Basin, the effect will be reduced snowpack levels even though there will still be periodic heavy snowfall and rain events. Figure 4-30 shows the monthly averages of projected snow water equivalent values for South Lake Tahoe under both RCP 4.5 (low-emissions scenario) and RCP 8.5 (high-emissions scenario). When using CanESM2 – the average simulation, under both emissions scenarios, the annual mean of snow water equivalence is projected to drop by the end of the century.

Figure 4-30 Predicted Future Snow Water Equivalence under Low-emission and High-emission Scenarios for South Lake Tahoe



Source: Cal-Adapt 2021

Vulnerability Assessment

Property

Buildings are considered to be exposed to severe winter weather, but structures in poor condition may risk the most damage. Vulnerability is influenced both by architecture and types of construction material and should be assessed on a building-by-building basis. Those that are located under or near overhead lines or large trees may be vulnerable to falling ice or may be damaged in the event of a collapse.

People

Winter storms, and heavy snow and high winds are similar. The combination of heavy snow and strong winds can easily knock out the City's power supply. Downed trees and fallen power lines might occur. Transportation around the City can be affected, with road closures interrupting movement. Damages to homes, businesses, and government buildings are possible. Fatalities may occur, posing a fire and/or electrocution threat and can result in fatalities and injuries can also occur. Electrical power outages can also happen. The interruption. Interruption of power causes the loss of people to lose electricity, which affects the heating of homes and water, pumping of water, refrigeration, lighting, computing, as well as the loss of communication systems like television and the internet. Power outages can be life-threatening to those dependent on electricity for life support. Vulnerable populations including the elderly, low-income and/or linguistically isolated populations can face worse isolation and exposure during severe winter weather events and also face secondary effects of the hazards. Additionally, individuals engaged in outdoor recreation during a severe winter event may be difficult to locate and rescue.

Severe winter storms produce snow and ice and thus create problems and challenges to transportation. Uprooted trees and fallen limbs also pose possible hazards to roadways, structures, vehicles, and people. Roads are closed or are open only to vehicles that are properly equipped. Productivity is also lost due to the increased time it takes to go from one point to another. When roads are closed for avalanche prevention or snow removal, drivers who must wait by the roadside are put at an increased risk because of being stranded in route. Stranded commuters may also be vulnerable to carbon monoxide poisoning or hypothermia.

Critical Facilities and Infrastructure

All critical facilities and infrastructure are likely exposed to severe winter weather. The most common problems associated with this hazard are utility losses. Downed power lines can cause blackouts, leaving large areas isolated. Phone, water, and sewer systems may not function. Roads may become impassable due to ice or snow. There are limited county roads and highways that are available to move people and supplies throughout the region. Also, snowstorms can significantly impact the transportation system and the availability of public safety services. Of particular concern are roads providing access to isolated areas and vulnerable populations. Prolonged obstruction of major routes can disrupt the shipment of goods and other commerce. Large, prolonged storms can have negative economic impacts on an entire region.

In addition, government offices may be closed or subject to reduced schedules. Public schools also may be closed or on a delayed start schedule. Structures are put at an increased risk due to increased snow loads on roofs, and the increased threat of falling trees or power lines. Power and phone lines may be knocked over and electrical power might be lost. Downed power lines pose a fire and/or electrocution threat. Uprooted trees and fallen limbs pose possible hazards to roadways, structures, vehicles, and people. Extremely violent windstorms might also damage large tracts of commercial forest, causing economic losses to the forest products industry and recreation.

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Economy

Due to electrical power outages and interruption of power caused by winter storms, heavy snow and high winds, businesses lose the use of cash registers, gasoline pumps, restaurant kitchen appliances, leading to potential operational threats to industries including commerce, tourism, and recreation industries. Economic impacts primarily stem from snow removal and restoration activities. Other direct costs affect primarily the financial and insurance category from property damage. Disruptions to business operations resulting in short-term regional or local impacts may occur. (U.S. Department of Homeland Security 2014)

In addition, extremely violent windstorms might also damage large tracts of commercial forest, causing economic losses to the forest products industry and recreation.

Historic, Cultural and Natural Resources

The natural environment is not typically directly damaged by winter storms, except for the secondary hazard of avalanches. As noted previously, older, historic buildings could potentially be more vulnerable to roof and structural damage from heavy snow.

Future Development

Continued development implies continued population growth, which raises the number of individuals potentially exposed to severe weather. Due to the frequency of severe winter storms, and heavy snow and high winds, individual citizens, families, and businesses of the City need to be prepared to address severe weather events when they occur. It is recommended that citizens, families, and businesses have a plan, store extra supplies of food and water, as well as other related, supplied supplies such as flashlights, batteries, firewood and have a battery-operated radio within their home or business. Other protective measures for both existing and future development include trimming tree limbs and securing potentially windblown possessions when not in use. Meanwhile, public education efforts should continue to help the population understand the risks and vulnerabilities of outdoor activities, property maintenance, and regular exposures during periods of severe weather.

Risk Summary

- Ten out of 12 months are months with snowfall for the City and the City receives around 190.81 inches of snow annually.
- Reports of winter storms, and heavy snow and high winds-related hazard events are not uncommon in the City. These hazards have resulted in significant economic loss, mortality, and injuries.
- Severe weather can severely damage the City's property, infrastructure and economy as well as affect the lives of the City's citizens.
- Climate change is expected to introduce more snowfall during winter storms but result smaller snowpack and earlier snowmelt. Climate change may be expected to cause more frequent extreme weather conditions in the future.
- Overall, the significance of winter storms and heavy snow weather is **High**.

4.3.9 Severe Weather: Thunderstorms/Hail/Lightning/High Winds and Tornado

Hazard Description

Thunderstorms are formed from a combination of moisture, rapidly rising warm air, and a force capable of lifting air, such as warm and cold fronts or a mountain. Thunderstorms may occur alone, in clusters, or in lines. As a result, several thunderstorms can affect one location in the course of a few hours. A thunderstorm can produce lightning, thunder, and rainfall and may also lead to the formation of tornadoes, hail, downbursts, and microbursts of wind. Electricity can be interrupted by lightning strikes

and property damage can occur if hailstones reach a large diameter. As a result, recreational activities can also be interrupted. Playing fields and pools and beaches may be temporarily evacuated, and hot springs facilities may close for safety reasons. During the summer, climatic factors combine to promote the development of thunderstorms. As heated air from lower elevations rises and rapidly cools, intense thunderstorm cells can develop in South Lake Tahoe's high elevation landscape. These thunderstorms often generate hailstones as large as golf balls. Severe thunderstorms also introduce lightning hazard events.

Hail forms on condensation nuclei such as dust or ice crystals, when supercooled water freezes on contact. In clouds containing large numbers of supercooled water droplets, these ice nuclei grow quickly at the expense of the liquid droplets. The hail grows increasingly larger. Once a hailstone becomes too heavy to be supported by the storm's updraft it falls out of the cloud. Hailstones are usually from the size of a pea to the size of a golf ball. The NWS in Reno issues Severe Thunderstorm Warnings for thunderstorms capable of producing large hail (above 1-inch diameter) and/or high winds (above 58 mph).

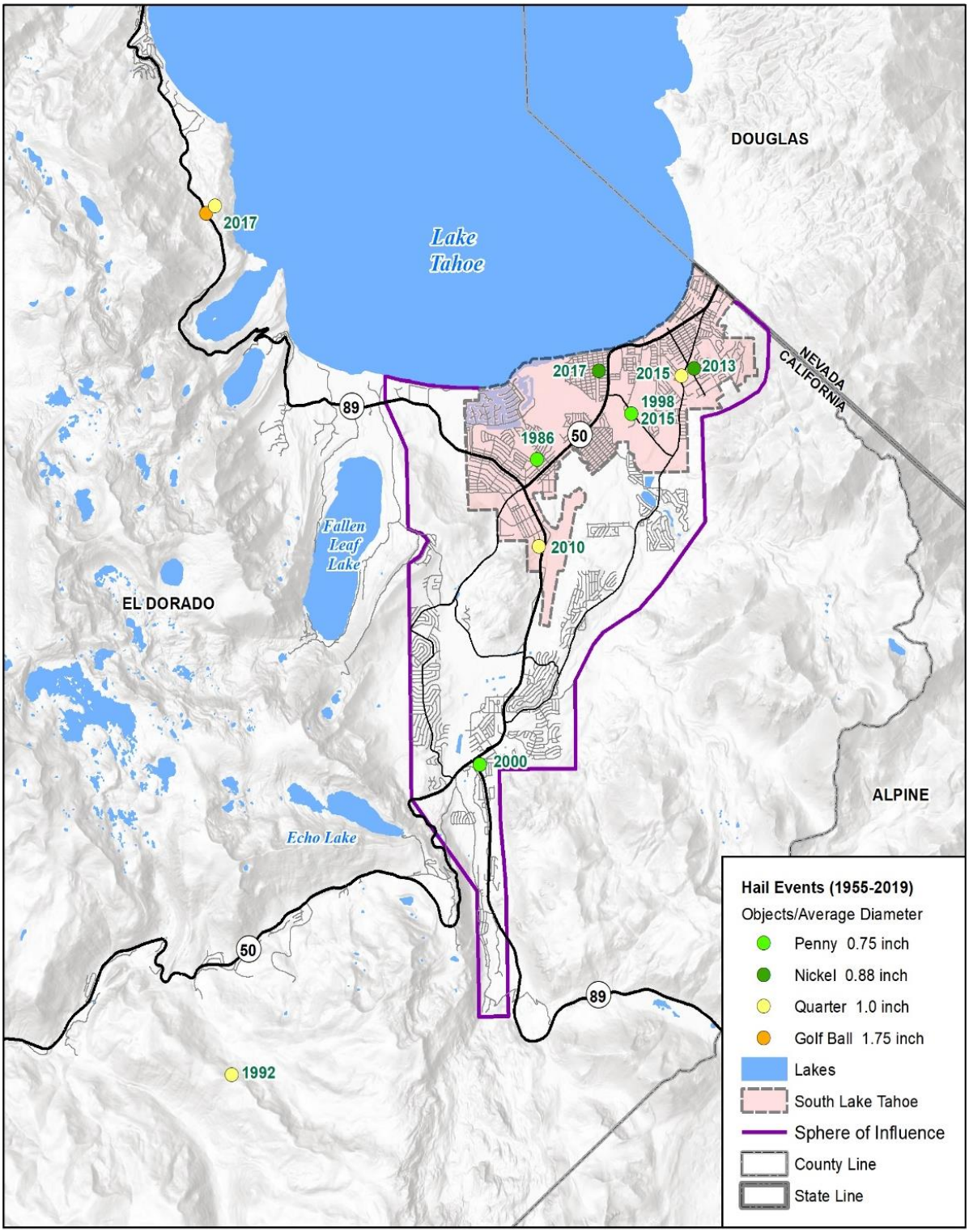
Lightning is an electrical discharge between positive and negative regions of a thunderstorm. A lightning flash is composed of a series of strokes with an average of about four strokes per flash. The length and duration of each lightning stroke vary but typically average about 30 microseconds.

As mentioned above, thunderstorms can form downbursts and microbursts of wind. Downbursts may reach speeds of 125 mph while microbursts are more concentrated and can reach up to 150 mph. Typically both last 5 to 7 minutes. Meanwhile, the winter storms produce periods of high winds in the Sierra Nevada. Winds of 40-60 miles mph that typically precede the snow portion of a winter storm are the most common starting from late fall through spring. Strong winds are the direct result of large differences in atmospheric pressure from the storm itself and the surrounding environment. Winds can be further enhanced in localized areas on the leeward side of mountain ranges in what is called a downslope windstorm. Wind gusts in these situations can exceed 80 mph, reaching nearly 100 mph in the most extreme cases.

Location

Extensive – Thunderstorm events are not uncommon in the City, especially during summer months, so are the related lightning events. Hail events are also common in the City. Figure 4-31 shows areas within the Planning Area that have historically experienced hail events. High winds events introduced by either thunderstorms or winter storms can impact all areas of the City during any month of the year. The surrounding mountainous landscape along the Sierra Nevada crest also promotes the formation of wind.

Figure 4-31 Hail Events in South Lake Tahoe



Map compiled 09/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, NOAA, National Weather Services SVRGIS 2019

0 2 4 Miles

N

Extent (Magnitude/Severity)

Limited – Although thunderstorm events by themselves may not create significant damage or danger to the City, hail, lightning and high winds events that happen together with thunderstorm events can all have damaging effects. Thunderstorms that are formed in the City often produce hail as large as golf balls (City of South Lake Tahoe 2008).

Lightning

Lightning is measured by the Lightning Activity Level (LAL) scale, created by the NWS to define lightning activity into a specific categorical scale. The LAL is a common parameter that is part of fire weather forecasts nationwide. The City is at risk to experience lightning in any of these categories. The LAL is reproduced in Table 4-36.

Table 4-36 Lightning Activity Level Scale

LAL 1	No thunderstorms.
LAL 2	Isolated thunderstorms. Light rain will occasionally reach the ground. Lightning is very infrequent, 1 to 5 cloud to ground strikes in a five-minute period.
LAL 3	Widely scattered thunderstorms. Light to moderate rain will reach the ground. Lightning is infrequent, 6 to 10 cloud to ground strikes in a five-minute period.
LAL 4	Scattered thunderstorms. Moderate rain is commonly produced. Lightning is frequent, 11 to 15 cloud to ground strikes in a five-minute period.
LAL 5	Numerous thunderstorms. Rainfall is moderate to heavy. Lightning is frequent and intense, greater than 15 cloud to ground strikes in a five-minute period.
LAL 6	Dry lightning (same as LAL 3 but without rain). This type of lightning has the potential for extreme fire activity and is normally highlighted in fire weather forecasts with a Red Flag warning.

Source: NWS

Lightning is a common factor in new wildfire starts in the Sierra Nevada, though no specific information is available for South Lake Tahoe. (Douglas County 2019 HMP). The relationship of lightning to wildfire ignitions in the City and El Dorado County increases the significance of this hazard. Lightning strikes are more likely at higher elevations, such as mountain peaks, and may pose a threat to hikers, climbers, and other recreational users.

Hail

The NWS classifies hail by diameter size, and corresponding everyday objects to help relay scope and severity to the population. Table 4-37 indicates the hailstone measurements utilized by the NWS.

Table 4-37 Hail Measurements

Average Diameter	Corresponding Household Object
.25 inch	Pea
.5 inch	Marble/Mothball
.75 inch	Dime/Penny
.875 inch	Nickel
1.0 inch	Quarter
1.5 inch	Ping-pong ball
1.75 inch	Golf Ball

Average Diameter	Corresponding Household Object
2.0 inch	Hen Egg
2.5 inch	Tennis Ball
2.75 inch	Baseball
3.00 inch	Teacup
4.00 inch	Grapefruit
4.5 inch	Softball

Source: NWS

There is no clear distinction between storms that do and do not produce hailstones. Nearly all severe thunderstorms probably produce hail aloft, though it may melt before reaching the ground. Multi-cell thunderstorms produce many hailstones, but not usually the largest hailstones. In the life cycle of the multi-cell thunderstorm, the mature stage is relatively short so there is not much time for the growth of the hailstone. Supercell thunderstorms have sustained updrafts that support large hail formation by repeatedly lifting the hailstones into the very cold air at the top of the thunderstorm cloud. In general, hail two inches (5 cm) or larger in diameter is associated with supercells (a little larger than golf ball size which the NWS considers to be 1.75 inches.). Past hail events in the City produced hail ranging from 0.75 inches (penny) to 0.88 (nickel) in size. Non-supercell storms are capable of producing golf ball-size hail.

In all cases, the hail falls when the thunderstorm's updraft can no longer support the weight of the ice. The stronger the updraft the larger the hailstone can grow. When viewed from the air, it is evident that hail falls in paths known as hail swaths. They can range in size from a few acres to areas 10 miles wide and 100 miles long. In some instances, piles of hail have been so deep that snowplows were required to remove them, and occasionally hail drifts have been reported. Severe hailstorms can be destructive to property. Vehicles, roofs of buildings and homes, and landscaping are the most commonly damaged by hail. Hail has been known to cause injury to humans and occasionally has been fatal.

High Winds

High winds, often accompanying severe thunderstorms, can cause significant property and crop damage, threaten public safety, and have adverse economic impacts from business closures and power loss. High winds events, combined with other natural hazards such as hail, disrupt daily activities, cause damage to buildings, and structures, and increase the potential for other hazards, and sometimes can be life-threatening. Flying debris can result in injuries and deaths. High winds events during winter times can cause damage, close highways (blowing snow), and induce avalanches. High winds events can also cause trees to fall, particularly those killed by pine beetles or wildfire, creating a hazard to property or those outdoors. Refer to Table 4-38 and the Beaufort Wind Scale that describes the visible condition various wind speeds can be experienced in a community.

Table 4-38 Beaufort Wind Scale

Wind Speed (mph)	Description—Visible Condition
0	Calm; smoke rises vertically
1-4	Light air; direction of wind shown by smoke but not by wind vanes
4-7	Light breeze; wind felt on face; leaves rustle; ordinary wind vane moved by wind
8-12	Gentle breeze; leaves and small twigs in constant motion; wind extends light flag
13-18	Moderate breeze; raises dust and loose paper; small branches are moved
19-24	Fresh breeze; small trees in leaf begin to sway; crested wavelets form on inland water

Wind Speed (mph)	Description—Visible Condition
25-31	Strong breeze; large branches in motion; telephone wires whistle; umbrellas used with difficulty
32-38	Moderate gale whole trees in motion; inconvenience in walking against wind
39-46	Fresh gale breaks twigs off trees; generally, impedes progress
47-54	Strong gale slight structural damage occurs; chimney pots and slates removed
55-63	Whole gale trees uprooted; considerable structural damage occurs
64-72	Storm very rarely experienced; accompanied by widespread damage
73+	Hurricane devastation occurs

Source: NWS

Previous Occurrences

Thunderstorms/Lightning

It is important to note that County or City-level thunderstorm and lightning data are not available, however, as noted above, thunderstorm events are not uncommon in the City, especially during summer months, so are the related lightning events.

Hail

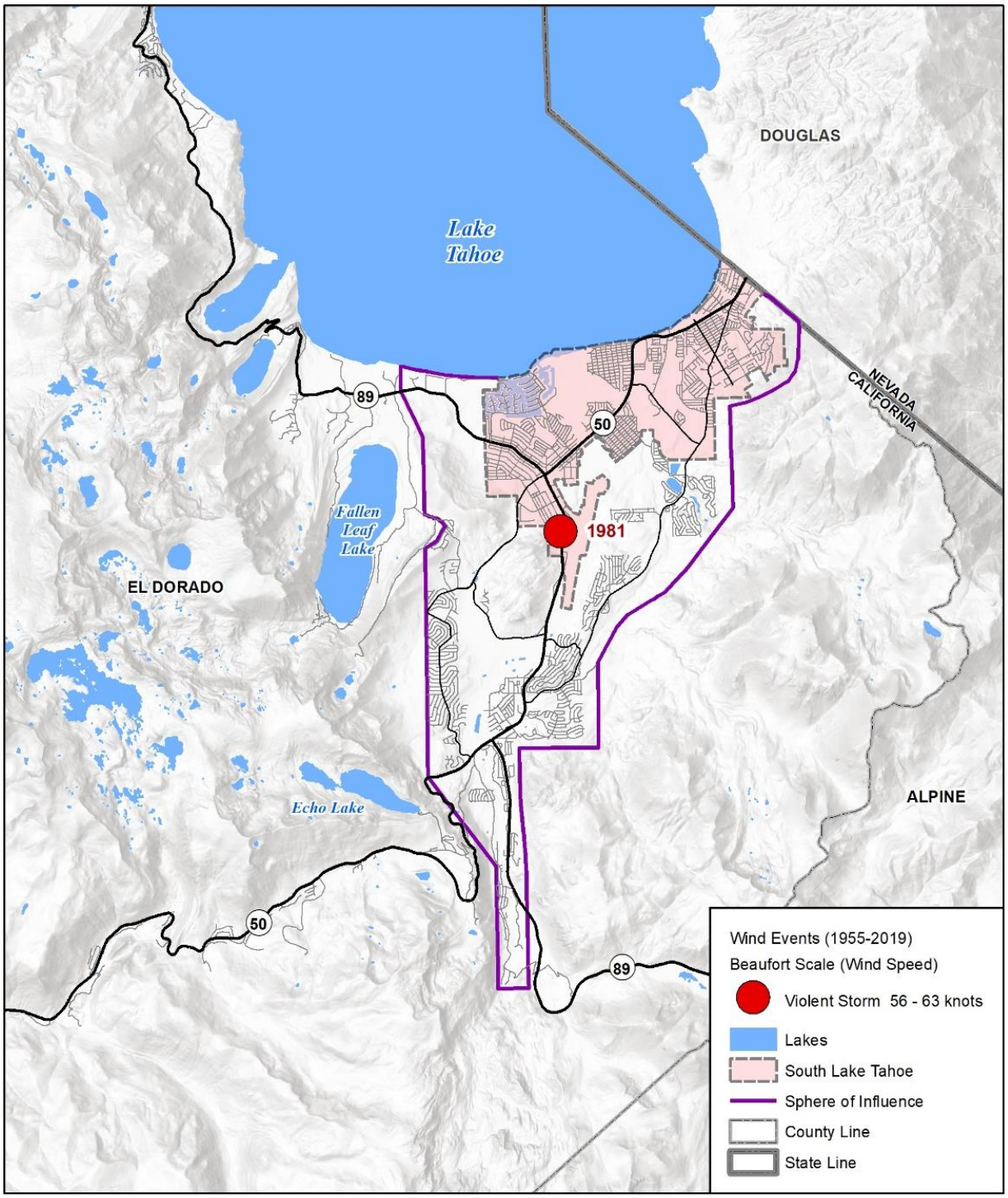
Hail events are common in the City. Figure 4-32 shows that different areas within the City's Planning Area, the City's SOI, and other areas in the vicinity have historically experienced hail events. Several hail events during which quarter and even golf ball-sized hailstones happened in recent years. As shown in Table 4-37, since 1950, there have been 20 reports of hail events that caused around $1,000 property loss and $586,000 crop loss in combination with five injuries in El Dorado County. (NOAA NCEI 2021). It is assumed that these hail hazard events across El Dorado County are likely to have also affected the City of South Lake Tahoe at some point or to some extent.

High Winds

As shown in Table 4-37, high winds events are not uncommon in El Dorado County. It is assumed that these high winds events across El Dorado County are likely to have also affected the City at some point or to some extent. Since 1950, there have been 173 reports of high winds that led to $13.58 million property loss, $48,000 crop loss, together with one death and three injuries.

An example of a severe high winds event in the City was reported on January 19, 2021, which caused multiple power outages and at least two Lake Tahoe ski resorts to shut down. The NWS issued a high wind warning that day, pointing out that gusts over 130 miles per hour are possible over the top of Sierra ridges. (KTLA 2021) Figure 4-33 shows a high winds event that occurred in the southwest of the City in 1981 where there was a wind speed of 56 – 63 knots, which equals around 64 – 72 mph. In addition, in 2015, there was a tornado event that happened near southwest Lake Tahoe, which had a path that led to the north of the City of South Lake Tahoe. The tornado had an intensity of EF0 while the EF-scale ratings range from 0 – 5. Figure 4-34 shows the location and path of this tornado event.

Figure 4-32 High Wind Events in South Lake Tahoe

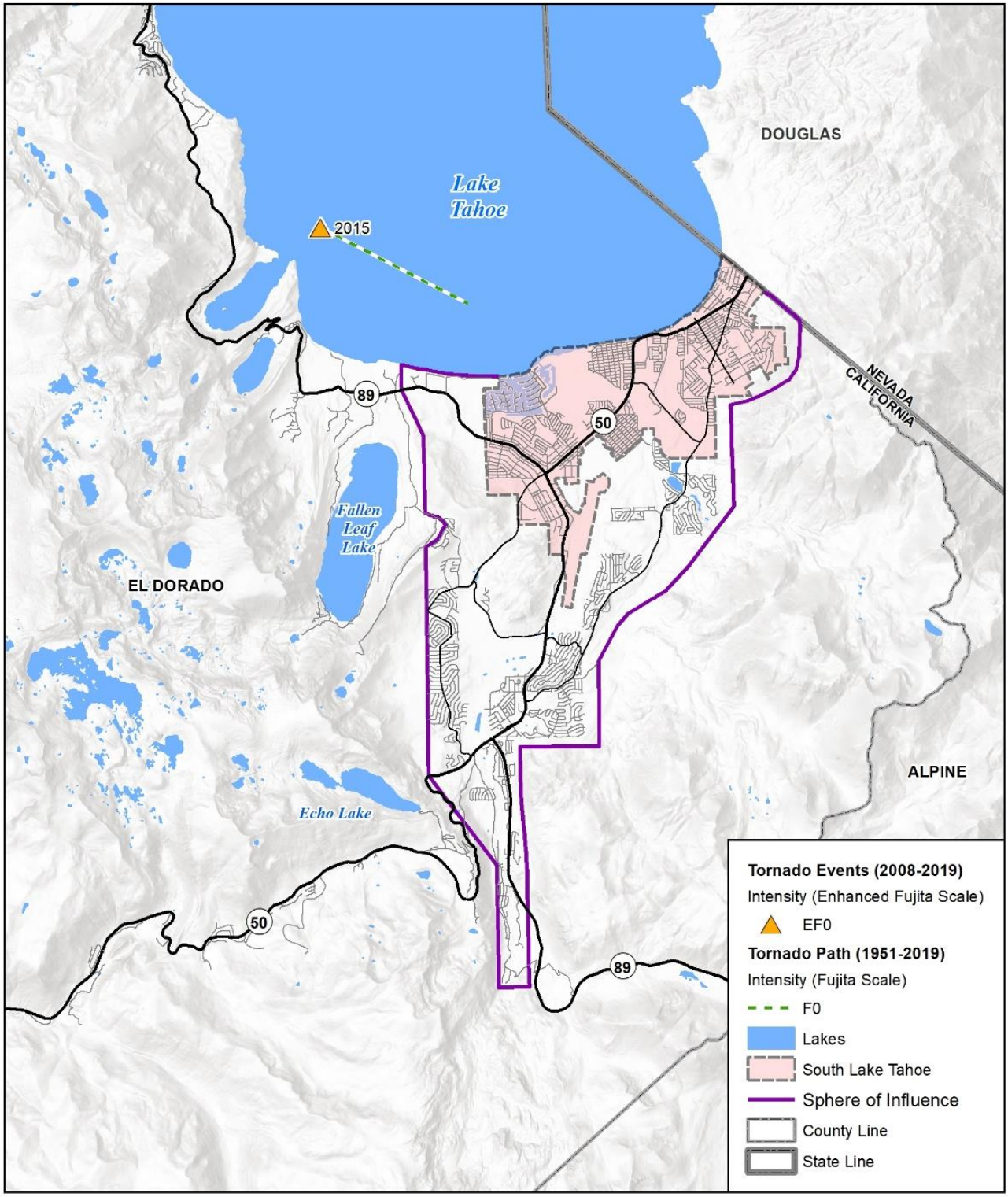


Map compiled 09/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, NOAA, National Weather Services SVRGIS 2019

0 2 4 Miles

N

Figure 4-33 Tornado Event in South Lake Tahoe



Map compiled 09/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, NOAA, National Weather Services SVRGIS 2019

0 2 4 Miles

N

Probability of Future Occurrences

Highly Likely – 20 hail events and 173 high winds events have occurred in El Dorado County over 70 years of recordkeeping, which equates to one hail event every 3.5 years and 2.5 high winds events every year. Moreover, given that climatic factors will continue influencing the weather and climate at the City and based on historical data, thunderstorms, hail, lightning and high winds events are highly likely to occur in the future. The actual risk to the City is dependent on the nature and location of any given hazard event.

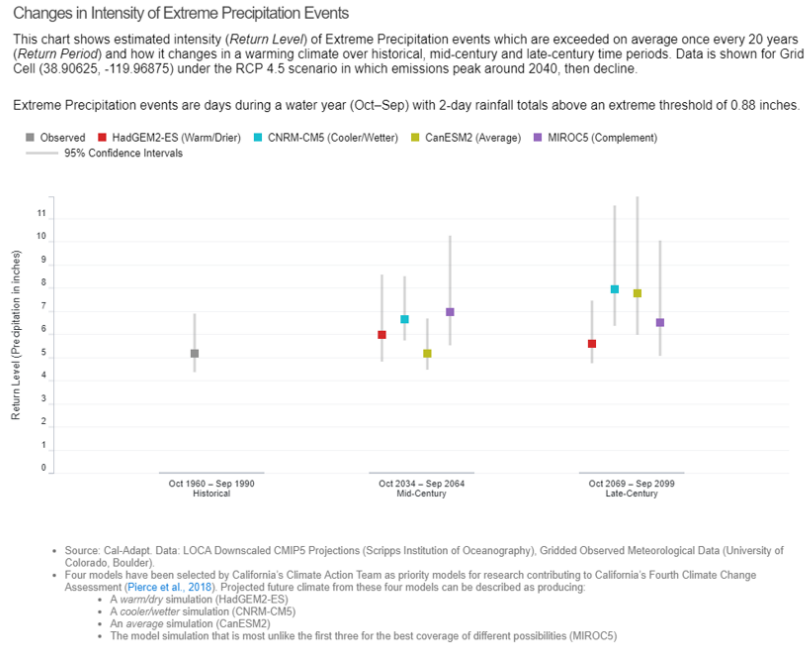
The most significant secondary hazards associated with severe local storms are flash floods, falling and downed trees, landslides, and downed power lines. Rapidly melting snow combined with heavy rain can overwhelm both natural and manmade drainage systems, causing overflow and property destruction. Violent summer thunderstorms can result in localized dry-mantle flash-flooding events that threaten life and property. Landslides occur when heavy and prolonged rains can cause soil on slopes to becomes oversaturated and ultimately fail, which results in landslides that can block roads and affect transportation infrastructure. Wildfires can occur as a result of lightning strikes and can be exacerbated and unpredictable as a result of high winds making them difficult to suppress. High winds in the winter can turn a small amount of snow into a complete white-out and create drifts in roadways. Debris carried by high winds can also result in injury or damage to property.

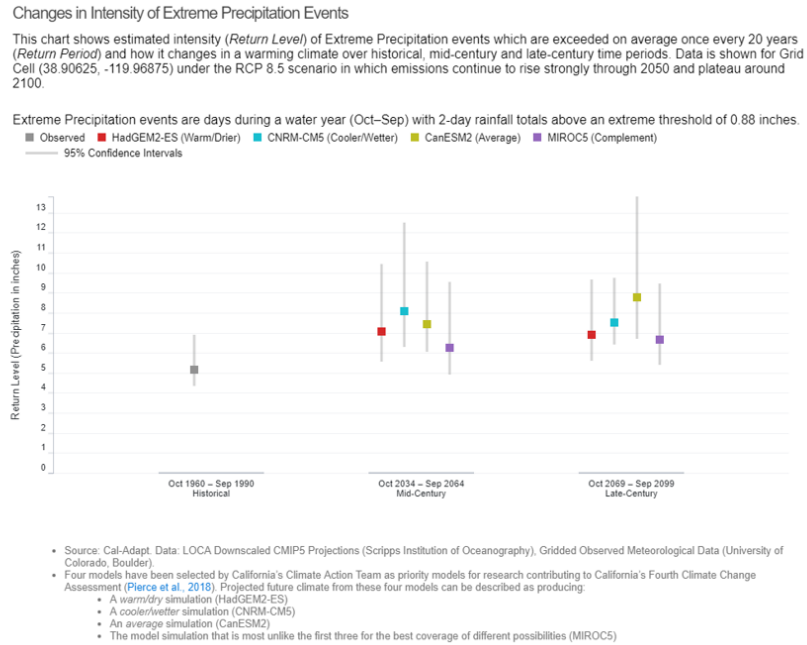
Climate Change Considerations

As the atmosphere warms due to climate change, the increased heat in the atmosphere provides more energy for severe storms. The frequency of severe weather events has increased steadily over the last century. Historical data shows that the probability of severe weather events increases in a warmer climate. The changing hydrograph caused by climate change could have a significant impact on the intensity, duration and frequency of storm events.

Figure 4-34 shows the estimated intensity (return level) of extreme precipitations events which are exceeded on average once every 20 years (return period) and how it changes in a warming climate over historical, mid-century and late-century time periods, based on the Cal-Adapt webtool mentioned in 4.1.4 Climate Change Consideration. Under both RCP 4.5 (low-emissions scenario) and RCP 8.5 (high-emissions scenario), Precipitation level will increase throughout the century. When using the average simulation, precipitation will increase from around 5 inches to almost 8 inches by 2099 under the low-emissions scenario and will increase from around 5 inches to almost 9 inches by 2099 under the high-emissions scenario. For these graphs that were exported from Cal-Adapt, extreme precipitation events are defined as days during a water year (Oct–Sep) with 2-day rainfall totals above an extreme threshold of 0.88 inches.

Figure 4-34 Predicted Future Changes in Intensity of Extreme Precipitation Events – under Cal-Adapt's low-emissions and high-emissions scenarios for South Lake Tahoe





Source: Cal-Adapt 2021

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As for wind, studies referenced in California's Fourth Climate Assessment indicated that extreme fire weather, particularly in the form of hot and dry winds, can strongly influence shrub-land fire regimes. Strong winds have also been associated with severe forest fires in California, meaning climate change impacts on wind patterns may also affect forest health and wildfire susceptibility. Lastly, other ongoing research compiled has resulted in different conclusions on the effect of climate change on wind regimes, particularly extreme wind events, such as the Santa Ana and Diablo winds that created some of the most devastating wildfires (California Natural Resources Agency 2018a). At this time, these changing factors are not well understood and are still being incorporated into state and regional research and risk analysis.

Vulnerability Assessment

Property

All property is vulnerable during thunderstorms, wind, and hail events, but properties in poor condition may risk the most damage. Generally, the damage is minimal and goes unreported, however, numerous high wind, strong wind, and tornado events have been reported in El Dorado County amounting to $20,445,000 in damage over the past 71 years, which translates to approximately $287,957 in annualized damages each year (see Table 4-34). Property located at higher elevations and on ridges may be more prone to wind damage. Property located under or near overhead lines or large trees may be damaged in the event of a collapse. Older building stock that was built according to older code standards could be highly vulnerable.

Wind pressure can create a direct and frontal assault on a structure, pushing walls, doors, and windows inward. Conversely, passing currents can create lift and suction forces that act to pull building components and surfaces outward. The effects of winds are magnified in the upper levels of multi-story structures. As positive and negative forces impact the building's protective envelope (doors, windows, and walls), the result can be roof or building component failures and considerable structural damage. In short, all buildings are exposed to thunderstorms, wind, hail and high winds hazards while the frequency and degree of damage will depend on specific locations.

People

The entire City is exposed to some extent to thunderstorms, hail, lightning and high winds events. Certain areas are more exposed due to geographic location and local weather patterns. Populations living at higher elevations with large stands of trees or power lines may be more susceptible to wind damage and power outages, while populations in low-lying areas are at risk for possible flooding.

Vulnerable populations are the elderly, low-income or linguistically isolated populations, people with life-threatening illnesses, and residents living in areas that are isolated from major roads. Power outages can be life-threatening to those dependent on electricity for life support. Isolation of these populations is a significant concern. These populations face isolation and exposure during thunderstorms, hail, lightning and high winds events and could suffer the secondary effects of the hazard. Hikers and climbers in the area may also be more vulnerable to severe weather events. Visitors to the area may not be aware of how quickly a thunderstorm can form in the mountains.

Critical Facilities, and Infrastructure

Transportation infrastructure can be affected by thunderstorms, hail, lightning and high winds events, mostly associated with secondary hazards. Landslides caused by heavy prolonged rains can block roads. High winds can cause significant damage to trees and power lines, blocking roads with debris and cutting off transportation access, isolating population, and disrupting ingress and egress. Of particular concern are roads providing access to isolated areas and the elderly, especially given that limited local roads and

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highways are available to move people and supplies throughout the region. Prolonged obstruction of major routes due to landslides, debris, or floodwaters can disrupt the shipment of goods and other commerce.

Severe windstorms and downed trees can create serious impacts on power and above-ground communication lines. Loss of electricity and phone connection would leave certain populations isolated because residents would be unable to call for assistance. Lightning events in the City can have similar destructive effects on power, communication, and information systems. Failure of these systems would have cascading effects throughout the City and could disrupt critical facility functions. Downed power lines can cause blackouts, leaving large areas isolated.

Economy

The economic impact of a severe thunderstorm is typically short-term. Lightning and high winds events can cause power outages and fires. Generally, long-term economic impacts center more around hazards that cascade from a severe thunderstorm, including wildfires ignited by lightning, and flooding. In general, all severe thunderstorms pose a risk to the tourism economy and outdoor recreation industry in the City. These events can disrupt travel into and out of the City and create perilous conditions for residents and tourists.

Historic, Cultural and Natural Resources

The environment is highly exposed to lightning, winds, and hail. Natural habitats such as streams and trees risk major damage. Prolonged rains can saturate soils and lead to slope failure and potentially landslide events. Flooding events can produce river channel migration or damage riparian habitat. Large swaths of tree blowdowns can occur, particularly in the bark beetle-killed forests prevalent in the Lake Tahoe Basin Management Unit.

Future Development

Future development will be exposed to thunderstorms, hail, lightning and high winds events. The ability to withstand impacts lies in sound land use practices and consistent enforcement of codes and regulations for new construction. Adopting codes and land use policies that are equipped to deal with the impacts of severe weather events and address secondary impacts such as floods and landslides would prepare the City well to manage the impacts of severe weather. Other protective measures for both existing and future development include trimming tree limbs and securing potentially windblown possessions when not in use.

Meanwhile, continued development implies continued population growth, which raises the number of individuals potentially exposed to severe weather. Individual citizens, families, and businesses of the City need to be prepared to address severe weather events when they occur. It is recommended that citizens, families, and businesses have an emergency preparedness plan, such as storing extra supplies of food and water, as well as other related supplies such as flashlights, batteries, firewood and have a battery-operated radio within their home or business. In addition, public education efforts should continue to help the population understand the risks and vulnerabilities of outdoor activities, property maintenance, and regular exposures during periods of severe weather.

Risk Summary

- There have been 193 recorded hail and high winds events in the City of South Lake Tahoe since 1950, resulting in over $14,214,500 property and crop damages, or approximately $200,204 in damages each year.
- Hail and high winds events have caused eight injuries and one death since 1950.

- The combination of high wind, strong wind, and tornado events in El Dorado County resulted in $20,445,000 in damage over the past 71 years, which translates to approximately $287,957 in annualized damages each year.
- Severe weather can severely damage the City's property, infrastructure and economy as well as affect the lives of the City's citizens.
- Climate change may be expected to cause more frequent extreme weather conditions in the future.
- Overall, the significance of severe weather: thunderstorms/hail/lightning/high winds is **Medium**.

4.3.10 Wildfire

Hazard Description

Wildfires are a significant concern throughout California as the frequency, intensity, and size of wildfires has increased throughout the State over the last 25 years. Wildfires are uncontrolled fire events that occur most often on undeveloped land and typically require fire suppression to prevent damage to the human environment. They are caused by natural sources, such as lightning, but more commonly by human-sources of ignition such as discarding of cigarettes, arson, vehicle fires, abandoned campfires, and from electrical infrastructure malfunction.

Wildfires starting in areas surrounding the City's Planning Area have the potential to create direct and indirect impacts to people and property within the City's boundary. Wildfires can directly expose people and property to radiant heat, flying embers, and flames that result in the risk of injury and death, and the destruction or damage to structures and critical infrastructure. Wildfires can also result in impacts to natural and cultural resources and forest health, depending on the severity of the wildfire. Wildfire risk is predominantly associated with wildlands and less densely populated rural areas but can also spread directly or indirectly (through blowing embers) into more densely populated areas, such as the Planning Area. Smoke emissions from wildfire can also impact communities. For example, smoke emissions emanating from the 2021 Caldor Fire, occurring miles away from the City, led to extended periods of poor air quality, traffic visibility issues, and public health concerns, creating impacts to the local economy and the community's quality of life.

Fire conditions arise from a combination of high temperatures, low humidity and rainfall, high winds, and an accumulation of vegetation and surface fuels (litter, duff, accumulated dead vegetation). In the City, wildfires have occurred in vegetated areas within and outside of the Planning Area. Generally, in this area, the fire season extends from June through October of each year during the hot, dry months, although trends associated with climate change indicate that the fire season statewide is expanding to earlier in the spring and later into the fall.

Wildfires can generate secondary effects that can result in economic losses related to timber harvesting and reductions in tourism. Wildfires can also impact electrical power transmission infrastructure, water storage contamination, and increased runoff and slope failure due to loss of vegetation and weakened soils. The right-of-way along transmission and distribution lines need to be cleared following wildfires and usually power poles need to be replaced. Wildfires that produce high heat intensity can impact soils and increase runoff, and in turn impact water quality in Lake Tahoe and other regional lakes. Landslides and other forms of slope failure and debris flows often follow wildfire events.

Geographic Location

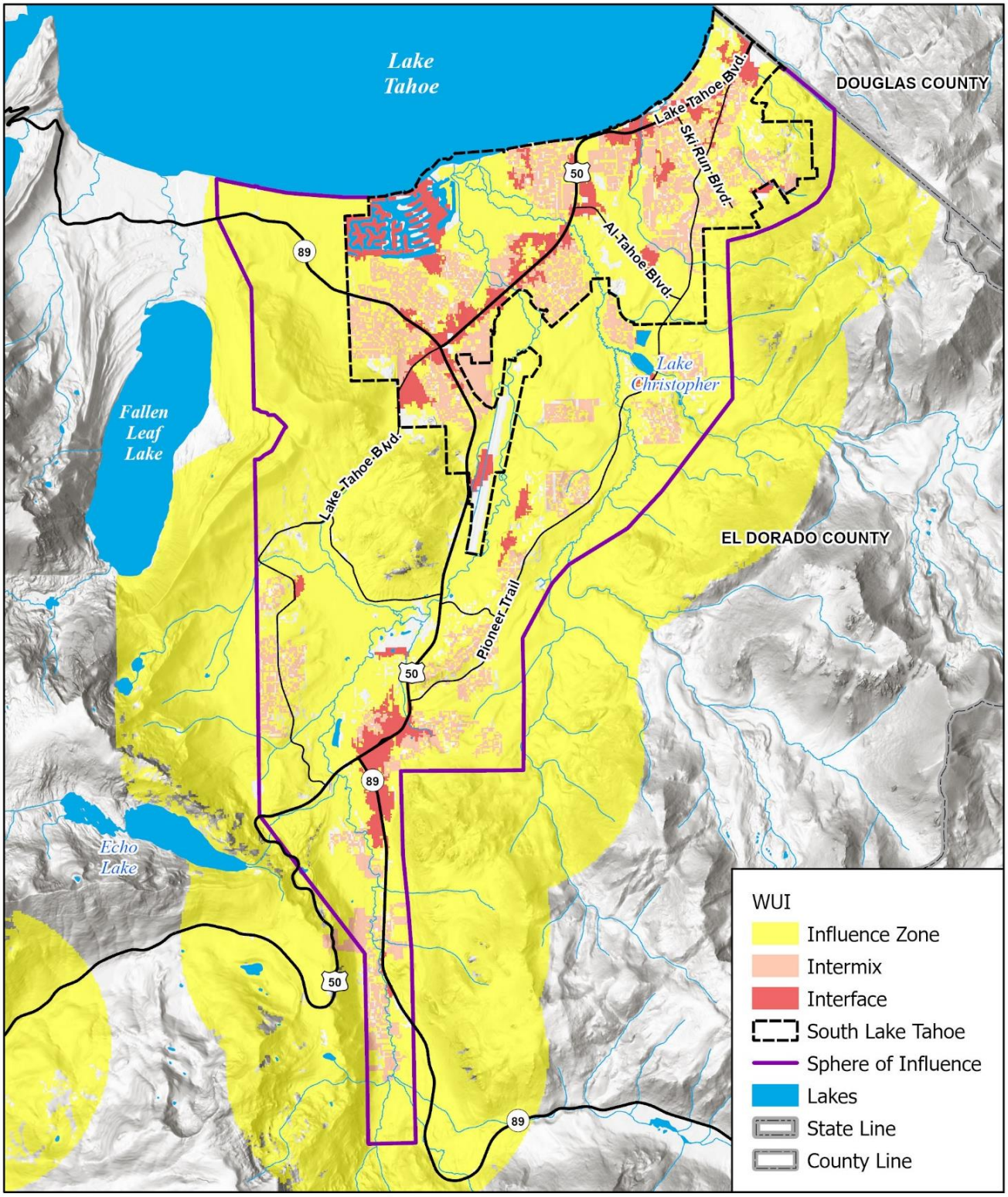
Extensive – Most of the geographic areas in the City Planning Area are at risk of wildfire hazards. Nearly all areas within the City's SOI is designated as WUI (see Figure 4-35) according to California Department of Forestry and Fire Protection (CALFIRE) and hence wildfire hazard can be categorized as "extensive." The

WUI is a zone of transition between unoccupied natural lands and the human occupied built environment. The WUI includes three components: human presence, wildland vegetation, and a distance that represents the potential for effects (e.g., wildland fire and human activity) to extend beyond boundaries and impact neighboring lands. The WUI is not a designation of potential wildfire severity, but rather mapped description of an area where urban development meets undeveloped lands at risk of wildfires. The WUI zones within and surrounding the City are shown in Figure 4-35 and include three zones: 1) dense housing adjacent to vegetation that can burn in a wildfire (also known as the WUI), 2) Wildland Urban Intermix is housing development interspersed in an area dominated by wildland vegetation subject to wildfire, and 3) Wildfire Influence Zone is wildfire susceptible to vegetation up to 1.5 miles from WUI or Wildland Urban Intermix zones. A lack of defensible space management puts homes and structures at increased wildfire risk. Additionally, homes and structures that are not retrofitted with ignition-resistant construction materials can be at increased vulnerability to wildfire heat and embers.

In California, fire prevention and protection activities are divided into different responsibility areas, including Local Responsibility Area (LRA), State Responsibility Areas (SRA), and Federal Responsibility Area (FRA). LRAs include incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for fire prevention activities. SRAs are those areas where the State of California is responsible for fire protection, and FRAs are those areas where the federal government is responsible for fire protection. The City's Planning Area and surrounding vicinity includes each type of responsibility area (see Figure 4-36). The fire prevention and protection resources' ability to suppress wildfires is a key factor that affect wildfire impacts and federal, state, and local agencies that coordinate and share resources, such as the TFFT are more effective at managing wildfires and protecting the community.

CALFIRE's Fire and Resource Assessment Program (FRAP) is charged with mapping and classifying the severity of fire hazards in California. Per this requirement, FRAP has produced fire hazard severity zone (FHSZ) maps using science-based wildfire behavior modeling techniques to classify moderate, high, and very high FHSZs within SRAs. FHSZ maps consider fire history, potential fuel (live and dead vegetation), predicted flame length, blowing embers, topography, weather (temperature, humidity, precipitation, and wind), and represent the potential of an area burning over a 30-year to 50-year time horizon. According to California Government Code (i.e., Sections 51177, 51178, 51178.5, 51179) "very high fire hazard severity zones" (VHFHSZs) within LRAs are delineated by CALFIRE and reviewed by local communities and fire authorities – with subsequent ordinances adopted by local authorities. VHFHSZs are based on fuel loading, slope, fire weather, and other relevant local factors including areas where winds have been identified as a major driver of wildfire spread. Additional information on the FRAP FHSZ map are explained in more detail in the Extent (Magnitude/Severity) section below. Figure 4-36 shows zones designated as VHRHZ within the City's Planning Area and other FHSZs within the SOI relative to the City's LRA and SRAs. The figure also depicts CALFIRE's final recommendations for "very high" FHSZs within the City. In general, most lands within the City can be classified as having a very high fire hazard severity potential.

Figure 4-35 Wildland Urban Interface (WUI) Zones within and surrounding South Lake Tahoe



Map compiled 08/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, CalFire

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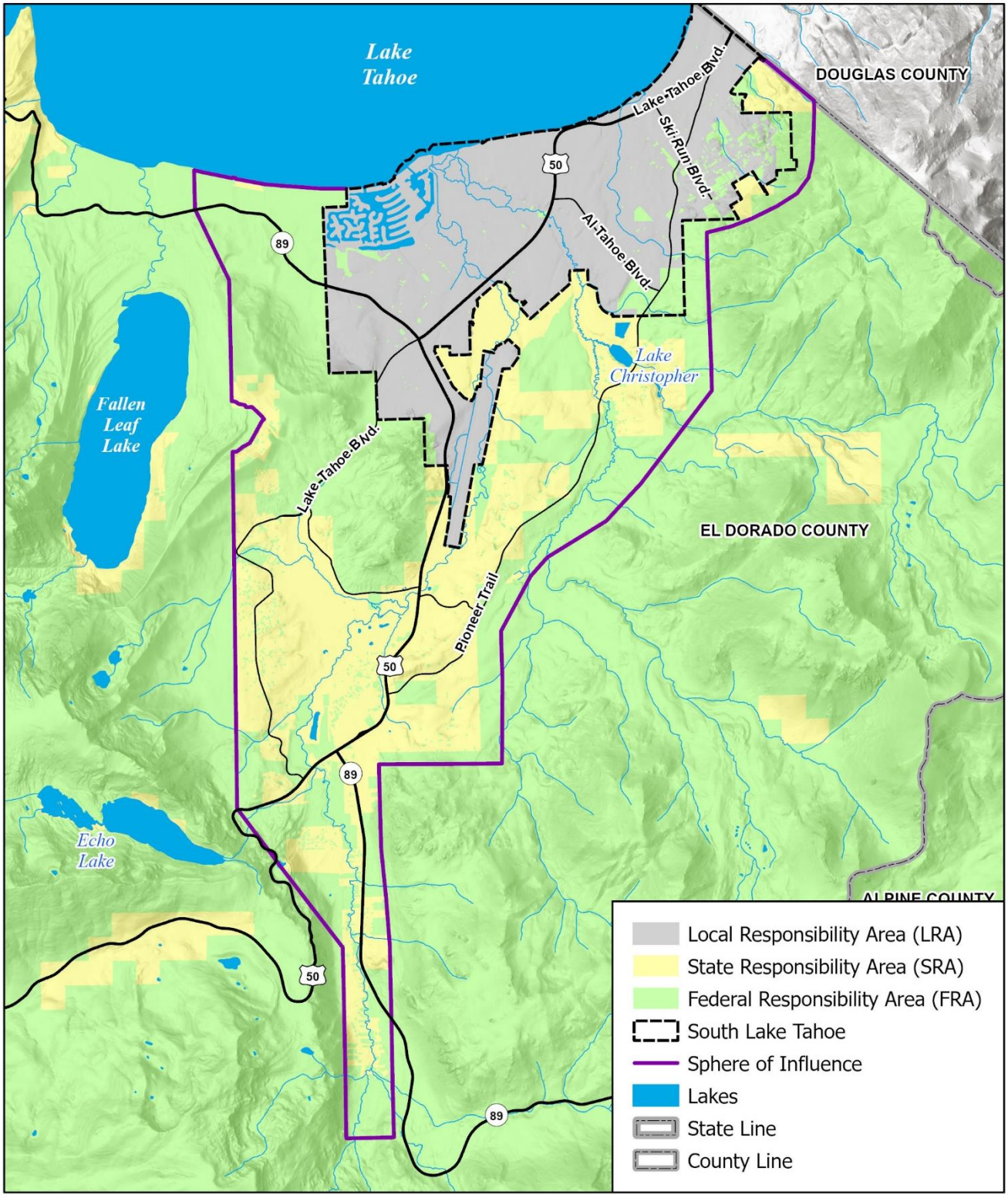
Figure 4-36 Federal, State, and Local Responsibility Areas in the City of South Lake Tahoe



Map compiled 08/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, CalFire

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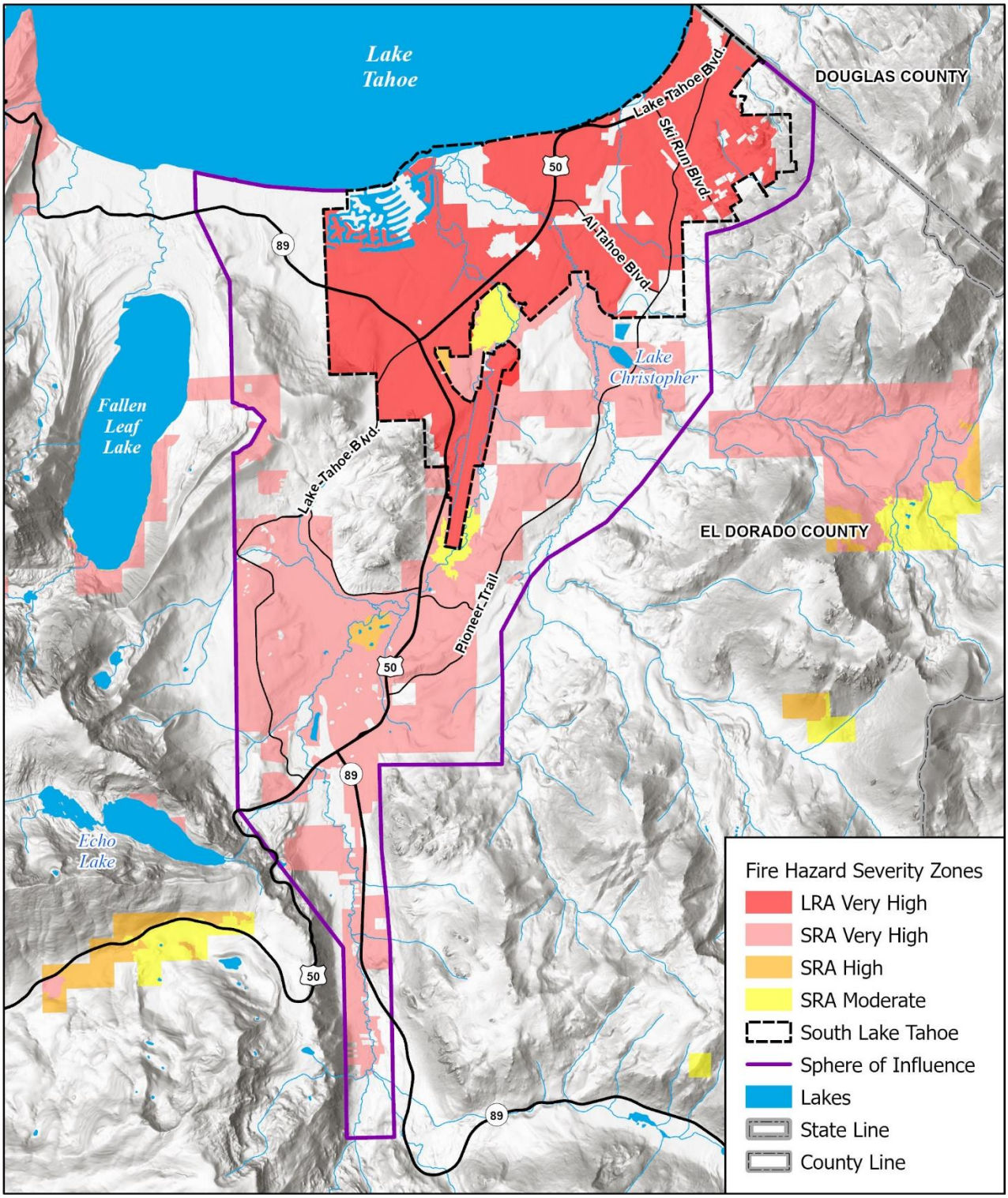
Figure 4-37 Fire Hazard Severity Zones (FHSZ) in SRAs and LRAs in the City of South Lake Tahoe



Map compiled 12/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, CalFire

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Extent (Magnitude/Severity)

Critical - The frequency and severity of wildfires in El Dorado County (and City) has changed over the past 50 years, and particularly over the past 20 years as indicated by the recent occurrences of wildfires in the region (e.g., 2021 Caldor Fire). As the wildfires increase in burn intensity and size, the number and proportion of susceptible structures and human population also increases, which results in a potential increased in magnitude and severity of impact. Potential losses from wildfires include human life, structures and other improvements, natural and cultural resources, quality and quantity of water supplies, cropland, timber, recreational opportunities, and impacts to the community's way of life. Economic losses could also result from reduced recreation opportunities, tourism and visitation and generally impacted economic sectors. Smoke, ash, and air pollution from wildfires can be a severe health hazard. In addition, catastrophic wildfire can create favorable conditions for other secondary hazards such as flooding, landslides, and erosion during the rainy season. Typically, the potential for significant damage to life and property exists in areas or zones designated as WUIs, where development is adjacent to densely vegetated area. Wildfire potential in the City can vary based on the sloped topography, vegetation, climate, and varying fire-prone landscapes in the City's neighborhoods.

Generally, there are three major factors that sustain wildfires and predict a given area's potential to burn. These factors are fuel, topography, and weather, as described below.

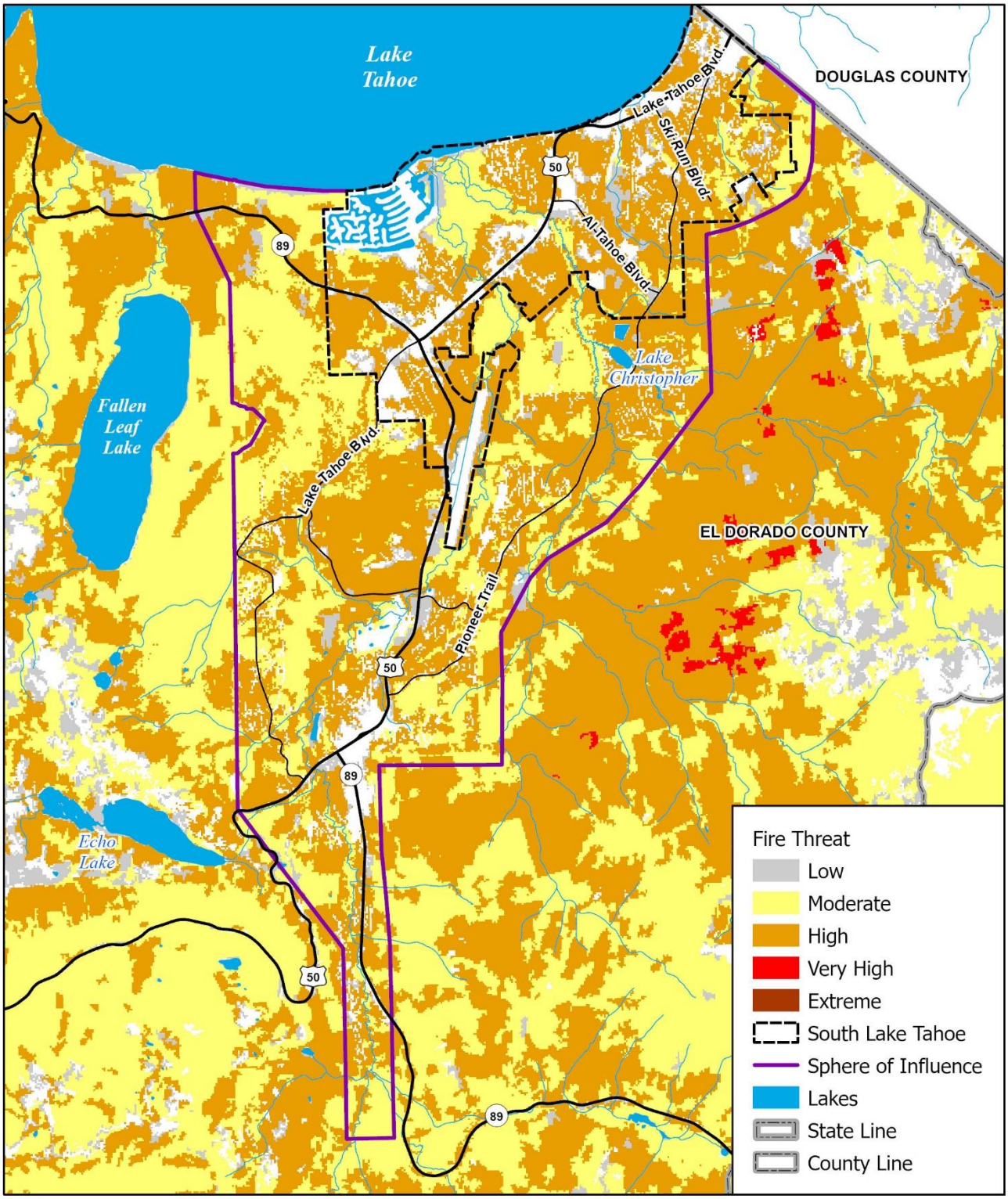
- **Fuel** – Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and include everything from dead tree leaves, twigs, and branches to dead standing trees, live trees, brush, and cured grasses. Manmade structures, such as homes and other associated combustibles are also fuel sources. The type of prevalent fuel directly influences the behavior of wildfire. Fuel is the only factor that is under human control. Fuel types within and surrounding the City vary but generally consist of mixed conifer and fir forests, alder-willow riparian habitat, upper montane mixed shrub, basin sagebrush, wet meadows, and lakes and waterways. Mixed conifer and fir forest are typically the highest fuel sources in the City and include primarily Jeffery Pine (*Pinus jefferyi*), lodgepole pine (*Pinus contorta* ssp), Sugar pine (*Pinus lambertiana*), and western white pine (*Pinus monticola*) mixed with mountain sagebrush (*Artemisia tridentata* ssp.), antelope bitterbrush (*Purshia tridentata*), Greenleaf manzanita (*Arcotostaphylos patula*), and huckleberry oak (*Quercus vacciniifolia*) vegetation communities.
- **Topography** – An area's terrain affects its susceptibility to wildfire spread. Both fire intensity and rate of spread increase as slope increases due to the tendency of heat from a fire to rise via convection. The arrangement of vegetation throughout a hillside can also contribute to increased fire activity on slopes.
- **Weather** – Weather components such as temperature, relative humidity, wind, and lightning affect the potential for wildfire. High temperatures and low relative humidity dry out fuels that feed wildfires, creating a situation where fuel will more readily ignite and burn more intensely. Thus, during periods of drought, the threat of wildfire increases. Wind is the most treacherous weather factor. The greater a wind, the faster a fire will spread and the more intense it will be. Lightning can also ignite wildfires, often in difficult to reach areas for firefighters.

Wildfires in the area surrounding the City have ranged from fires that burned less than one acre in size to the Angora Fire in 2007 that burned 3,100 acres and destroyed up to 280 structures. However, fires in the broader region (El Dorado County and bordering counties such as Alpine County in California and Douglas County in Nevada) in recent years have resulted in much larger and damaging wildfires and the loss of property as well as human injuries or even deaths. The smoke, ash, and air pollution from wildfires are also severe health hazards particularly for sensitive populations including the elderly, children, and people with respiratory and cardiovascular diseases. Wildfires can also threaten the health and safety of

those fighting the fires, so the overall magnitude or severity of fires can be wide-reaching and incur many types of impacts. Overall, wildfire severity can usually be quantified in terms of acres burned during an event, number, and cost of properties/structures damaged (including critical facilities), money lost from disruption of services, and population affected by the fires (e.g., people displaced, injured, or killed). A wildfire in the City's Planning Area could result in catastrophic impacts considering the population size, natural resource and recreational values, relatively old age of housing stock (not as resilient to wildfire effects), and property value.

CALFIRE wildfire threat analysis and associating mapping efforts provide a measure of vegetation and fuel conditions and fire potential, representing the relative likelihood of "damaging" or the difficulty to control or suppress wildfire occurring for a given area. CALFIRE's fire threat assessment can be used to assess the potential for impacts on various assets and values susceptible to fire. Impacts are more likely to occur and/or be of increased severity for the higher threat classes. Fire threat is a combination of two factors: 1) fire probability, or the likelihood of a given area burning, and 2) potential fire behavior (e.g., potential flame length or hazard). These two factors are combined to create five threat classes ranging from low to extreme. Figure 4-38 shows the distribution of fire threat according to CALFIRE throughout the City's Planning Area. The majority of City's SOI and surrounding area consist of 'non-fuel' (low), 'moderate,' 'high,' and 'very high' fire threat classification – 'moderate' indicating improved potential to control or suppress a fire. The western (near Fallen Leaf area, Tahoe/Gardner Mountain and Twin Peaks) and southern portions of the City's Planning Area, particularly south of the developed areas (within the Caldor Fire perimeter) shows potentially elevated wildfire intensity (i.e., very high fire threat) and difficulty to suppress. The information shown in Figure 4-38 will need to be updated to reflect changes in vegetation and fuels conditions affected by the 2021 Caldor Fire.

Figure 4-38 Wildfire Threat in the City of South Lake Tahoe



Map compiled 12/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, CalFire

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Previous Occurrences

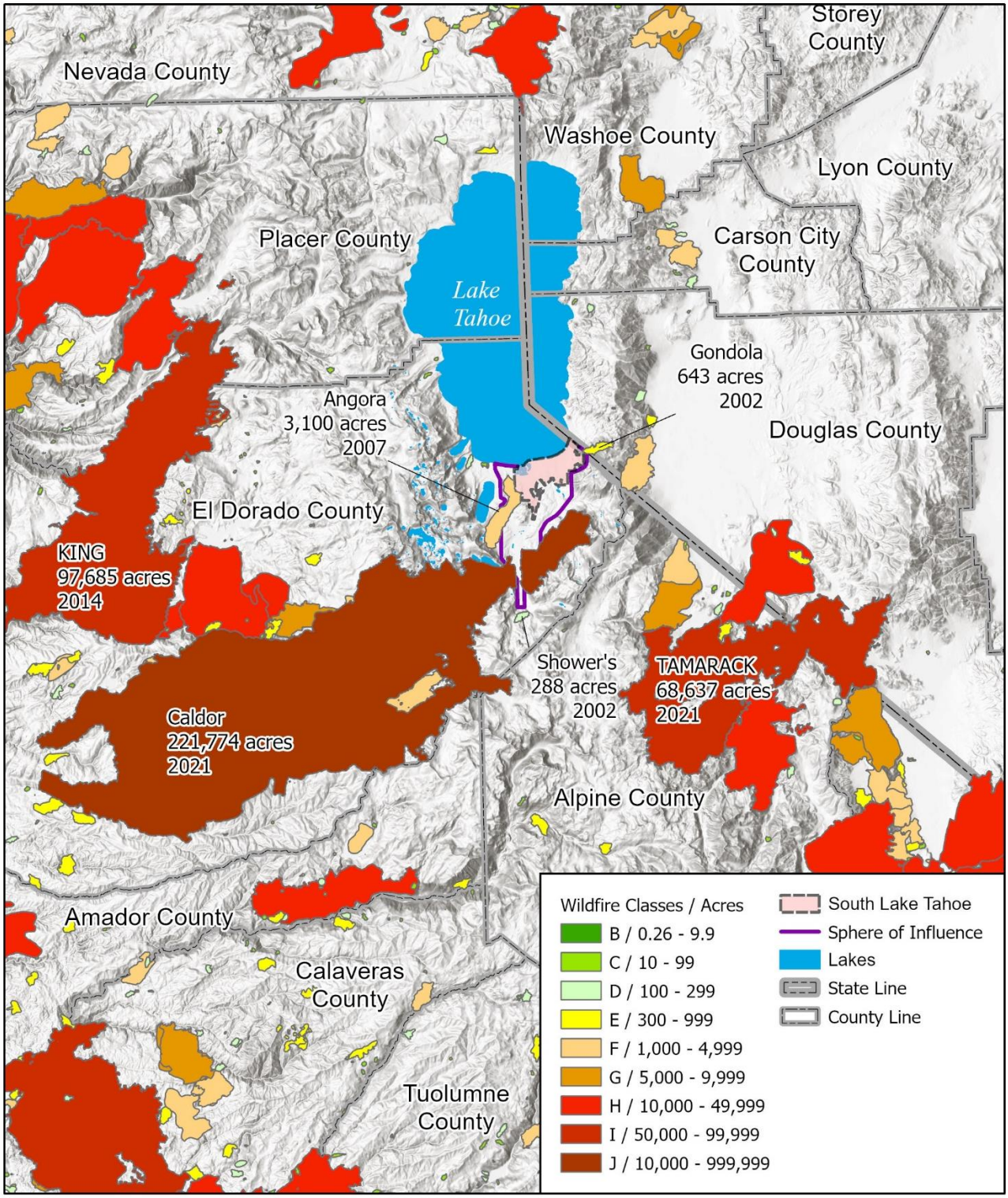
Since 1915 there have been 180 fires within 30 miles of South Lake Tahoe. While most fires are small, there have been 28 fires over 1,000 acres (Figure 4-39). Ten of those fires occurred in the last 20 years. Prior to the King Fire in 2014, the largest fire recorded in the area (but outside of the Basin) was 22,000 acres in 1992 (Cleveland Fire). Several fires were between 15,000 and 20,000 acres since 1950 but the recent King, Tamarack, and Caldor fires are many orders of magnitude larger than the typical large historical wildfire. Below is a summary of the notable fires in the greater South Lake Tahoe Region:

- **Caldor Fire**, 221,835 acres, started Aug 14, 2021. Roughly 12,000 acres of the fire occurred within the Lake Tahoe watershed, near Meyers and South Lake Tahoe. As of October 21, 2021, it was 100% contained. It destroyed 782 structures and damaged another 8 (CALFIRE 2021). The Caldor Fire resulted in the evacuation of the City and all communities within the SOI for approximately 10 days (depending on a neighborhood's proximity to active fire). The fire directly threatened structures in the City and structure within the SOI (CALFIRE 2021).
- **Tamarack Fire**, 68,637 acres, started July 4, 2021. It destroyed 15 structures and damage two more in the Markleeville area.
- **Emerald Fire**, 176 acres, it started on October 14, 2016. The Emerald Fire started near the Cascade Lake and Emerald Bay area off Highway 89. Wind gusts and sustained wind contributed to the spread of this fire.
- **King Fire**, 97,685 acres, started September 13, 2014. There were 12 residences and 68 other structures destroyed (NIFC 2014).
- **Angora Fire**, 3,070 acres, started on June 24, 2007. The Angora Fire destroyed 254 residences, and damaged 35 additional buildings (NFIC 2007).
- **Gondola Fire**, 643 acres, started on July 3, 2002 – The Gondola Fire was caused by discarded smoking material from the Heavenly gondola. Fire suppression cost close to $3 million, but fortunately no injuries or damage to structures were reported.
- **Showers Fire**, 288 acres, started on August 19, 2002 – The Showers Fire started when a small plane went down near Elbert Lake near Meiss Meadow, killing a couple from Lafayette, CA. The blaze was estimated to have cost the United States Forest Service (USFS) $1.75 million to suppress.

Probability of Future Occurrences

Likely – The probability of a wildfire event impacting the City Planning Area is between 1 and 10 percent chance of occurrence in the next year or has a recurrence interval of 11 to 100 years. According to data presented by the USDA Forest Service Wildfire Risk to Communities Program (https://wildfirerisk.org/, 2016), populated areas in nearly all other El Dorado County communities, on average, have a greater wildfire likelihood than in South Lake Tahoe. Fire behavior model outputs, based on fuels data updated through 2020 (Pyrologix 2021), estimated that the annual burn probability (ABP) within the City and SOI to range from 0 to 2% (see Figure 4-40), with most areas in the City's Planning Area of < 1% – meaning that there is generally less than a 1% chance each year that a wildfire will occur within the City's Planning Area. ABP is the probability that a specific geographic location (e.g., 30m pixel) will experience a wildland fire during a specified time period (i.e., 1 year). It does not say anything about the intensity of fire if it were to occur in that geographic location. Estimates of wildfire likelihood are based on fire behavior modeling across thousands of simulations of possible fire seasons. In each simulation, factors contributing to the probability of a fire occurring, including weather, topography, and ignitions are varied based on patterns derived from observations in recent decades. Wildfire likelihood (or ABP) is not predictive and does not reflect any currently forecasted weather or fire danger conditions.

Figure 4-39 Historical Wildfire Perimeters near the City of South Lake Tahoe



Map compiled 12/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, US Forest Service

0 10 20 Miles

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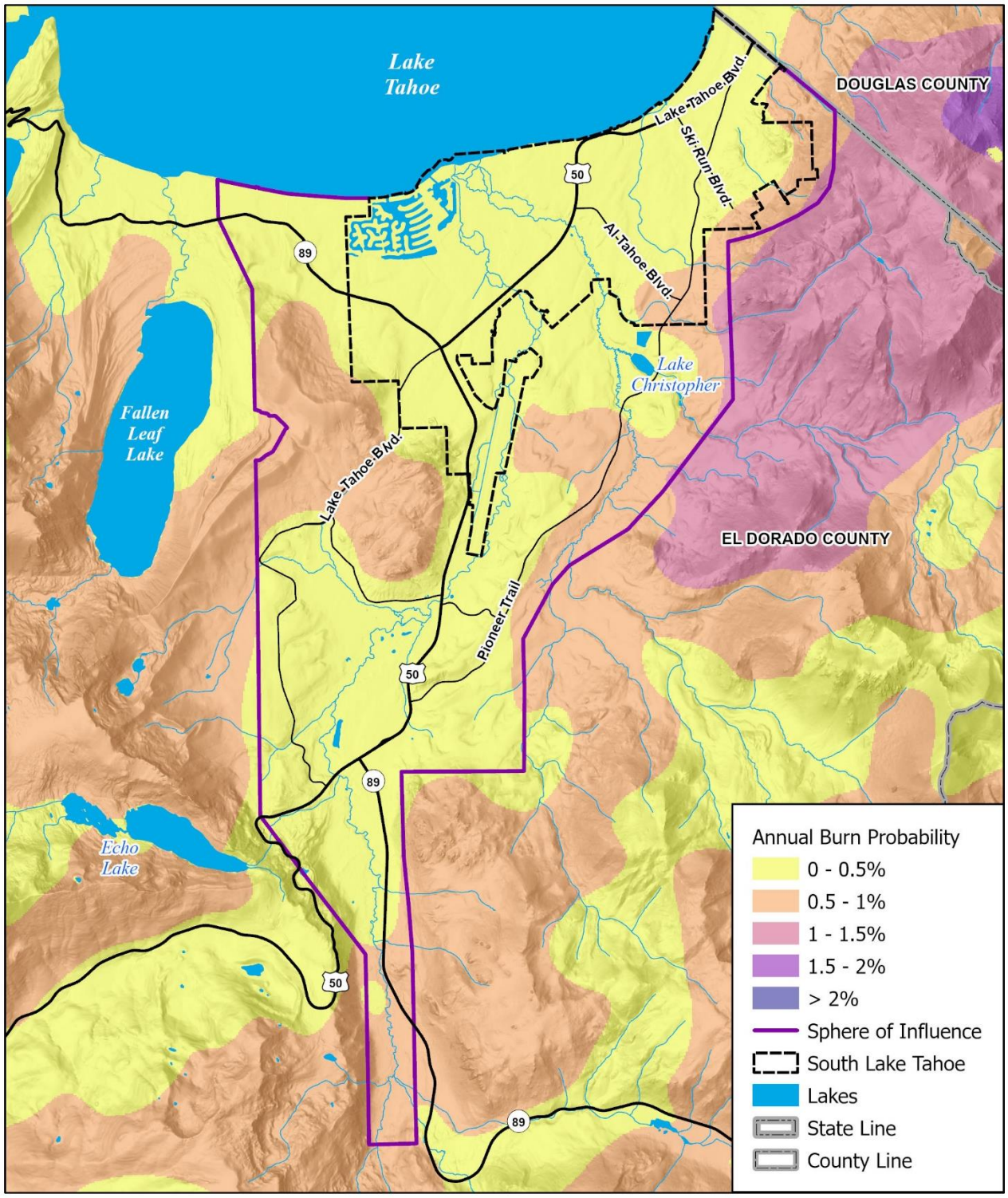
Figure 4-40 Annual Probability of Wildfire Occurrence in the City of South Lake Tahoe



Map compiled 10/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, Pyrologix

0 1 2 Miles

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Climate Change Considerations

Increases in GHG emissions coupled with population growth and development are expected to continue impacting California's forests and natural resources. Likewise, the effects of climate change will impact wildfire behavior, the frequency of ignitions, fire management, and fuel loads. Increasing temperatures will intensify wildfire threat and susceptibility to more frequent wildfires in the forest that make up large portions of the Planning Area, in addition to wildlands throughout the Tahoe Basin.

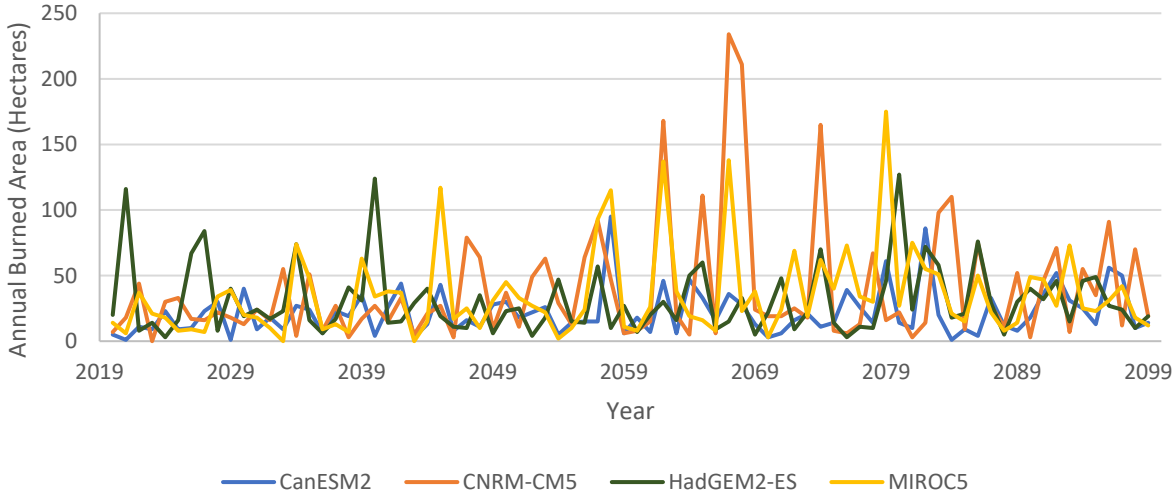
Uncertainty exists in how climate change will affect total precipitation, but models suggest that there is a tendency for wetter conditions in the northern part of the state and drier conditions in the south (California Natural Resources Agency 2018). Forests are also sensitive to variable precipitation events, and damaging droughts such as the multi-year event from 2012-2017 contributed to widespread tree mortality as warmer temperatures stressed trees and made them more susceptible to pests and pathogens (California Natural Resources Agency 2018). While the forested areas surrounding the City's Planning Area consist of wildland intermix and WUI, emerging studies that indicate that hot temperatures and dry winds can influence forest fires in these areas. Studies noted in California's Fourth Assessment report indicate climate change impacts on wind patterns may strongly affect forests, potentially serving as a trigger mechanism for conversion of forest to other types of vegetation (California Natural Resources Agency 2018). The Fourth Assessment report also notes that in the Sierra Nevada, projected changes in climate are associated with large increases in the area burned by wildfire and the frequency of large fires (California Natural Resources Agency 2018).

Westerling conducted wildfire risk projections based on statistical modeling from historical data of climate, vegetation, population density, and fire history (Westerling 2018). Projected wildfire occurrence (annual area burned) estimates based on different potential climate futures and GHG emission scenarios was summarized and presented in Figure 4-41, Table 4-39, Figure 4-42, and Table 4-40. Projections from these four models can be described as producing the following climate outcomes:

- HadGEM2-ES - A *warm/dry* future
- CNRM-CM5 - A *cooler/wetter* future
- CanESM2 - An *average* future
- MIROC5 - The model simulation that is most unlike the first three for the best coverage of different possibilities.

Each of the climate models responds to variation in GHG emission levels, where greater GHG emissions results in more extreme weather phenomenon. Under a 'medium' GHG emissions scenario, projections across all future climate scenario predict that annual area burned in the City could range from 0 to 578 acres between the years of 2020 and 2099 (Figure 4-41, Table 4-39).

Figure 4-41 Modeled Projections of Annual Area Burned (2020 to 2099) for the City of South Lake Tahoe under a Medium GHG Emissions (RCP 4.5) Scenario



Source: Westerling 2018 via Cal-Adapt

Table 4-39 shows the projected annual area burned statistics for 2020 to 2099 under the Medium GHG Emissions Scenario for the City for each of the four model projections.

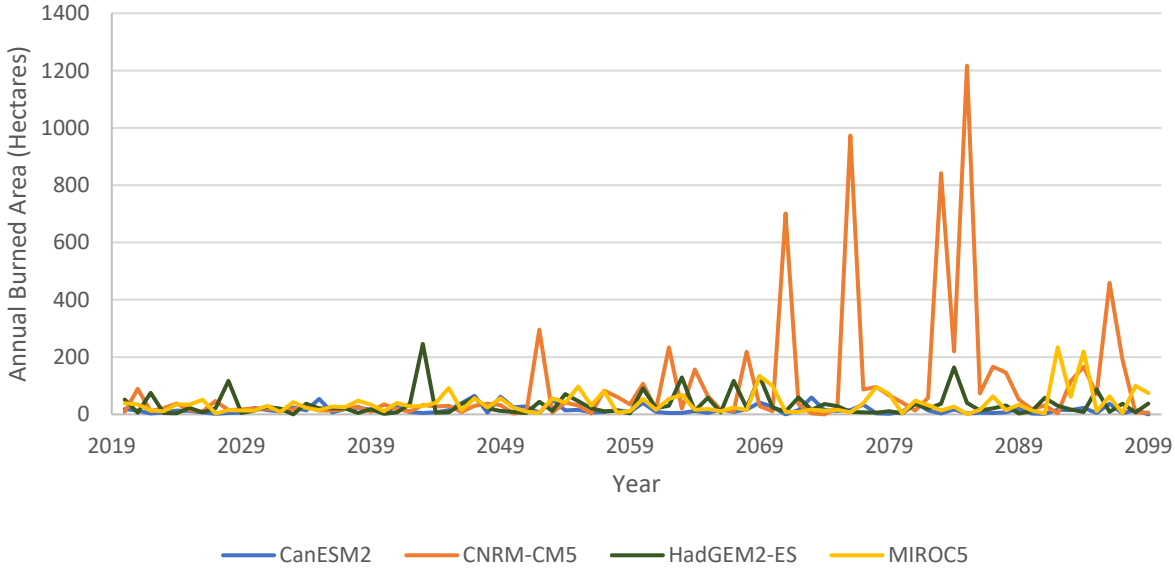
Table 4-39 Projected 2020 to 2099 Annual Area Burned Statistics for a Medium GHG Emissions Scenario for South Lake Tahoe

	CanESM2	CNRM-CM5	HadGEM2-ES	MIROC5
	Hectares (Acres)			
Max	95 (235)	234 (578)	127 (314)	175 (432)
Min	1 (2)	0 (0)	3 (7)	0 (0)
Average	22 (54)	39 (96)	31 (76)	35 (87)
Mode	9 (22)	27 (67)	14 (35)	8 (20)

Source: Westerling 2018 via Cal-Adapt

Under a 'high' GHG emission scenario, projections across all future climate scenario predict that annual area burned in the City could range from 0 to 3,007 acres between the years of 2020 and 2099 (Figure 4-42, Table 4-40).

Table 4-40 Modeled Projections of Annual Area Burned (2020 to 2099) for the City of South Lake Tahoe under a High GHG Emissions (RCP 8.5) Scenario



Source: Westerling 2018 via Cal-Adapt

Table 4-41 shows the projected annual area burned statistics for 2020 to 2099 under the Medium GHG Emissions Scenario for the City for each of the four model projections.

Table 4-41 Projected 2020 to 2099 Annual Area Burned Statistics under a High GHG Emissions Scenario for South Lake Tahoe

	CanESM2	CNRM-CM5	HadGEM2-ES	MIROC5
	Hectares (Acres)			
Max	65 (161)	1,217 3,007)	246 (608)	234 (578)
Min	0 (0)	0 (0)	0 (0)	1 (3)
Average	16.3 (40.2)	100.7 (249)	33.3 (82)	38.7 (96)
Mode	5 (12)	17 (42)	21 (52)	14 (35)

Source: Westerling 2018 via Cal-Adapt

According to the "Integrated Vulnerability Assessment of Climate Change in the Lake Tahoe Basin", climate change is expected to result in minimum and maximum daily average temperatures increases by the end of the century; variability in precipitation will increase leading to more droughts and storms; increased temperatures that will reduce precipitation falling as snow, which will reduce snowpack levels; and a significant increase in drought stress. The timing of peak runoff will also shift one to five months earlier in the year. Further, by the end of the century, the total area burned by wildfires each decade is projected to be 61% larger than the beginning of the century (Conservancy 2020). These risks are expected to continue to rise due to increased dryness of forest vegetation compounded by the productivity of plants in the spring.

While the CALFIRE program actively collaborates with state, local, and national agencies to reduce climate change impacts, current scientific models expect California will be affected by increased numbers of forest fires with added intensity due to longer warmer seasons, reduced distribution of biodiversity, lack of moisture, changes in ecosystems, drought impacts (e.g., forest pest diseases and continued spread of invasive species), and other such impacts in coming years. Due to these increasingly worsening and

recurring issues, wildfire hazards should be carefully studied by the City with regards to future negative effects in or near the City Planning Area related to wildfire risk. For these reasons, climate change would have a "high" influence on wildfire hazards.

Vulnerability Assessment

The City's wildfire risk and vulnerability is a very high concern as wildfire can damage or destroy property and infrastructure, injure people, or even cause death. Wildfires can affect major transportation roads, such as U.S. Highway 50 (US 50) and SR 89 by impeding commuters to get to and from their destinations (e.g., to Carson Valley, Reno, Bay Area), as well as potentially block emergency responders. These major transportation roads are also key evacuation routes for the City in the event of an emergency.

Populated areas, such as neighborhoods and subdivisions within WUI intermix and interface zones of the City's Planning Area are predominantly exposed to wildfire from indirect sources (approximately 76% of the City), such as aloft embers or home-to-home ignition (https://wildfirerisk.org/). Areas composed of contiguous vegetation are also directly exposed to wildfire flames and radiant heat.

During the June to October fire season, the dry vegetation and hot sometimes windy weather, combined with an increased visitor population, can result in an increase in wildfire ignitions. Any fire, once ignited, has the potential to quickly become a large, out-of-control fire when dry and windy conditions exist. Wildfires that prevent essential goods or services from entering or leaving the City could negatively affect local residents and businesses by impacting the local economy and the community's livelihood (e.g., limited access to jobs, daycare, schools, resources, and residences).

The CALFIRE-produced FHSZs displayed in Figure 4-37 were used to assess general wildfire vulnerability in the City's Planning Area. Using GIS the City's parcel layer was used as the basis for the inventory of parcels, while the CALFIRE FHSZs, was used to intersect the parcels and determine general risk based on the severity categories. Centroids were generated for each parcel for simpler overlay analysis, so that a parcel was either "in" a fire hazard severity zone of type "moderate severity," "high severity," or "very high severity," or "out" of any of these FHSZ categories (e.g., in Urban or Non-Wildland/Non-Urban areas). For purposes of this analysis, it was assumed that every parcel with an improved value greater than zero was developed in some way, even those stated as "vacant." This specification ensures parcels such as rights-of-way (ROW) are discarded for the purposes of determining vulnerability to fire, and to be able to aggregate valuations based on each parcel type (e.g., residential, commercial, public, etc.). The County of El Dorado Assessor's Office data calculates improved values based on the "annual structure value" which relates to the improvements of the parcel. This was the field used to determine improved values for each parcel.

Once parcels in the form of centroids were categorized by property type, the content values were calculated as follows: a) residential and multi-family properties received contents valued at 50 percent of the parcel improved value; b) commercial and agricultural properties' contents were valued at 100 percent of the parcel improved value; and c) vacant parcels (if applicable) received 0 percent content values. These valuation assignments are based on FEMA's methodology for estimating contents within their loss estimation software, Hazus-MH. As previously mentioned, Hazus-MH (for Multi-hazard) is a GIS-based natural hazard analysis tool developed and distributed by FEMA.

People

The residential population of South Lake Tahoe is approximately 21,814. Potentially vulnerable populations within the City may have trouble preparing for and responding to wildfire. Table 4-42 shows population vulnerability statistics from the most recent five-year rolling survey period of the U.S. Census Bureau ACS for the City. Tourist visitation to the City can considerably swell the population during weekends, holidays, and the summer months. Mass evacuations from the City have the potential to be complicated as there are four primary routes into and out of the City limits, including Highway 50 (westbound over Echo Pass), SR 89 (south), SR 89 (north), and Highway 50 (eastbound over Spooner Summit). Each route or multiple routes could be impacted by an impending wildfire. In addition, the vulnerability status of visitors is typically unknown to City officials. Evacuation traffic jams associated the Caldor Fire highlighted potential opportunities to better understand traffic generation and distribution (particularly during summer months) and improve evacuation sequencing and planning by the City.

The Caldor Wildfire evacuation caused hours of traffic gridlock in the City of South Lake Tahoe along Highway 50. The City expected the evacuation process to go slow as residents and visitors evacuated eastbound towards Nevada given there are few key routes in and out of the City. This is why City officials started the evacuation phasing process early, approximately 12 hours after issuing the first evacuation warning. This also allowed the City to safely evacuate vulnerable populations, and those experiencing homelessness. The traffic eventually cleared by 5 p.m. on Monday evening.
Photo Credit: Karl Mondon/Bay Aras News Group 2021

Table 4-42 Vulnerable Population Statistics for the City of South Lake Tahoe

Population Vulnerability Category	Number	Percent
Families in Poverty	433 ± 137	9.5% ± 3%
People with Disabilities	3,616 ± 453	16.8% ± 2.1%
People over 65 years old	3,344 ± 409	15.3% ± 1.9%
Difficulty With English Language	1,352 ± 367	6.6% ± 1.8%
Households without vehicle	790 ± 210	9.1% ± 2.4%
Mobile Homes	581 ± 173	6.7% ± 6.7%

Source: U.S. Census ACS 2019

Property

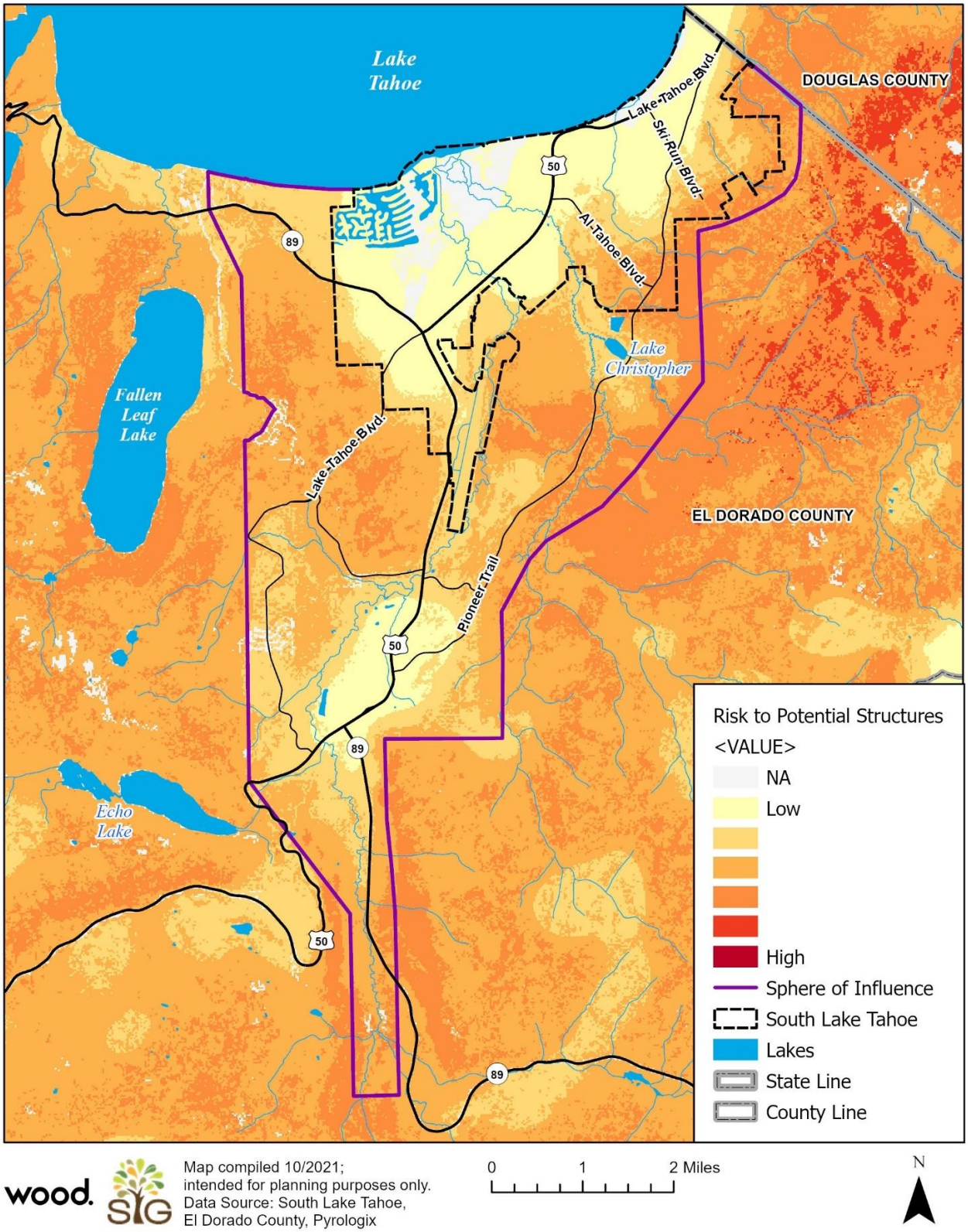
All property within the City limits occurs within the "very high" FHSZ. These properties are organized by parcel type and listed in Table 4-43, along with a summary of all improved structure values, contents values, total exposure values (which are the aggregated improved structure values plus the content values), and population at risk. Figure 4-43 displays potential property at risk to wildfires within the City.

Table 4-43 Property Values for Very High FHSZs within LRAs in the City of South Lake Tahoe

Fire Zone Ranking	Parcel Type	Improved Parcels	Improved Structure Value	Content Value	Total Exposure	Population at Risk
Very High	Commercial	382	$534,943,301	$534,943,301	$1,069,886,602	NA
	Exempt	20	$0	$0	$0	NA
	Industrial	198	$174,704,826	$262,057,239	$436,762,065	NA
	Miscellaneous	38	$49,526,052	$49,526,052	$99,052,104	NA
	Residential	9,732	$2,405,030,890	$1,202,515,445	$3,607,546,335	22,465
	Total	**10,370**	**$3,164,205,069**	**$2,049,042,037**	**$5,213,247,106**	**22,465**

Source: Wood Analysis 2021

Figure 4-42 Wildfire Risk to Potential Structures in the City of South Lake Tahoe



Map compiled 10/2021;
intended for planning purposes only.
Data Source: South Lake Tahoe,
El Dorado County, Pyrologix

0 1 2 Miles

N

Economy

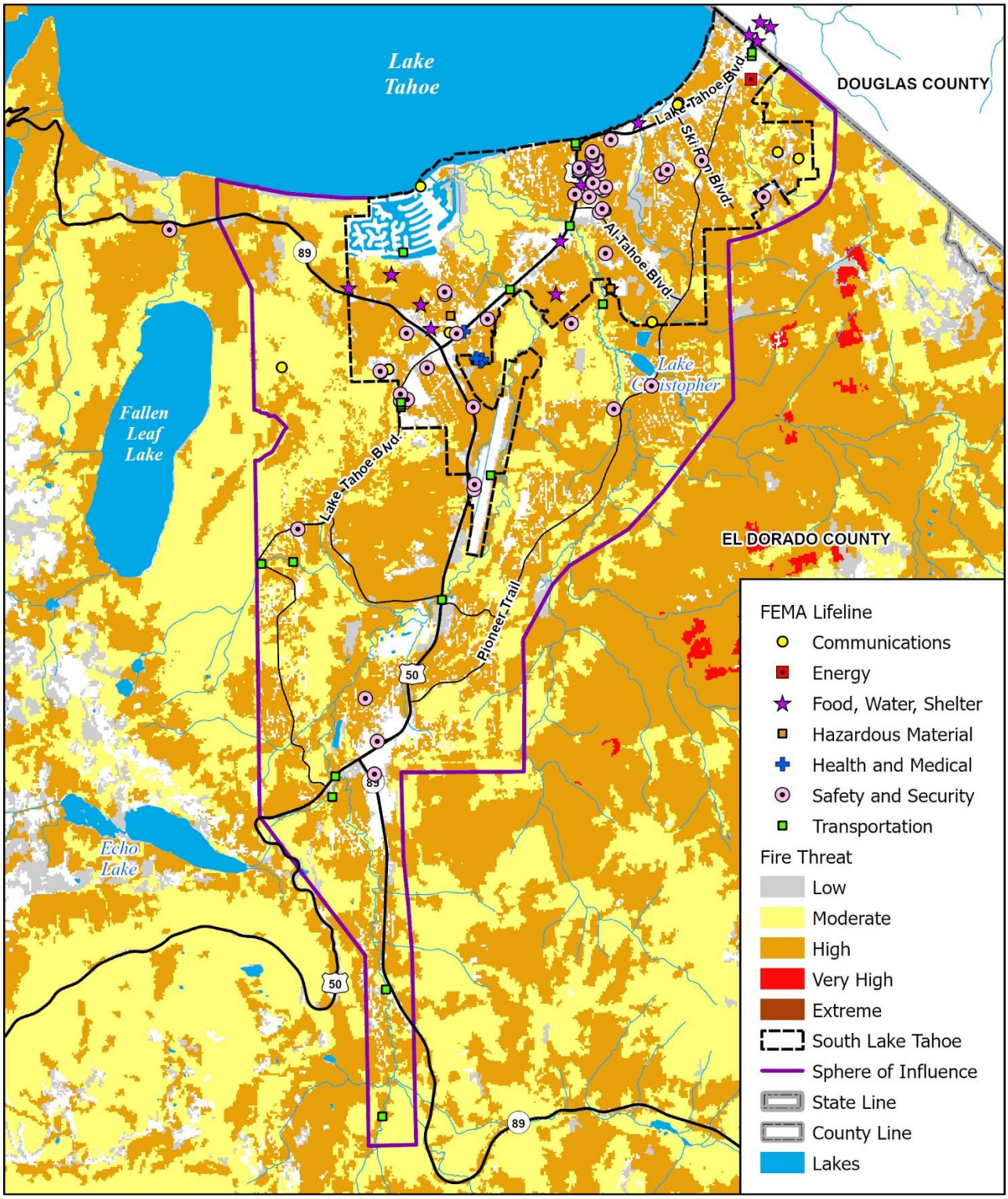
Wildfires can be incredibly destructive depending on the circumstances of the event, particularly the type of resources and populations they affect due to fire size, location, length of the burn, and ongoing or existing weather or hazard conditions. For example, damages to structures and properties are obvious impacts to the economy due to fire, though cascading negative effects on the economic sectors include road closures, lower revenue to the City based on reduced tourism and visitation, or excessive costs of firefighting and relocating people or natural and manmade resources (thus indirectly impacting City revenues). Transportation lifelines being closed and/or damaged could impede most of the population's ability to commute to nearby cities, such as Carson City, Gardnerville, Placerville, and Sacramento. During the Caldor Fire, residents and visitors in the City were evacuated for 3 to 4 weeks from August to September. As a result of the month-long evacuation order, the City of South Lake Tahoe and counties of El Dorado and Douglas County in Nevada were impacted by economic loss, specifically loss revenue related to tourism and associated sales and tourist accommodation taxes.

Based on preliminary impacts on estimated losses on the economies in El Dorado County and Douglas County, Nevada provided by the University of Nevada – Reno Department of Economics and University Center for Economic Development and the Tahoe Prosperity Center, the South Shore Region's revenue from the hotel and motel sector declined by approximately $21 million and the projected revenue loss for the retail and restaurant sector was $19.4 million (Tahoe Prosperity Center 2021). This resulted in $4.2 million in City tax losses and $1.7 million in City sales tax (Tahoe Prosperity Center 2021). Additional direct or indirect impacts to the economy could be further exacerbated by existing hazard issues such as earthquakes, drought, or severe weather, if those make it difficult to control wildfires or reestablish the economic drivers in the City's Planning Area. These direct and indirect impacts were also evaluated by the Tahoe Prosperity Center following the Caldor Fire as they related to the secondary economic impacts accrued as those lost revenues are not re-spent throughout the rest of the economy. Based on the lost hotel/motel and retail and restaurant sector revenue losses, El Dorado County had an estimated employment loss of 522 employees, total labor income loss of $18.2 million, lost total value added of $29.2 million, and lost total economic activity of $50.3 million (Tahoe Prosperity Center 2021).

Critical Facilities and Infrastructure

Critical facilities are those community components that are most needed to withstand the impacts of a disaster, such as wildfire. Figure 4-43 shows critical facilities located in the City relative to the CALFIRE wildfire threat zones, while Table 4-44 summarizes the critical facilities according to their FEMA Community Lifeline designation and zones within the City Planning Area and broken down by the critical facilities within the City limits, SOI, and outside the City's Planning Area. An overlay analysis using GIS was performed to determine where critical facilities are located within CALFIRE Fire Threat Zones ranked low, moderate, or high. Several critical facilities are also within non-fuel zones. Based on these results, a total of 34 critical facilities within the City limits are found in high fire threat zones, 19 critical facilities within the SOI are in high fire threat zones, and 11 critical facilities outside the City's Planning Area are within high fire threat zones (Table 4-44). Sensitive critical facilities, such as potable water pump stations and water storage facilities are not shown on Figure 4-44.

Figure 4-43 FEMA Community Lifelines in South Lake Tahoe in relation to Wildfire Threat



Map compiled 12/2021;
intended for planning purposes only.
Data Source: City of South Lake Tahoe,
STPUD, Lukins Brothers, HIFLD,
CalFire Fire Threat v14_2

0 1 2 Miles

N

Table 4-44 FEMA Community Lifelines and Facility Types Relative to Wildfire Threat Zones

Location	FEMA Community Lifeline Category	Fire Threat Level				
		High	Moderate	Low	Non-Fuel	Total
Within the City Boundary	Communications	2	0	0	10	12
	Energy	0	0	0	2	2
	Food, Water, Shelter	24	2	2	19	47
	Hazardous Material	0	0	0	2	2
	Health and Medical	1	0	0	5	6
	Safety and Security	7	0	4	29	40
	Transportation	0	0	1	10	11
	SUBTOTAL	**34**	**2**	**7**	**77**	**120**
Sphere of Influence	Communications	0	1	0	0	1
	Energy	0	0	0	0	0
	Food, Water, Shelter	14	9	3	7	33
	Hazardous Material	0	0	0	0	0
	Health and Medical	0	0	0	0	0
	Safety and Security	1	0	0	7	8
	Transportation	4	0	0	3	8
	SUBTOTAL	**19**	**11**	**3**	**17**	**50**
Outside Planning Area	Communications	0	0	0	0	0
	Energy	0	0	0	0	0
	Food, Water, Shelter	11	5	1	5	22
	Hazardous Material	0	0	0	0	0
	Health and Medical	0	0	0	1	1
	Safety and Security	0	0	1	1	2
	Transportation	0	0	0	0	0
	SUBTOTAL	**11**	**5**	**2**	**7**	**25**
	TOTAL	**64**	**18**	**12**	**101**	**195**

Source: El Dorado County 2021; HIFLD, CALFIRE 2017 Forest and Rangeland Assessment (FTHRT14_2), Wood Analysis 2021

According to California's Fourth Climate Assessment, wildfire may be the biggest immediate threat to California's transportation system, as vegetation fuel accumulation continues to increase (California Natural Resources Agency 2018). Wildfires can also lead to mudslides and debris flows, later resulting in the temporary transportation system closures or other key impacts to the community. Studies cited in the most recent climate assessments for the Tahoe Basin found that a considerable amount of infrastructure is exposed to wildfire risk, with the highest risk being roads and highways and major electrical and water utilities. Transportation or freight activity may be disrupted, while smoke and firefighting operations can lead to temporary service disruptions that can additionally affect movement of goods and services (California Natural Resources Agency 2018).

Historic, Cultural, and Natural Resources

The City has seven cultural and historic resources, as summarized under Section 4.2 of this plan. Since these structures and historic districts are sensitive in nature and may not have been built according to the latest building codes due to their age, it is expected that they might be at risk of wildfires (e.g. because of

their potential inability to withstand significant heat). However, other areas such as parks or natural spaces along the Upper Truckee River and Trout Creek and large public lands within and adjacent to the City could also be at risk of a wildfire, but these places would need to be further studied to determine vulnerability and risk more specifically.

Future Development

Population growth and development in the City of South Lake Tahoe is steady and only recently increasing. The City is expected to grow by the year 2030 by approximately 2%, which the average annual growth rate (AAGR) for El Dorado County from 2000 to 2050. While growth is fairly limited in the Tahoe Basin, even small increase in urbanization of the Planning Area makes wildfire vulnerability a growing issue, as future development in the WUI will increase risk to this hazard city-wide. WUI related risks can however be managed with strong land use regulations and building code requirements. For example, development in the WUI can be limited, or where permitted can require firebreaks between development and forestland, as well as enforce that building construction be compliant with CBC Chapter 7A: Materials and Construction Methods for Exterior Wildfire Exposure. The City's General Plan and Municipal Code can also be amended to address these land use regulations.

Risk Summary

Potential losses from wildfire within the City's Planning Area include human life, structures and other improvements, natural and cultural resources, quality and quantity of water supplies, timber, and recreational opportunities. Economic losses could also result. Smoke and air pollution from wildfires can be a severe health hazard and affect local economy and resident's quality of life. In addition, wildfires can create conditions for other hazards such as flooding, debris flows, mudslides, and erosion following rain events.

Wildfires in and surrounding the City Planning Area are likely to happen given the areas fire history, projected climate change influences, and residential and sizable visitor population (representing potential sources of wildfire ignitions). Residents and secondary homeowners have an opportunity to reduce wildfire risk to neighborhoods by hardening structures (Assembly Bill [AB] 38) and creating defensible space around structures (CALFIRE 2021), which includes appropriate landscaping and fuels reduction. Land managers, ski resorts, and emergency services also can play a role reducing risk through forest thinning and fuel reduction efforts within the WUI defense zone and/or through providing services such as chipping, defensible space inspections, tree marking, and clearing hazardous fuels from urban lots and open space. Key findings based on the wildfire risk assessment are highlighted below:

- The level of wildfire risk will likely increase in the future due to the effects of climate change, and as the City assesses and monitors the level of risk, they will adjust the emergency preparedness and hazard mitigation efforts accordingly.
- Wildfires are expected to have a probability of occasional occurrence in the future, given the local fuel, topography, and weather conditions and the extent of the WUI. Based on recent CAL FIRE future fire occurrence probability mapping, the City is mostly expected to have a high likelihood of fire from years 2026 to 2050.
- The areas of the City with high or very high fire threat, which in turn pose the highest risk to life and property, are located on the south of the Planning Area, along Highway 50 and Pioneer Trail.
- There are 10,370 improved parcels within the City limits within the "very high" FHSZ that are vulnerable to wildfire (within LRA as defined by CAL FIRE).
- The probability of future occurrence of wildfire is likely within the City's Planning Area, the future occurrence outside the City is also likely and must account for areas where future occurrence of major

wildfires will significantly affect the City through mandated evacuation and poor air quality, among other impacts.

- Seven historic and cultural properties and places are exposed to wildfire risks in the South Lake Tahoe Region based on the NRHP database.
- Population growth is expected to be approximately 2 percent by 2030 in the City, so WUI development may become a larger issue into the future. Building to the current code with regards to materials and structures is recommended based these development trends.
- The overall risk significance of wildfire hazards to the City of South Lake Tahoe is **High.**

4.4 Human-Caused, Human-Health, and Climate-Related Hazard Profiles and Risk Assessment

The DMA does not require an assessment of human-caused and human-health hazards, but the City of South Lake Tahoe and HMPC decided to include human-caused hazards in this LHMP to several reasons. First, the City wants to inform the public about all hazards, including both natural, human-caused, and human-health hazards. The City is also interested in the impact human-health and climate-related hazards could have on their community. The City also intends to take a proactive approach to disaster preparedness, and the HMPC feels that preparation for and response to a human-health disaster involves the same training and commitment of City resources as a natural hazard. The City is focused on reaching their 100% renewable energy goal among other climate adaptation goals related to carbon neutrality and community-wide deployment of solar, electrification opportunities, and transitioning to electric fleet vehicles. The following human-health hazard is discussed in this plan:

- Public Health Hazards: Epidemic/Pandemic
- Energy Shortages and Energy Resiliency

Other potential human-caused hazards, such as hazardous material incidents, cyber security, and terrorism threats were dismissed from further study. The City and HMPC noted that hazardous material incidents and releases are adequately covered by the planning mechanisms administered by El Dorado County's Fire Protection District and the Hazardous Waste Division of the Department of Environmental Management.

4.4.1 Public Health Hazards: Epidemic/Pandemic

Hazard Description

A pandemic can be defined as a disease that attacks a large population across great geographic distances. Pandemics are larger than epidemics in terms of geographic area and the number of people affected. Epidemics tend to occur seasonally and affect much smaller areas. Pandemics, on the other hand, are most often caused by new subtypes of viruses or bacteria for which humans have little or no natural resistance. Consequently, pandemics typically result in more deaths, social disruption, and economic loss than epidemics.

Three conditions trigger a pandemic declaration:

1. A new virus subtype must emerge that has not previously circulated in humans (and therefore there is no pre-existing immunity),
2. This new subtype must be able to cause disease in humans, and
3. The virus must be easily transmissible from human-to-human.

Since March 2020, the City of South Lake Tahoe, the nation, and the world are dealing with the COVID-19 pandemic (caused by the SARS-CoV-2 virus), confirming that pandemic is a key public health hazard in the Planning Area. This hazard risk assessment includes an analysis of pandemic risk across the City and an analysis of the impacts of the hazards profiled in this plan on public health.

Unlike seasonal flu, a pandemic has much greater potential for loss of life and significant social disruption due to higher rates of transmission and more severe health impacts. The SARS-CoV-2 virus has a much higher rate of transmission than the seasonal flu, primarily by airborne transmission of droplets/bodily fluid. Common symptoms include fever, cough, fatigue, shortness of breath or breathing difficulties, and loss of smell and taste. While most people have mild symptoms, some people develop acute respiratory distress syndrome with roughly one in five requiring hospitalization in the United States and a fatality rate between 1 to 2 percent. Because the virus can be transmitted by asymptomatic people, and due to the presence of several variants of SARS-CoV-2, the Delta Variant, for example, containing the spread has been a significant challenge across the globe.

Location

Extensive – Pandemics occur not only on a county or state level but on a national and global scale. It is likely that most communities in the City would be affected, either directly or by secondary impacts. Some indirect consequences may be the diversion of resources that may be otherwise available.

El Dorado County has reported 16,597 cases and 139 deaths from COVID-19 as of October 5, 2021. According to the El Dorado County Public Health COVID-19 dashboard, the Tahoe Region, which encompasses South Lake Tahoe, has the highest number of cases – approximately 3,514 cases and 11 deaths as of October 5, 2021, among all the regions in El Dorado County,

This is likely because South Lake Tahoe is one of the only two cities in El Dorado County and the surrounding Tahoe Region and itself are tourism and recreation hotspots while COVID-19 is transmitted primarily from human-to-human contact.

Extent (Magnitude/Severity)

Limited – The magnitude of a public health emergency will range significantly depending on the transmissivity and mortality rate of the virus. For example, pandemic influenza is easily transmitted from person to person, however, advances in medical technologies have greatly reduced the number of deaths caused by influenza over time.

Today, a much larger percentage of the world's population is clustered in cities, making them ideal breeding grounds for epidemics. Additionally, the explosive growth in air travel means the virus could spread around the globe within hours. Under such conditions, there may be very warning little time for counties, states, and countries to prepare. Most experts believe we will have just one to six months between the time that a dangerous new influenza strain is identified and the time that outbreaks begin to occur in the United States. Outbreaks are expected to occur simultaneously throughout much of the nation, preventing shifts in human and material resources that normally occur with other natural disasters. These and many other aspects make pandemics unlike any other public health emergency or community disaster. Pandemics typically last for several months to 1-2 years and have even longer lasting effects on the economy and communities.

As described by the World Health Organization (WHO), the Pandemic Intervals Framework (PIF) is a six-phased approach to defining the progression of a pandemic. This framework is used to guide pandemic planning and provides recommendations for risk assessment, decision-making, and action. These intervals provide a common method to describe pandemic activities that can inform public health actions. The

duration of each pandemic interval might vary depending on the characteristics of the virus and the public health response.

The six-phase approach was designed for the easy incorporation of recommendations into existing national and local preparedness and response plans. Phases 1 through 3 correlate with preparedness in the pre-pandemic interval, including capacity development and response planning activities, while Phases 4 through 6 signal the need for response and mitigation efforts during the pandemic interval. Phase 6 was reached in El Dorado County during the 2020 COVID outbreak.

Pre-Pandemic Interval

Phase 1 is the natural state in which influenza viruses circulate continuously among animals but do not affect humans.

Phase 2 involves cases of animal influenza that have circulated among domesticated or wild animals and have caused specific cases of infection among humans.

Phase 3 represents the mutation of the animal influenza virus in humans so that it can be transmitted to other humans under certain circumstances (usually very close contact between individuals). At this point, small clusters of infection have occurred.

Pandemic Interval

Phase 4 involves community-wide outbreaks as the virus continues to mutate and become more easily transmitted between people (for example, transmission through the air).

Phase 5 represents a human-to-human transmission of the virus in at least two countries.

Phase 6 is the pandemic phase, characterized by community-level influenza outbreaks.

Previous Occurrences

Since the early 1900s, six lethal pandemics have swept the globe:

- **1918-1919 Spanish Flu:** The Spanish Flu was the most severe pandemic in recent history. The number of deaths was estimated to be 50-100 million worldwide and 675,000 in the United States. Its primary victims were mostly young, healthy adults. At one point, more than 10 percent of the American workforce was bedridden.
- **1957-1958 Asian Flu:** The 1957 Asian Flu pandemic killed 1 to 2 million people worldwide, including about 70,000 people in the United States, mostly the elderly and chronically ill. Fortunately, the virus was quickly identified, and vaccine production began in May 1957.
- **1968-1969 H3N2 Hong Kong Flu:** The 1968 Hong Kong Flu pandemic killed 34,000 Americans. Again, the elderly were more severely affected. This pandemic peaked during school holidays in December, limiting student-related infections, which may have kept the number of infections down. Also, people infected by the Asian Flu ten years earlier may have gained some resistance to the new virus.
- **2003 SARS Outbreak:** Severe acute respiratory syndrome (SARS) is a viral respiratory illness caused by a coronavirus, called SARS-associated coronavirus (SARS-CoV). SARS was first reported in Asia in February 2003. Over the next few months, the illness spread to more than two dozen countries in North America, South America, Europe, and Asia before the SARS global outbreak of 2003 was contained. According to the WHO, a total of 8,098 people worldwide became sick with SARS during the 2003 outbreak. Of these, 774 died. In the United States, only eight people had laboratory evidence of SARS-CoV infection. All of these people had traveled to other parts of the world where SARS was

spreading. SARS did not spread more widely in the community in the United States. The main way that SARS seems to spread is by close person-to-person contact.

- **2009-2010 H1N1 Swine Flu:** This influenza pandemic emerged from Mexico in early 2009 and was declared a public health emergency in the U.S. on April 26. By June, approximately 18,000 cases had been reported in the U.S. and the virus had spread to 74 countries. Most cases were fairly mild, with symptoms similar to the seasonal flu, but there were cases of severe disease requiring hospitalization and a number of deaths. The CDC estimates that 43-89 million people were infected worldwide, with an estimated 8,870 to 18,300 H1N1-related deaths, including 12,469 deaths in the United States.
- **2020-Ongoing COVID-19:** The COVID-19 or novel coronavirus outbreak began in December 2019 and was declared a pandemic in March of 2020. As of October 5, 2021, over 219 million cases and approximately 4.5 million deaths have been reported globally, according to the WHO. Within the U.S. as of October 5, 2021, over 43 million cases and over 704,000 deaths have been reported. El Dorado County has reported 16,597 cases and 139 deaths from COVID-19 as of October 5, 2021. The Tahoe Region that encompasses South Lake Tahoe, has had approximately 3,514 cases and 11 deaths. COVID-19 vaccines are currently being administered and around 53.6% of El Dorado County populations (12 years or older) have been fully vaccinated. It will take time for the entire population to achieve herd immunity since a certain percentage of the entire population needs to be fully vaccinated. Additionally, due to the uncertainty in the transmission of several variants of the SARS-CoV-2 virus, the pandemic is expected to continue through 2021 and even 2022.

Other public health hazards have also occurred in the region. California officials closed parts of South Lake Tahoe in August 2021 because a dead chipmunk had tested positive for bubonic plague (The New York Times 2021). A woman who was walking her dog contracted the plague in August 2021. She responded well to antibiotics and was released from the hospital, but it was California's first case of the plague in five years. Bubonic plague is naturally occurring in many parts of California, including the Sierra Nevada, and can be transmitted through bites from infected fleas. The Tallac Historic Site, Kiva Beach picnic area, and the Taylor Creek Visitor Center were closed while wildlife officials sprayed an insecticide to kill fleas. People can contract the plague by the bite from an infected flea, touching or holding an infected rodent or being around a pet infected with the plague. While rare, contracting the plague is not unheard of. On average, about seven people every year test positive for the disease, according to the Centers for Disease Control and Prevention (CDCP). Symptoms include sudden high fever, chills, headache, nausea and pain and swelling of lymph nodes that develop between two to seven days after exposure (KIRO 7 2020). Although bubonic plague nowadays is extremely rare and can be treated and cured, it killed millions of Europeans during the middle ages. The prevention of bubonic plague does not include a vaccine but does involve reducing exposure to mice, rats, squirrels and other animals that may be infected (Cleveland Clinic n.d.).

Probability of Future Occurrences

Occasional – Even before the COVID-19 pandemic began, most public health experts considered another major pandemic to be inevitable. However, there is no definite way to predict when the next pandemic might occur. Some indicators will be present, but not every new virus turns into a pandemic. Based on the five pandemics that have affected the United States in roughly the last 100 years, a pandemic occurs on average roughly every 20 years.

Climate Change Considerations

Additional research is needed to determine the effects of climate change on the frequency and duration of epidemics and pandemics. Climate change may influence vector-borne disease transmission, although the direction of the effects (increased or decreased incidence) will be location- and disease-specific. Many

of the root causes of climate change can also increase the risk of pandemics (Bernstein 2020). Deforestation is the largest loss of habitat worldwide and this loss forces animals to migrate and potentially contact other animals and spread germs. Large livestock can also serve as a source for spillover infections from animals to people (Bernstein 2020). The intensity and extent of certain diseases are projected to increase. According to the WHO, there has been research development into the linkages between climate and infectious disease transmission that examine the associations between climate variability and infectious disease occurrence, early indicators of emerging infectious disease impacts of climate change and using predictive models to estimate the future burden of infectious disease under different climate change scenarios (WHO 2003). In summary, future risks associated with climate change are difficult to predict, but changes in infectious disease transmission patterns are likely consequences of climate change. Climate change can impact when and where pathogens appear, particularly related to temperature and rainfall patterns.

Ongoing efforts to reduce GHG emissions, building climate resiliency, and creating robust public health campaigns to prevent or prepare for possible increased vector-borne diseases may help to reduce the impacts of climate change on pandemics.

Vulnerability Assessment

Preparing for, responding to, and recovering from a pandemic requires a strategy that includes a holistic suite of public health activities designed to lessen the impact on morbidity and mortality. These activities include education, vaccination, prophylaxis, isolation/quarantine, a robust contact tracing program, and the closure of public facilities. In addition, clear, concise communication with the public and with other agencies remains a critical component, as does the ability of the involved agencies to achieve collaboration and coordination. By their very nature, most pandemics, once started, will not be stopped until they have run their course. This course can be shortened and weakened by many factors, with vaccination being the most effective method for protecting the population. Pandemic plans describe strategies of preparedness, response, and recovery to attempt to decrease illnesses and deaths during the pandemic period to manageable levels (i.e., that do not overwhelm the critical infrastructures of the State) and to promote community resiliency and rapid recovery.

General Property

For the most part, property itself is not generally impacted by a human disease, epidemics, or pandemics. However, as concerns about contamination increase, property may be quarantined or destroyed as a precaution against spreading illness. Additionally, traditional sheltering facilities including homeless shelters or temporary facilities set up to support displaced persons due to an evacuation or other reason due to a simultaneous disaster occurring cannot be done in a congregate setting. This requires additional planning considerations or the use of facilities that allow for non-congregate shelter settings, which may require approval of a request to FEMA for non-congregate sheltering, and may have an increased cost (such as the use of individual hotel rooms) as opposed to traditional congregate sheltering facilities.

People

Pandemics can affect large segments of the population for long periods. The number of hospitalizations and deaths will depend on the virulence of the virus. Risk groups cannot be predicted with certainty; the elderly, people with underlying medical conditions, and young children are usually at higher risk due to their higher exposure rates from schools, but as discussed above this is not always true for all infectious agents. People without health coverage or access to good medical care are also likely to be more adversely affected. The mental health of the public could also be impacted depending on the length of the event and public health guidance on prevention.

As previously described in the Past Events section above, the COVID-19 pandemic has resulted in over 704,000 deaths in the U.S. alone (139 deaths in El Dorado County). In addition to the direct impacts, the pandemic has completely disrupted life for many people. Most large gatherings have had to be canceled, and many schools during the onset of the pandemic were temporarily closed. Sheltering in place and social distancing have been highly encouraged and, in some places, mandated, leaving some individuals isolated for months.

Critical Facilities and Infrastructure

In the event of a pandemic, especially one with high transmission rates and mortality rates such as COVID-19, community lifelines, such as healthcare facilities, like hospitals will be heavily affected and may be overwhelmed due to a limited number of beds, doctor and medical staff, laboratory testing capacity, and possible personal protective equipment (PPE) shortages. Indirect impacts can also result in these facilities being temporarily offline due to testing or other precautionary monitoring and downed systems. Further, outbreaks in small cities and counties may cause medical facilities to reach capacity very quickly. These situations have already happened during the COVID-19 pandemic. Other critical facilities and infrastructure are not directly affected by a pandemic but may have difficulty maintaining operations and maintenance activities due to a significantly decreased workforce. Schools may also be forced to close.

Economy

Pandemics can have extensive economic impacts, as evidenced by the COVID-19 pandemic and associated restrictions on social gatherings. Social distancing requirements have affected nearly every segment of the local and national economy, most notably the restaurant and hospitality industries. Additionally, tourism and recreation industries may be impacted in affected areas. As a result, the unemployment rate can increase, which also occurred in 2020 due to the COVID-19 pandemic. Other economic impacts include varying disruptions in the food supply chains and essential medical services.

Historic, Cultural and Natural Resources

Impacts on these resources are typically minimal. However, reduced tourism during outbreaks could lead to additional economic impacts.

Future Development

Population growth and development contribute to pandemic exposure. Future development in and around the City has the potential to change how infectious diseases spread through the community and impact human health in both the short and long term. New development may increase the number of people and facilities exposed to public health hazards. Greater population concentrations (often found in special needs facilities, businesses, and school campuses) put more people at risk. During a disease outbreak, those in the immediate isolation area would have little to no warning, whereas the population further away in the dispersion path may have some time to prepare and mitigate against disease depending on the hazard, its transmission, and public notification.

Risk Summary

- Pandemics affecting the U.S. occur roughly once every 20 years but cannot be reliably predicted.
- Effects on people will vary, but a significant portion of the population could become ill and may need to be hospitalized; casualties are also expected.
- Effects on property are typically minimal, although quarantines could result in short-term closures.

- Community lifelines, such as healthcare facilities, like hospitals will be impacted and may be overwhelmed and have difficulty maintaining operations due to bed availability, medical staffing shortages, and lack of PPE and other supplies.
- Lost productivity due to illness and potential business closures could potentially have severe economic impacts, such as increased unemployment rates in the City. Social distancing requirements and fear of public gatherings could also significantly reduce in-person commerce.
- Ongoing mitigation activities should focus on disease prevention, especially during flu season. This includes, but is not limited to, pre-season community outreach campaigns to educate the public about risks and available support; establishing convenient vaccination centers; reaching out to vulnerable populations and caregivers; and issuing advisories and warnings.
- The overall significance of pandemic/epidemic in the City of South Lake Tahoe is **High.**

4.4.2 Energy Shortages and Energy Resiliency

Hazard Description

Severe weather due to heavy snow and winter snowstorms across the City routinely lead to regional power outages, isolation of vulnerable neighborhoods, and white-out conditions on roadways. These power outages are often related to severe weather or increased power demands on the electrical grid due to a higher number of visitors and higher demands for heating. Deep snow, strong winds and severe cold create unsafe living conditions for vulnerable populations in the community during period of prolonged power outages. The events that result in power outages deprive the community of basic needs – the electricity that makes critical facilities and infrastructure, economic activity, and social independence and security possible. Resilient communities need resilient energy systems. The City recognizes these risks and supports education and outreach programs targeted at bringing awareness of the importance of increasing energy resiliency in South Lake Tahoe and reducing the risks of prolonged power outages related to severe weather.

High winds and potential wildfire threat also routinely lead to power outages in the Lake Tahoe Region, the Sierra Nevada, and across California. These power outages are a combination of new and intentional disruptions intended to protect communities from wildfire threat and an increase in unintentional disruptions associated with intermittent power shortages. While these outages may not result in the same isolation of vulnerable neighborhoods as heavy snow and winter snowstorms, they can severely impact populations dependent on electric power for life-saving medical equipment. Since 2000, California has experienced a significant increase in emergency conditions related to shortfalls in power reserves, severe winter weather, high winds, and wildfire risk that in many instances have resulted in both intentional and unintentional power outages.

Electrical power disruptions are grouped into two categories: intentional and unintentional. Intentional disruptions include planned disruptions, unscheduled, demand-side management, and load shedding. Planned disruptions are scheduled based on maintenance and upgrade needs. Unscheduled disruptions are completed to address emergency conditions. Demand-side management disruptions are related to customer agreements with utility providers to reduce electrical demand during periods of peak system loads. Load shedding occurs when the power system is under extreme demand due to customer demand or failure of system operations and it is necessary to intentionally disrupt the service to prevent larger system failures. A new intentional disruption type of power shortage has occurred in California related to wildfires that started as a result of downed power lines or electrical equipment during the Camp Fire in 2018. Because of the severity of this catastrophic wildfire event, the California Public Utilities Commission (CPUC) directed the three largest energy utilities in California to prepare their customers for wildfire threats and related power outages during severe weather events. This emergency preparedness resulted

in safety procedures referred to as PSPS designed to protect customers and communities during the severe weather events when power is proactively shut off for public safety reasons in an effort to prevent a wildfire.

In comparison, unintentional disruptions are outages that come with no advance notice. These types of disruptions can be the most problematic and can include system failures or malfunction, equipment overload, fallen trees, vandalism, severe weather (lightning, high winds, flooding), and wildfires that damage transmission lines. Recognizing the different types of intentional and unintentional outages is important so the City can plan and effectively handle the related hazard events.

Geographic Location

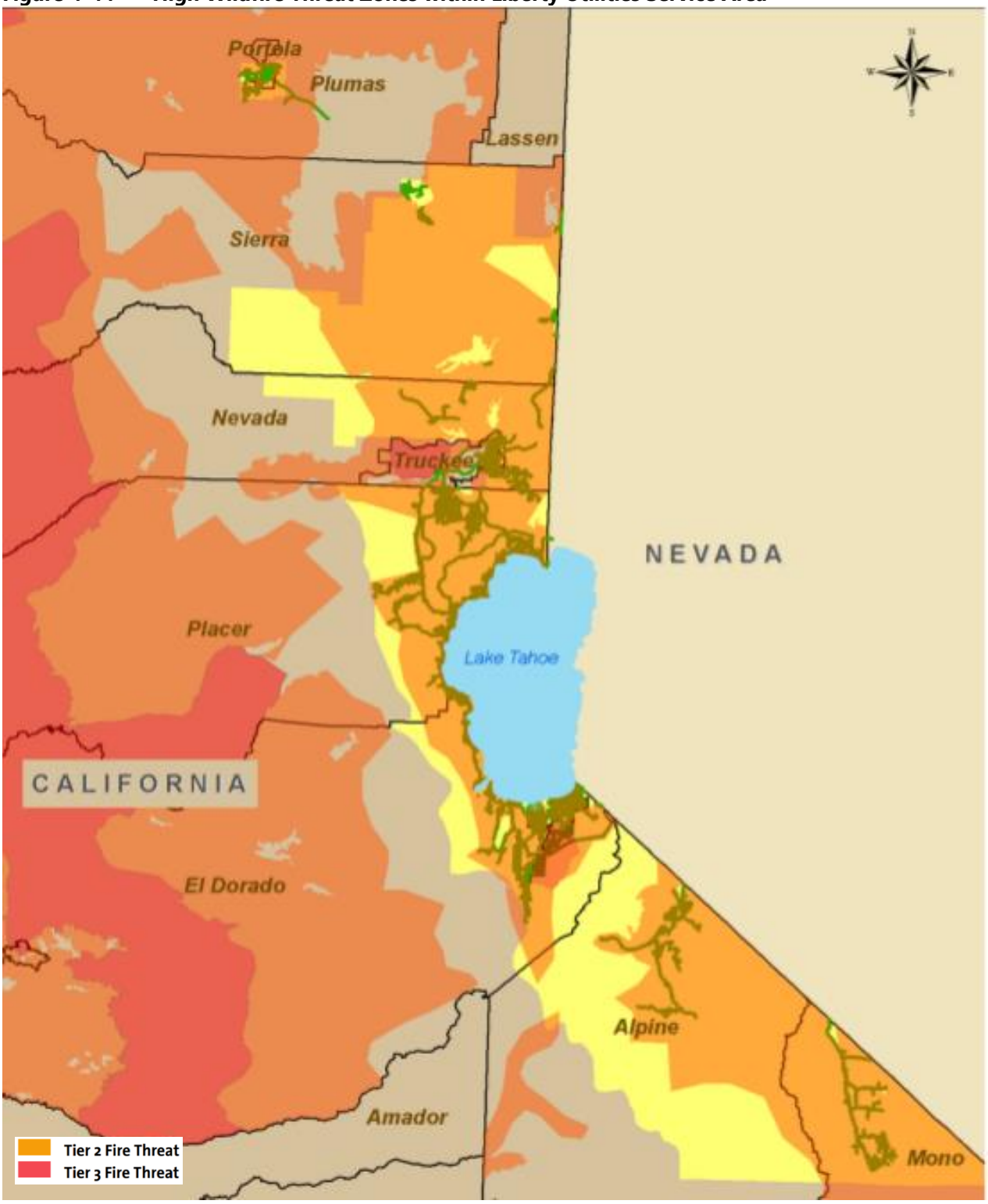
Extensive – Intentional and unintentional power disruptions related to energy shortages or severe weather can occur anywhere in the City. The City is within Liberty Utilities service area, which delivers electricity to customers in South Lake Tahoe, North Lake Tahoe, Truckee, the communities of Verdi and Floriston to the north of the Lake Tahoe, and the communities of Walker, Woodfords, and Markleeville to the south of the Lake Tahoe.

Extent (Magnitude/Severity)

The severity of an intentional or unintentional power outage depends on the time of the year when the outage occurs. During the winter months when heavy snow and winter snowstorms occur in the City, the impacts related to power outages can be greater compared to the summer months when power outages are intentional and planned events due to high winds and wildfire risk. Winter unintentional power outages happen with no advance notice, when road conditions are poor, outside temperatures are cold, and when the community has limited access to back-up power generation sources. PSPS events are scheduled more during summer and fall months (wildfire season) to prepare customers and communities for wildfire threat and potential intentional power outages.

The electrical transmission and distribution lines that may be considered for de-energization due to wildfire safety concerns and PSPS events are those that pass through areas that have been designated by the CPUC as at elevated (Tier 2) or extreme (Tier 3) risk for wildfire, as shown in Figure 4-44. The specific area within the Liberty Utility service area that these shutoff events will affect will depend on the forecasted dry and high wind weather conditions and what lines Liberty Utilities needs to turn off for public safety. For example, while a utility customer may not live or work in a high fire threat area, their power may be shutoff if their community relies upon a transmission or distribution line that passes through an area experiencing extreme fire threat conditions. This means a Liberty Utilities customer (or City resident) should be prepared for PSPS events, and the impacts on the community should be less severe.

Figure 4-44 High Wildfire Threat Zones within Liberty Utilities Service Area



Source: Liberty Utilities 2021.

Previous Occurrences

The HMPC noted there have been numerous winter snowstorms and high wind events over the past 5 years that have resulted in a combination of unintentional and intentional power disruptions. Liberty Utilities provides two online tools to track recent and current power outages related to winter storms. They also have an online tool for planned or intentional outages related to PSPS. The Winter Storm Outage Tracker maps and lists winter storm outage incidents by date and time, area impacted, number of customers impacted compared to the total customers in the service area, and the estimated restoration times.

One of the most severe winter snowstorms occurred in the Lake Tahoe region from December 23, 2021 through December 27, 2021. According to the UC Berkeley Central Sierra Snow Lab the snowstorm surpassed December 1970 as the snowiest December storm ever recorded with over 202 inches. The record was 238 inches in January 2017. During the storm, most roadways in and out of the Tahoe Basin were closed because of downed trees, narrow roads due to limited snow removal on local streets, sleet and ice, and traffic accidents. Above is a view from Ski Run Boulevard looking north towards Lake Tahoe.
Photo Credit: Tahoe Daily Tribune 2021

For example, from December 22, 2021 through December 26, 2021 there were multiple power outages across Liberty Utilities service area in the Lake Tahoe Region due to a severe winter snowstorm. Additional power outages occurred in 2022 that started on January 4, 2022 and lasted through January 5, 2022 in the Fallen Leaf Lake neighborhood (outside the City limits). These outages impacted approximately 221 customers out of the 24,306 customers in the utility's service area (0.9%). Service was restored for most customers within several hours of the incidents. Detailed and publicly available power outage data was not available from Liberty Utilities beyond these recent dates.

Probability of Future Occurrences

Highly Likely – Given that climatic factors will continue influencing severe weather patterns and climate within the City and based on historical data of known unintentional power disruptions due to heavy snow, severe winter snowstorms and high winds and PSPS events, it is highly likely that energy shortages will occur in the future.

Climate Change Considerations

Climate change is expected to result in more frequent and severe natural disasters associated with changes in temperature, precipitation patterns, and extreme weather events. These weather patterns put energy infrastructure at risk by impacting the efficiency and reliability of power plants and supply systems, substations, and the capacity of power transmission and distribution lines. Climate change can result in increased demand for cooling in the summer during high heat events in the City and most residents in the City lack air conditioning or other forms of cooling systems. Secondary impacts related to energy shortages also affect vulnerable populations, particularly those that rely on electrical power for life-saving medical equipment, such as respirators. Other vulnerable populations include the elderly and very young who are more sensitive to the loss of cooling systems that require electrical power. Power disruptions may also impact remote populations in and around the City, specifically communities that rely on groundwater wells that require electrical pumps for operation.

Vulnerability Assessment

Property

Buildings should be resilient to planned and unplanned power disruptions. The temporary or prolonged loss of electrical power to residences, commercial buildings, and other facilities should be negligible, as the loss of power does not impact the structural integrity of the building. Instead, the loss of energy supply to a building limits the functionality of building operations.

People

The loss of electrical power in the City can impact people in many ways. Populations that loose power may be isolated in their homes without heat, refrigeration, lighting, or the ability to work from home if they lack internet connectivity. Power outages can be life-threatening to those dependent on electricity for life support. Vulnerable populations including the elderly, low-income and/or linguistically isolated populations can face worse isolation and exposure during energy shortage events and also face secondary effects of the hazards. Stranded commuters, travelers, or visitors to the City may also be vulnerable to cold temperatures and hypothermia. For example, during a recent severe snowstorm in the City, travelers were stranded on Highway 50 for several hours due to road closures, snow removal, and traffic accidents.

Critical Facilities and Infrastructure

All critical facilities, infrastructure, utility services and operations are vulnerable to energy shortages and power disruptions. The most common problems associated with power disruptions are the loss of utilities and public services, such as water, wastewater, transportation, food supply, public safety, and communications. During energy or power shortages traffic flow is disrupted because traffic lights and controls no longer operate. The availability of public safety services may be limited. Prolonged power outages can also have negative economic impacts on an entire region as commerce and good and services are delayed. Other secondary impacts may be the closure of government offices, schools, and other public facilities and service centers.

The resilience of power-dependent systems is only as strong as the energy systems upon which they depend. Hardening and modernizing energy infrastructure in the Lake Tahoe Basin is underway as our utility providers diversify the electrical power supply with renewable energy sources and make it more flexible through smart-grid technology, coupled with rapid restoration and continuity of services when disruptions occur. The City is already improving energy resiliency within the community through the commitment to transition to 100% municipal renewable energy by 2032 (or 100% decarbonization of the grid) and the ongoing investments in energy efficiency and support of renewable energy projects and infrastructure improvements.

Economy

Electrical energy shortages and interruption of power caused by winter storms, heavy snow and high winds, and wildfire risk can result in a range of cascading impacts on local businesses and the continuity of operations in the City. Businesses can no longer use cash registers or process payment transactions. Gasoline pumps no longer operate, limiting accessibility for travelers and visitors. Restaurants may close because restaurant kitchen appliances and other equipment, such as lighting cannot work without power. Hotels may also have limited accommodations due to lack of heating supplies, lighting, and other needs. These impacts indirectly lead to economic losses in the commerce, tourism, and recreation industries in the City.

Historic, Cultural and Natural Resources

The natural environment is not directly damaged by energy shortages or disruptions due to winter storms, high winds, or other severe weather hazards.

Future Development

Future development implies continued population growth, which increases the population exposed to the impacts of intentional and unintentional power disruptions and energy shortages. severe weather. Due to the frequency of severe winter storms, and heavy snow and high winds in the City, individual citizens, families, and businesses need to be prepared to address severe weather events when they occur. It is recommended that citizens, families, and businesses have a plan, store extra supplies of food and water, as well as other related, supplied supplies such as flashlights, batteries, firewood and have a battery-operated radio within their home or business. City residents should also limit travel during such events if they occur due to severe weather.

Risk Summary

- Severe weather due to heavy snow and winter snowstorms across the City routinely lead to regional power outages, isolation of vulnerable neighborhoods, and white-out conditions on roadways. High winds and potential wildfire threat also routinely lead to power outages in the Lake Tahoe Region, the Sierra Nevada, and across California.
- Electrical power disruptions are grouped into two categories: intentional and unintentional.
- Intentional disruptions include planned disruptions, unscheduled, demand-side management, and load shedding. Unintentional disruptions are outages that come with no advance notice.
- PSPS are safety procedures designed to protect customers and communities during the severe weather events when power is proactively shut off for public safety reasons in an effort to prevent a wildfire.
- The electrical transmission and distribution lines that may be considered for de-energization due to wildfire safety concerns and PSPS events are those that pass through areas that have been designated by the CPUC as at elevated (Tier 2) or extreme (Tier 3) risk for wildfire.
- Winter power outages are common in the City. These hazard events have resulted in significant economic loss, traffic accidents, and injuries when combined with severe snow conditions.
- Climate change is expected to result in more frequent and severe winter storms that could result in energy shortages in the City.
- Overall, the significance of energy shortages and need for energy resiliency is **High**.

5 Mitigation Strategy

DMA Requirement §201.6(c)(3):

[The plan shall include the following:] A mitigation strategy that provides the jurisdiction's blueprint for reducing the potential losses identified in the risk assessment, based on existing authorities, policies, programs, and resources, and its ability to expand on and improve these existing tools.

This section describes the process followed to develop the mitigation strategy and mitigation action plan for the City of South Lake Tahoe LHMP update. It describes how the City met the requirements for the FEMA 10-step planning process. This chapter specifically discusses:

- Planning Step 6: Set Goals
- Planning Step 7: Review Possible Activities
- Planning Step 8: Draft an Action Plan

The results of the planning process, the risk assessment, the goal setting, the identification of mitigation actions, and the participation of the HMPC led to the action plan documented in Section 5.2.3 Mitigation Action Plan. Taking all the above into consideration, the HMPC developed the following overall mitigation strategy:

- Communicate the hazard information collected and analyzed through this planning process so that the community better understands what can happen where and what they can do to be better prepared.
- Implement the action plan recommendations of this plan.
- Use existing rules, regulations, policies, and procedures already in existence.
  - Given the flood hazards in the Planning Area, an emphasis will be placed on continued compliance with the NFIP and possible future participation in the CRS.
- Monitor multi-objective management actions so that funding opportunities may be shared, projects may be packaged, and broader constituent support may be garnered among neighboring communities.

5.1 Goals and Objectives

DMA Requirement §201.6(c)(3)(i)

The hazard mitigation strategy shall include a] description of mitigation goals to reduce or avoid long-term vulnerabilities to the identified hazards.

Up to this point in the planning process, the HMPC has organized resources, assessed hazards and risks, and documented mitigation capabilities. The resulting goals and mitigation actions were developed based on these tasks. The HMPC held a series of meetings and exercises designed to achieve a collaborative mitigation strategy as described further throughout this section.

During the initial goal setting meeting, the HMPC reviewed the results of the hazard identification, vulnerability assessment, and capability assessment. This analysis of the risk assessment identified areas where improvements could be made and provided the framework for the HMPC to formulate planning goals and objectives and the ultimate mitigation strategy for the City of South Lake Tahoe Planning Area.

5.1.1 Goals Development Process

Goals were defined for the purpose of this mitigation plan as broad-based public policy statements that:

- Represent basic desires of the community;
- Encompass all aspects of community, public and private;
- Are nonspecific, in that they refer to the quality (not the quantity) of the outcome;
- Are future-oriented, in that they are achievable in the future; and
- Are time-independent, in that they are not scheduled events.

Goals are stated without regard to implementation cost, schedule, and means. Goals are defined before considering how to accomplish them so that they are not dependent on the means or cost of achievement. The goal statements form the basis for objectives and actions that will be used as means to achieve the goals. Objectives define strategies to attain the goals and are more specific and measurable.

During the planning process, HMPC members were provided a list of the five existing goals from the 2008 HMP. The HMPC was also given a list of sample goals to consider from the California 2018 State Hazard Mitigation Plan (SHMP), City of South Lake Tahoe General Plan Health and Safety Element, and the 2018 El Dorado County LHMP. They were told that they could build upon the existing goals, combine, or revise the existing statements or develop new ones, keeping the risk assessment in mind. The HMPC participated in a virtual meeting and were asked to write or revise a goal statement and share it in the meeting chat room. Goal statements were reviewed and grouped into similar themes and discussed during the meeting. The goal statements from the HMPC were then reviewed during the second HMPC meeting until the team came to consensus. Based on the goal setting process, the HMPC identified the following five revised goals, which building upon the existing goal statements and provide direction for reducing future hazard-related losses within the City Planning Area:

- **Goal 1** – Save lives and protect property and the safety of City residents, workers, and visitors.
- **Goal 2** – Reduce impact of future disaster events and the disruption of critical facilities and essential community services by building adaptive capacity to a changing climate.
- **Goal 3** – Enable and leverage post-disaster and Building Resilient Infrastructure Communities funding.
- **Goal 4** – Hasten timely recovery from disasters and build valuable partnerships.
- **Goal 5** – Demonstrate a dedication to improving the City's safety and well-being and increasing public awareness of hazards and their mitigation.

Some of the new statements developed by the HMPC were determined to be better suited as hazard-specific objectives or actual mitigation actions. In summary, the revised goals focus on loss of life and property protection for all people in the City, reducing disaster impacts and disruptions to critical facilities by building capacity in the community to climate change, leveraging funding opportunities, accelerating timely recovery through collaboration and partnerships, and increasing public awareness.

5.1.2 Objectives Development Process

Next, the HMPC was asked whether they wanted to revise the existing objectives that summarized strategies to achieve each goal. In the existing 2008 HMP these objectives were linked to the hazards they mitigate. HMPC participants revised the objective statements during the third HMPC meeting based on initial input provided by the City and Wood staff. The revised objectives were also reviewed by the HMPC based on the City General Plan Health and Safety Element to look for opportunities to align the Health and Safety Element policies with the LHMP goals and objectives, and vice versa.

Based on the risk assessment review and goal setting process, the HMPC carried forward seven objective statements from the existing HMP and added two new objectives that focus on specific and measurable

steps related to public health hazards and energy shortages. The nine revised objectives organized by priority hazard are listed below.

- **Wildland Fire** – Minimize the threat to lives and property posed by the possibility of wildland fire within the County through routine implementation of fuel reduction projects.
- **Earthquake** – Minimize the threat to lives and property as a result of a possible earthquake within the Tahoe Basin Region by maintaining and upgrading critical facilities and infrastructure.
- **Severe Storm** –Lessen storm-related damages for all types of severe storms that impact the City.
- **Flood** – Minimize the threat to lives and property posed by the possibility of flood within the City.
- **Landslide** – Reduce landslide events and overall soil erosion in the City.
- **Drought** –Minimize the threat to property posed by the possibility of drought within the City by collaborating with water utilities and revisiting drought contingency actions.
- **Avalanche** – Improve techniques of informing the public on the level of avalanche danger in the City's in order to diminish the threat to lives and property posed by the potential for avalanche.
- **Dam Failure** – Improve dam inspection policy and procedures and identify new opportunities to minimize the threat to lives and property posed by the possibility of dam failure within the County.
- **Energy Shortages and Energy Resiliency** – Create redundancies and promote resiliency in critical electrical infrastructure systems.
- **Public Health Hazards** – Develop public health and safety strategies to reduce risks on vulnerable populations.

5.1.3 Incorporation into Existing Planning Mechanisms

The information contained within this plan, including results from the vulnerability assessment, and the mitigation strategy will be used by the City to help inform updates and the development of local plans, programs and policies. The City Development Services Department should use this information when updating the General Plan Health and Safety Element after the current update to the Housing Element; this would ensure the Health and Safety Element complies with Assembly Bill (AB) 2140. The Building Division may use the hazard information when reviewing site plans on a case-by-case basis included in residential and commercial development applications, and the Public Works Department may utilize the hazard information when implementing the City's CIP. Similarly, the City's Sustainability Coordinator can integrate the information into future updates to the City's 2020 CAP as it relates to climate adaptation strategies. The City should also incorporate information in this LHMP into future updates to the City's park and recreation plans. Information may include hazard profile information on climate change impacts and the incorporation of climate change adaptation strategies into other local and regional plans and outreach programs. Lastly, the HMPC representatives reported on efforts to integrate the LHMP into local plans, programs and policies, such as the EOP and will report on these efforts at the annual HMPC plan review meeting.

5.2 Identification and Analysis of Mitigation Actions

DMA Requirement §201.6(c)(3)(ii)
The mitigation strategy shall include a] section that identifies and analyzes a comprehensive range of specific mitigation actions and projects being considered to reduce the effects of each hazard, with particular emphasis on new and existing buildings and infrastructure.

In order to identify and select mitigation actions to support the mitigation goals, each hazard identified in Section 4.1 Identifying Hazards: Natural Hazards was evaluated, as well as human-caused and human-

health hazards identified in Section 4.4 Human-caused and Human-Health Hazards. Only those hazards that were determined to be a priority hazard were considered further in the development of hazard-specific mitigation actions.

The natural hazards in order of priority level are:

- Wildfire
- Severe Weather: Heavy Snow/Winter Storms
- Flood
- Earthquake
- Drought
- Landslide and Debris Flows: Soil Hazards
- Severe Weather: Heavy Rain/Thunderstorms/Hail/Lighting/High Winds
- Avalanche
- Dam Incidents

Public health hazards were identified by the HMPC as a priority hazard, as noted in Section 4.4 Human-caused and human-health hazards. Climate change impacts are qualitatively discussed in each hazard profile section. PSPS, commonly associated with severe weather events, are addressed by the Severe Weather: Winter Storms/Heavy Snow and Severe Weather: Heavy Rain/Thunderstorm/Hail/Lightening/High Winds actions as secondary impacts. However, given the severity of this hazard, energy shortage was a new climate-related hazard added to the LHMP update.

Once it was determined which hazards warranted the development of specific and new mitigation actions, the HMPC analyzed viable mitigation options that supported the revised goals and objectives. The HMPC was provided with the following list of categories of mitigation actions, which originate from the CRS:

- **Prevention**: Administrative or regulatory actions or processes that influence the way land and buildings are developed and built.
- **Property protection**: Actions that involve the modification of existing buildings or structures to protect them from a hazard or remove them from the hazard area.
- **Structural**: Actions that involve the construction of structures to reduce the impact of a hazard.
- **Natural resource protection**: Actions that, in addition to minimizing hazard losses, also preserve or restore the functions of natural systems.
- **Emergency services**: Actions that protect people and property during and immediately after a disaster or hazard event.
- **Public information/education and awareness**: Actions to inform and educate citizens, elected officials, and property owners about the hazards and potential ways to mitigate them.

At the mitigation strategy meeting the HMPC was also provided with a matrix showing examples of potential mitigation action alternatives for each of the above categories, for each of the identified hazards. The HMPC was also provided a handout that explains the categories and provided further examples. Another reference document titled "Mitigation Ideas" developed by FEMA in 2013, and FEMA's 2020 "Mitigation Action Portfolio" were distributed to the HMPC via an online link. These documents list common mitigation activities by hazard and actions funded by FEMA. The HMPC was also instructed to consider both future and existing buildings in considering possible mitigation actions. This reference provides four categories of mitigation actions that were discussed at the HMPC meeting in addition to the NFIP/CRS categories. These include:

- Plans and Regulations
- Structure and Infrastructure Projects
- Education and Awareness

- Natural systems protection

Other alternatives discussed in the webinar include the four 'A's' of mitigation:

- Alter the physical nature of the hazard
  - Such as wildfire defensible space and fuels treatments, snow fences etc.
- Avert the hazard away from people, buildings, and infrastructure
  - Can include engineered solutions, drainage, and channel improvements, floodproofing, fuel breaks
- Adapt to the hazard
  - Through land use planning, building codes and design standards, warning systems etc.
- Avoid the hazard
  - Natural systems protection, open space, acquisition, or relocation of properties out of hazardous areas

As part of the review of mitigation options, long-term climate change adaptation strategies were also discussed. HMPC members were encouraged to incorporate climate change adaptation measures into the mitigation strategy of their respective agencies or organizations utilizing resources and guidance available on the Cal-Adapt website. These materials are included in Appendix B. HMPC members were encouraged to develop mitigation alternatives that would protect future, as well as existing, development from hazards per the DMA 2000 regulations. A facilitated discussion then took place to examine the existing actions in the 2008 HMP and analyze the other possible mitigation alternatives. With an understanding of the alternatives, a brainstorming session was conducted to generate a list of preferred mitigation actions. The result was new and updated project ideas with the intent of meeting the identified goals and mitigating identified hazards.

Subsequent meetings with City department staff focused on refining and prioritizing new mitigation activities. During the subsequent meetings with the City, Wood reviewed the Draft LHMP update and remaining information or mitigation gaps that needed to be addressed. The City and Wood staff also discussed opportunities for plan integration and reviewed the plan implementation and maintenance procedures.

Prioritization Process

Once the mitigation actions were identified, the HMPC was provided with several decision-making tools, including FEMA's recommended prioritization criteria, STAPLEE, to assist in deciding why one recommended action might be more important, more effective, or more likely to be implemented than another. STAPLEE stands for the following:

- **Social**: Does the measure treat people fairly? (e.g., social equity, different groups, different generations)
- **Technical**: Is the action technically feasible? Does it solve the problem?
- **Administrative**: Are there adequate staffing, funding, and other capabilities to implement the project?
- **Political**: Who are the stakeholders? Will there be political and public support for the project?
- **Legal**: Does the jurisdiction have the legal authority to implement the action? Is it legal?
- **Economic**: Is the action cost-beneficial? Is there funding available? Will the action contribute to the local economy?

- **Environmental**: Does the action comply with environmental regulations? Will there be negative environmental consequences from the action?

The HMPC also discussed prioritizing actions that focus on climate adaptation, social equity, and community resiliency. They reviewed planning materials and tools designed to assist local communities in the development of climate adaptation and social equity goals and strategies.

In accordance with the DMA requirements (44 CFR, Section 201.6(c)(3)), an emphasis was placed on the importance of a benefit-cost analysis in determining action priority. As part of this evaluation, the benefits of proposed actions were weighed against estimated costs as part of the prioritization process. Other criteria used to assist in evaluating the benefit-cost of a mitigation action included:

- Does the action address priority hazards or areas with the highest risk?
- Does the action protect lives?
- Does the action protect infrastructure, community assets or critical facilities?
- Does the action meet multiple objectives?
- What will the action cost?
- What is the timing of available funding?

The mitigation categories, multi-hazard actions, and criteria are included in Appendix C: Mitigation Categories, Alternatives, and Selection Criteria.

Following the mitigation strategy meeting, once mitigation actions were compiled the HMPC used STAPLEE to determine which of the identified actions were most likely to be implemented and effective. With these criteria in mind, team members prioritized the mitigation actions through an electronic polling exercise with the above criteria in mind, essentially voting on the projects. The electronic survey poll was completed based on additional mitigation action ideas and worksheets received after the third HMPC meeting. In summary, the projects with the most points became the higher priority projects. This process provided both consensus and priority for the recommendations.

The process of identification and analysis of mitigation alternatives allowed the HMPC to come to consensus and to collectively prioritize recommended mitigation actions. During the polling process, emphasis was placed on the importance of a benefit-cost review in determining project priority; however, this was not a quantitative analysis. Benefit-cost was considered in greater detail in the development of the Mitigation Action Plan detailed below in Section 5.2. For example, parameters were established for assigning subjective ratings (high, medium, low) to the benefits and costs of each mitigation action. Specifically, each action developed for this plan contains a description of the problem and proposed project, the entity with primary responsibility for implementation, any other alternatives considered, a cost estimate, expected project benefits, potential funding sources, and a schedule for implementation. Development of these project details for each action led to the determination of an overall high, medium, or low priority for each action.

Recognizing the limitations in prioritizing actions from multiple departments and the regulatory requirement to prioritize by benefit-cost to ensure cost-effectiveness, the HMPC decided to pursue mitigation action strategy development and implementation according to the nature and extent of damages, the level of protection and benefits each action provides, political support, project cost, available funding, and jurisdiction and department priority. This process guided the development of a prioritized action plan for the City of South Lake Tahoe. Cost-effectiveness will be considered in greater detail through a formal benefit-cost analysis when seeking FEMA mitigation grant eligibility and funding (e.g. HMGP, BRIC grant program) for eligible actions associated with this plan.

5.2.1 Progress on 2008 Natural Hazards Mitigation Plan

The City of South Lake Tahoe has been implementing actions identified in the HMP developed by the City in 2008 and working steadily towards meeting the plan goals, objectives, and mitigation actions based on funding and staff availability. During the 2021-2022 LHMP update process the City reported on the status of all 29 of the 2008 HMP actions. The City provided input on whether the action had been completed, was deferred (not yet implemented, but still relevant for the updated plan), was in progress, or should be deleted. Table 5-1 summarizes the mitigation actions included in the 2008 HMP.

Table 5-1 Mitigation Action Progress Summary

Progress Category	# Of Mitigation Actions
Completed	12
Deleted	7
Continue In Progress	8
Continue-Not Started	2
Total Continuing Actions	10
New Actions in 2021	19
Grand Total	**29**

Table 5-2 indicates the details for each of the 2008 mitigation action items that have been completed or deleted based on input from the HMPC.

Table 5-2 Completed and Deleted Mitigation Actions

ID	Corresponding Hazard(s)	Mitigation Action	Lead Agency	Goals	Priority	Action Status Notes
Completed						
Action 1.1	Wildfire	Review and update the City ordinance to ensure the construction of fire-resistant homes in the future.	Fire Department, Public Works Department, Development Services Department	Goals 1 and 2	High	Complete. This action was completed with the update of the City's building code to adherence to the CBC Chapter 7A standards, which require new construction in the WUI to use ignition-resistant building materials.
Action 1.3	Wildfire	Utilize the existing urban wildland planning document to identify WUI buffer areas surrounding established communities in the City.	Fire Department, USFS Lake Tahoe Basin Management Unit (LTBMU), TRPA, Nevada Fire Safe Council	Goals 2, 4, and 5	High	Complete. The identification of WUI buffers around communities in the City was reviewed following the adoption of the 2008 HMP and informed the LHMP update. Subsequent planning guidance on construction in the WUI was reviewed and current WUI spatial datasets were incorporated in this LHMP update to determine the number of City parcels at risk and to visualize buffer areas around communities in the City.
Action 2.1	Earthquake	Review and update the City Building Code to ensure the construction of seismically-safe buildings in the City of South Lake Tahoe.	Development Services Department	Goals 1, 2, and 5	High	Complete. The City adopted in 2019 CBC that includes the most recent and current seismic regulations.
Action 3.1	Severe Storm	Review and update City ordinance to facilitate adequate snow storage and drainage easements.	TRPA, Public Works Department, Development Services Department	Goals 2, 4, and 5	High	Complete. This action relates to requiring adequate snow storage and drainage easement on private property in the City and has been completed.
Action 3.2	Severe Storm	Dedicate snow storage and drainage easements within all new development.	TRPA, Public Works Department, Building, and Development Services Department	Goals 2, 4, and 5	High	Complete. New development in the City now must dedicate snow storage areas and drainage easement on-site plans.
Action 4.4	Flood	Stockpile sandbags in order to ensure an adequate supply to combat erosion during flood events.	Public Works Department	Goals 1, 2, and 5	High	Complete. Sandbag Station is set up behind Fire Station #3 during winter.

ID	Corresponding Hazard(s)	Mitigation Action	Lead Agency	Goals	Priority	Action Status Notes
Action 5.2	Landslide	Review and adapt the City grading ordinance.	TRPA, Development Services Department, Public Works Department	Goals 1, 2, and 5	High	Complete. City Public Works Department confirmed that a Grading Ordinance was adopted as part of Chapter 7.20 of the City's Code.
Action 5.3	Landslide	Within the City grading ordinance, ensure cut and fill techniques provide for finished slopes at the angle of repose.	TRPA, Development Services Department, Public Works Department	Goals 1, 2, and 5	High	Complete. City Public Works Department confirmed that a Grading Ordinance was adopted as part of Chapter 7.20 of the City's Code. Cut and fill is addressed in Section 7.20.510.
Action 5.4	Landslide	Within the City grading ordinance, ensure that all disturbed slopes are revegetated after grading to reduce erosion potential while promoting slope stabilization.	TRPA, Development Services Department, Public Works Department	Goals 1, 2, and 5	High	Complete. City Public Works Department confirmed that a Grading Ordinance was adopted as part of Chapter 7.20 of the City's Code. Revegetation is addressed in Section 7.20.520.
Action 6.1	Drought	Develop a homeowner's guide to water conservation techniques.	STPUD	Goals 1, 2, and 5	High	Complete. STPUD has developed a range of water conservation programs to help homeowners conserve water when restrictions are in place during droughts. These include fixing water leaks, rebate programs, and water wise landscape consultations.
Action 8.1	Dam Failure	Improve communication with the California DWR to ensure that the dams in the County have been and continue to be inspected per law.	County of El Dorado	Goals 1, 2, and 5	Low	Complete. The County completed DWR communications and routine inspections by DSOD.
Action 8.2	Dam Failure	Develop a "Living with Dams" pamphlet to inform potentially affected citizens about dam safety and being prepared in the event of a dam emergency.	County of El Dorado	Goals 1, 2, and 5	Low	Complete. Outreach materials were completed and distributed by the County.
Deleted						
Action 1.4	Wildfire	Reduce fuel loading within identified wildland interface buffer areas.	Nevada Fire Safe Council, CCC, TRPA	Goals 2 and 5	High	Deleted. This is an old action. The City replaced this with a new action that aims to develop a comprehensive hazardous fuel reduction program to improve forest health

ID	Corresponding Hazard(s)	Mitigation Action	Lead Agency	Goals	Priority	Action Status Notes
						and reduce the risk of catastrophic wildfire. The program will include two components: 1) fuel reduction projects to lessen the natural build-up of fuel in the forest properties within and surrounding the City, and 2) continuation of the City-wide Defensible Space Program for private properties in the City.
Action 1.6	Wildfire	Endorse "firewood sales" by the Forest Service as a method of fuel load reduction in the National Forests of the City.	USFS LTBMU	Goals 1, 2, and 5	Low	Deleted. This is an old action. The City replaced this with a new action that is specific to the City's purview and the lands they manage. The City applied for a Southern Nevada Public Land Management Act (SNMPLA) Grant to fund hazardous fuels reduction work at the airport and near the proposed recreation center. There is discussion of firewood sales on City property from these fuels reduction projects; however, a contractor will be responsible for sale or removal of firewood. This grant funding has not been awarded.
Action 1.7	Flood	Sponsor a community "refuse pile" to promote the removal of vegetive refuse material from private parcels.	Public Works Department, Local Chipper Programs	Goals 2 and 5		Deleted. The South Tahoe Refuse (STR) accepts yard and green waste. There is no chipper program in the City, but the STR program is already in place and accepts refuse, so this action can be deleted.
Action 4.2	Flood	Review and update City ordinance to ensure only appropriate construction takes place in recognized flood-prone areas in the future.	TRPA, Development Services Department	Goals 1, 2, 4, and 5		Deleted. This will be replaced by the new mitigation action related to the Floodplain Ordinance Update.
Action 7.1	Avalanche	Initiate an avalanche warning information system to inform and warn users of the current level of avalanche danger.	Heavenly Mountain Resort, Public Works Department	Goals 1, 2, and 5	Low	Deleted. Heavenly Mountain Resort is outside City limits; the City would support Search and Rescue response, if called. The actual response is covered in memorandum of understanding (MOU) with other agencies, like the County and USFS.

ID	Corresponding Hazard(s)	Mitigation Action	Lead Agency	Goals	Priority	Action Status Notes
Action 7.2	Avalanche	Work with the ski resorts of the City on educating skiers on avalanche hazards.	Heavenly Mountain Resort, Public Works Department	Goals 1, 2, and 5	Low	Deleted. Heavenly Mountain Resort is outside the City limits and the City has limited authority on projects outside City limits.
Action 7.3	Avalanche	Develop and expand a patrol to enforce and fine out-of-bounds violations to reduce avalanche potential.	USFS LTBMU	Goals 1, 2, and 5	Low	Deleted. Heavenly Mountain Resort and the LTBMU have authority on federal lands to limit the number of skiers or snowboarders in terrain that is not managed for avalanche control.

As shown in Table 5-2, 12 mitigation actions from the 2008 HMP were completed. These include Action 1.1 associated with updating the City ordinance to ensure the construction of fire-resistant homes, which was reflected in the enforcement of the CBC Chapter 7A. Code enforcement ensures new construction complies with recent amendments to the CBC that ensure ignition-resistant building materials are used in the exterior design and construction of buildings located within the WUI. Similarly, Action 2.1 associated with updating the City Building Code was completed, which ensures the construction of seismically-safe buildings. Action 1.3 related to the identification of WUI buffer areas around established communities in the City was reviewed and informed the update of this LHMP. Subsequent planning guidance on construction in the WUI was reviewed since the 2008 HMP and recent WUI spatial datasets were assessed in this LHMP update to determine the number of City parcels within the WUI and potential buffer areas around established communities in the City, such as Tahoe Keys, Bijou, Sierra Tract, and the Al Tahoe neighborhoods. The identification of WUI buffers outside the City limits, within the SOI boundary were also analyzed in the LHMP update risk assessment on wildfire hazards. As a result, this mitigation action is complete.

Action 3.1 and Action 3.2 for severe storm and heavy snow are both also completed, since keeping storefronts clear of snow is a new requirement for the City, which addresses severe storm's impact on both existing and future development. Action 3.3 for flood is complete because a sandbag station was set up at a City fire station. For landslide hazards, the City's Public Works Department confirmed that Actions 5.2 through 5.4 have been adopted as part of City Ordinance Chapter 7.20 – Grading Ordinance. Therefore, these three actions are the completed. For drought, given that the homeowner's guide to conservation techniques has been designed and distributed, Action 6.1 is completed. For dam incidents, El Dorado County collaborates with DWR and works with the DSOD on routine inspections. The County also completed and distributed dam safety related pamphlets. Therefore, Action 8.1 and 8.2 are completed.

Seven mitigations actions where the City has limited jurisdiction or authority to enforce land use authority were deleted. These include Action 1.4, which is replaced by a proposed comprehensive Forest Fuel Reduction and Defensible Space Program. Action 1.6 which relates to the endorsement of firewood sales to reduce fuel loading was also deleted. This action was originally proposed by the U.S. Forest Service and the LTBMU was primarily responsible for promoting these sales. Action 1.7 relates to promoting the removal of refuse material from private parcels was also deleted because the STR accepts yard and green waste and therefore is already fulfilling this action. Action 4.2 will be replaced by a new and slightly modified mitigation action that targets at floodplain ordinance update. Three actions related to avalanche hazards were also deleted. Action 7.1 proposed to initiate an avalanche warning information system to inform and warn users of the current level of avalanche danger. This action, however, would involve Heavenly Mountain Resort's cooperation, whereas the Resort is outside City limits. Moreover, the actual search and rescue response is covered in MOU with other agencies, such as El Dorado County and USFS, while the City would only support the response. Action 7.2 involves working with Heavenly Mountain Resort on educating skiers on avalanche hazards. This action was deleted because Heavenly Mountain Resort is outside City limits and outside the purview of City authority., Action 7.3 entailed expanding ski patrol to enforce and fine recreation users that violated out-of-bound area adjacent to Heavenly Mountain Resort in order to reduce avalanche safety hazards. This action would need to be implemented by Heavenly Mountain Resort and the LTBMU in order to effectively limit the number of skiers or snowboarders that access out-of-bound terrain adjacent to the ski area that is not managed for avalanche control. As a result, the City has limited authority to enforce these regulations.

The remaining actions from the 2008 HMP will carry forward into the 2021-2022 LHMP given they involve annual implementation and continuing actions. For example, Action 4.3 involves inspecting bridges within the City to ensure they are structurally safe from failure during peak flow scenarios; these inspections are completed by Caltrans and this action is ongoing and will be included in the plan update.

For this 2021 – 2022 LHMP update, new flood, drought, energy shortage, public health, and wildfire mitigation actions were developed. Ten of the 29 mitigation strategies from the 2008 HMP were carried

forward into the 2021 – 2022 LHMP. This includes five mitigation actions related to wildfire mitigation actions, two earthquake mitigation actions, one flooding mitigation action, and two landslide mitigation actions. None of the 10 mitigation actions carried forward into the 2021-2022 LHMP update have been completed, but eight mitigation actions are in progress and the remaining will continue in this plan but have not yet been started. Details on the progress of the existing actions carried forward into this LHMP update since the 2008 HMP planning process can be found in Section 5.2.3 and Table 5-3 below.

5.2.2 Continued Compliance with National Flood Insurance Program (NFIP)

Recognizing the importance of the NFIP in mitigating flood losses, an emphasis will be placed on continued compliance with the NFIP by the City of South Lake Tahoe. As a NFIP participant, South Lake Tahoe will continue to make every effort to remain in good standing with NFIP. This includes continuing to comply with the NFIP's standards for updating and adopting floodplain maps and maintaining and updating the floodplain regulations. The City also proposes to update their Floodplain Ordinance to address areas for improvement based on a recent audit. Other details related to NFIP participation are discussed in the flood vulnerability discussion in Chapter 4 and in the capability assessment in Chapter 2. Additional actions are related to possible future participation with the CRS program.

5.2.3 Mitigation Action Plan

Requirement §201.6(c)(3)(iii)
The hazard mitigation strategy shall include an] action plan, describing how the action identified in paragraph (c)(3)(ii) of this section will be prioritized, implemented, and administered by the local jurisdiction. Prioritization shall include a special emphasis on the extent to which benefits are maximized according to a cost benefit review of the proposed projects and their associated costs.

This action plan presents the recommendations developed by the HMPC outlining how the City can reduce the risk and vulnerability of people, property, infrastructure, and natural and cultural resources to future disaster losses. The mitigation actions developed by the HMPC are summarized in Table 5-3 and listed in detail in the mitigation action worksheets that follow. Table 5-3 is a summary table for quick reference. It identifies the mitigation action title, lead agency/department, hazards mitigated, priority and if the action mitigates losses to existing or future development. The 'Related Goal' column notes which of the five goals in Section 5.2 that the action helps achieve. The action worksheets that follow provide more background information, ideas for implementation, lead agency, partners, potential funding sources, cost estimates, benefits, and timeline for each identified action.

The City has other existing, detailed action descriptions in planning documents, such as General Plan Health and Safety Element, CIP, and other planning mechanisms. These actions are considered to be part of this plan, and the details, to avoid duplication, should be referenced in their original source document. The HMPC also realizes that new needs, priorities, and adaptation strategies may arise as a result of a disaster or other circumstances and reserves the right to support new actions and strategies, as necessary, as long as they conform to the overall goals of this plan.

The actions included in this mitigation strategy are subject to further review and refinement; alternatives analyses; and reprioritization due to funding availability and/or other criteria. The City is not obligated by this document to implement any or all of these projects. Rather this mitigation strategy represents the desires of the City, the HMPC, and the community to mitigate the risks and vulnerabilities from identified hazards. Many of the action items included in this plan are also a collaborative effort among City staff, Conservancy, TRPA, STPUD, LVFPD, Tahoe Prosperity Center, El Dorado County, and other state, regional, and local agencies and stakeholders in the City's Planning Area.

Table 5-3 Mitigation Action Summary

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Responsible Office / Agency	Cost Estimate and Potential Funding	Priority	Timeline	Goals & Lifelines
Dam Incidents								
DI-1	Regularly coordinate with dam owners and operators, specifically the El Dorado Irrigation District and the South Tahoe Public Utility District on dam evaluations and inspections, dam rehabilitation activities, emergency action planning and EAP updates, and early warning and notification messaging related to the implementation of the City of South Lake Tahoe EOP procedures.	New Action	Dam Incidents	Fire Department, El Dorado Irrigation District, South Tahoe Public Utility District	<$10,000, General Fund	Low	3-5 years	Goals 1, 2, 3, 4 and 5
Drought								
D-1	Incentivize drought-tolerant landscaping that is also fire-resistant	New Action	Drought, Wildfire	Public Works Department	<$10,000, General Fund	Medium	3-5 years	Goals 1, 2, and 5
Earthquake								
E-1	Develop a homeowner's guide to earthquake preparedness techniques.	2008 Action	Earthquake	Fire Department, Development Services Department	$10,000 – $100,000, General Fund	Medium	1-3 years	Goal 5
E-2	Inspect all City buildings and, where applicable, upgrade structures to withstand earthquake events	2008 Action	Earthquake	Development Services Department, Public Works Facilities Division	$10,000 – $100,000, Federal HMGP Grants	Medium	3-5 years	Goals 2 and 5
Energy Shortages								
ES-1	South Tahoe Zero Energy District (STZED) Connected Community Partnership	New Action	Energy Shortages, Severe Weather: Winter Storms and	City Manager's Office	$3,000,000 - $7,000,000	High	1-3 years	Goals 1, 2, 3, 4, and 5

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Responsible Office / Agency	Cost Estimate and Potential Funding	Priority	Timeline	Goals & Lifelines
			Heavy Snow, Severe Weather: High Wind					
Flood								
F-1	Within new permit applications applicable to existing parcels, remove existing development from recognized flood-prone areas or require appropriate construction and methods to minimize impacts from flooding	2008 Action	Flood	Development Services Department	<$10,000, General Fund	High	1-3 years	Goals 1, 2, 4, and 5
F-2	Floodplain management ordinance update	New Action	Flood	Development Services Department	$10,000 – $100,000, General Fund HMA HMGP Funds, Floodplain Management, Protection, and Risk Awareness Grant Program (Proposition 6)	Medium	1 year	Goals 1, 2, 3, 4, and 5
F-3	Master storm drainage project	New Action	Flood	Public Works Department	$100,000 – $1,000,000, General Fund, HMGP Grants	High	3-5 years	Goals 1, 2, 3, 4, and 5
F-4	Maintenance of storm drainage system	New Action	Flood	Public Works Department	$10,000 – $1,000,000, General Fund	High	1-3 years	Goals 1, 2, 3, 4, and 5
F-5	Inspect all bridges within the City to ensure they are structurally safe from failure during peak flow scenario	2008 Action	Flood	Public Works Department, Caltrans	$10,000 – $1,000,000, General Fund	Medium	3-5 years	Goals 1, 2, 4, and 5
Landslide and Debris Flows: Soil Hazards								

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Responsible Office / Agency	Cost Estimate and Potential Funding	Priority	Timeline	Goals & Lifelines
L-1	Inspect road cuts and fills for signs of failure and erosion and stabilize slopes	2008 Action	Landslide	Public Works Department, Caltrans	$10,000 – $100,000, General Fund, HMGP Grants	High	3-5 years	Goals 1, 2, and 5
L-2	Within City zoning ordinance, review and adapt measures that limit construction on steep slopes where extensive cut and fill would be necessary	2008 Action	Landslide	TRPA, Development Services Department	$50,000, General Fund	High	3-5 years	Goals 1, 2, 4, and 5
Severe Weather: Heavy Rain/Thunderstorms/Hail/Lightning/High Winds/Heavy Snow and Winter Storms								
SW-1	Continue to coordinate with El Dorado County and Caltrans to conduct snow removal and maintain roadway operations to promote winter public safety	New Action	Severe Weather: Heavy Snow and Winter Storms	Public Works Department	$10,000 – $100,000, General Fund	High	1-3 years	Goals 1, 2, 4, 5
SW-2	Designate accessible public warming shelters during severe storm and flood events that result in power outages and ensure the shelters have adequate capacity; heat, food, and water supplies; and on-site permanent back-up power generation that can serve vulnerable populations, residents, and visitors	New Action	Severe Weather: Heavy Snow and Winter Storms; Energy Shortages	City Manager's Office	$10,000 – $100,000, General Fund	High	1-3 years	Goals 1, 2, 4, 5
SW-3	Develop a Winter Response Plan for vulnerable populations in the City	New Action	Severe Weather: Heavy Snow and Winter Storms; Energy Shortages	Fire Department	$10,000 – $100,000, General Fund	High	1-3 years	Goals 1, 2, 4, 5

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Responsible Office / Agency	Cost Estimate and Potential Funding	Priority	Timeline	Goals & Lifelines
SW-4	Build community awareness about severe winter snow storm preparedness	New Action	Severe Weather: Heavy Snow and Winter Storms; Energy Shortages	Fire Department	<$10,000, General Fund	High	1-3 years	Goals 1, 2, 4, 5
Wildfire								
W-1	Enforce City ordinance relating to road construction to facilitate emergency vehicle ingress and egress	2008 Action	Wildfire	Fire Department	<$10,000, General Fund	High	1-3 years	Goals 2, 4, and 5
W-2	Forest Fuel Reduction and Defensible Space Program	New Action	Wildfire	Fire Department	$100,000 – $1,000,000, HMGP Funds	High	1-3 years	Goals 1, 2, and 5
W-3	Promote forest health within the National Forests and State lands of the City to reduce fuel loading	2008 Action	Wildfire	Fire Department	$500,000, HMGP Funds	High	1-3 years	Goals 1, 2, and 5
W-4	Hazardous fuel treatment and reduction at Airport and Recreation Center	New Action	Wildfire	Fire Department	$100,000 – $1,000,000, Southern Nevada Public Land Management Act (SNPLMA) Grant	High	3-5 years	Goals 1, 2, 3. 4 and 5
W-5	Develop a homeowner guide for reducing the threat of wildland fire to private homes	2008 Action	Wildfire	Fire Department	<$10,000, HMGP Funds	High	1-3 years	Goals 1, 2, 4 and 5
W-6	Develop partnerships with concerned citizen groups to identify and implement neighborhood-specific fire safety programs	2008 Action/New Action	Wildfire	Fire Department	$50,000, General Fund	High	1-3 years	Goals 1, 2, 4, and 5

Action ID	Action Title	New Action/2008 Action	Hazard(s) Mitigated	Responsible Office / Agency	Cost Estimate and Potential Funding	Priority	Timeline	Goals & Lifelines
W-7	Fire hazard defense – Home Hardening Program	New Action	Wildfire	Development Services Department	$100,000 – $1,000,000, HMGP Funds	High	1-3 years	Goals 1, 2, 3, 4, and 5
W-8	Enhance reliability and availability of water distribution system for fire flow and ensure appropriate water pressure	New Action	Wildfire	Fire Department	$10,000 – $1,000,000, HMGP Funds	High	1-3 years	Goals 1, 2, 3. 4 and 5
W-9	Routine updates to City Evacuation Plan including the development of procedures that identify and address the needs of socially vulnerable populations in the City	New Action	Wildfire	City Manager's Office	$50,000, General Fund	High	1-3 years	Goals 1, 2, 3. 4 and 5
Public Health Hazards: Epidemics/Pandemics								
PH-1	Pandemic Response Plan	New Action	Public Health Hazards	City Manager's Office	$10,000 – $100,000, General Fund	High	1-3 years	Goals 1, 2, 3, 4, and 5
Multi-Hazard								
MH-1	Reverse 911 System	New Action	Multi-Hazard	Police Department	$10,000 – $100,000, General Fund	High	1-3 years	Goals 1, 2, 3, and 5
MH-2	Routine LHMP Update	New Action	Multi-Hazard	Fire Department	$10,000 – $100,000, HMGP Funds	High	3-5 years	Goal 1, 2, 3, 4 and 5
MH-3	Local EOP Review	New Action	Multi-Hazard	Fire Department	$10,000 – $100,000, General Fund	High	1-3 years	Goal 1, 2, 3, 4 and 5
MH-4	Disaster Preparedness Plan	New Action	Multi-Hazard	Fire Department	$10,000 – $100,000, General Fund	High	1-3 years	Goal 1, 2, 3, 4 and 5
MH-5	Examine Retrofitting Utilities to Below Ground Level and Analyzing Options with Local Utility Providers	New Action	Multi-Hazard, Severe Weather, Wildfire	City Manager's Office	$50,000, General Fund	Medium	1-3 years	Goal 1, 2, and 4

The following mitigation actions provide project-specific information and implementation details on each mitigation activity identified. They are grouped by the type of hazard(s) they address.

DI-1 Regularly coordinate with dam owners and operators, specifically the El Dorado Irrigation District and the South Tahoe Public Utility District on dam evaluations and inspections, dam rehabilitation activities, emergency action planning and EAP updates, and early warning and notification messaging related to the implementation of the City of South Lake Tahoe EOP procedures.

Mitigation Project Title	Regularly coordinate with dam owners and operators, specifically the El Dorado Irrigation District and the South Tahoe Public Utility District on dam evaluations and inspections, dam rehabilitation activities, emergency action planning and EAP updates, and early warning and notification messaging related to the implementation of the City of South Lake Tahoe EOP procedures.
Project Description, Issue/Background	It is critical for dam owners and operators to coordinate EAP information with the local emergency management agencies that are responsible for developing and regularly updating their EOPs. EAPs are dam specific and contain suggested procedures for protecting the dam and protocols for issuing early warning and notification messages to emergency management authorities, like the City of South Lake, so they can carry out EOP procedures. These emergency planning and warning protocols are in place to minimize the impacts related to dam incidents. This mitigation action will ensure regular communication among the dam operating agencies, which will help the City understand current dam safety conditions and inspection reports, and how best to update the City's EOP.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Dam Incidents
Goals(s) Addressed	Goals 1, 2, 3, 4, and 5
Priority (High, Medium, Low)	Low
Responsible Office/ Agency	Public Works Department, South Tahoe Public Utility District, El Dorado Irrigation District
Partners	TRPA, Caltrans, County of El Dorado
Potential Funding	General Fund, HMGP Grants
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will help mitigate dam incident hazards
Timeline	3-5 years

D-1 Incentivize drought-tolerant and fire-resistant landscaping.

Mitigation Project Title	Incentivize drought-tolerant and fire-resistant landscaping.
Project Description, Issue/Background	Drought-tolerant landscaping and the selection of fire-resistant plants has various benefits. It can reduce water use and lower water bills. Drought-tolerant plants can be attractive plants but require less maintenance. These plants also tend to develop deeper roots that help stabilize slopes and soil. They can also help with groundwater recharge. This action involves continued collaboration with the STPUD and other water utilities in the City limits to incentivize drought-tolerant and fire-resistant landscaping to better prepare communities and the City when facing impact and threat from drought and wildfire hazards. The City can support the action by providing resources to property owners in coordination with STPUD based on their existing educational resources on water conservation, irrigation efficiency, and landscaping consultations (https://stpud.us/waterconsv/). As part of this action, the City will also consider developing requirements that mandate fire-resistant landscaping as part of site plan review and approval. This would involve amending Section 5-24 (Landscaping) of Title 5 Development Standards of the City Code to require landscape plans for all new and rehabilitated developments to conform to the principles of fire-safe landscaping.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Drought, Wildfire
Goals(s) Addressed	Goals 1, 2, and 5
Priority (High, Medium, Low)	Medium
Responsible Office/ Agency	Public Works Department
Partners	STPUD, Tahoe Keys Water Company (TKWC), Lukins Brothers Water Company, Lakeside Park Mutual Water Company
Potential Funding	General Fund
Cost Estimate	<$10,000
Benefits (Avoided Losses)	Drought-tolerant landscaping can lower water-related expenses and save water resources; landscaping that is both drought-tolerant and fire-resistant can mitigate the impact of wildfire and drought hazards and reduce potential losses caused by drought and wildfire hazards.
Timeline	3-5 years

E-1 Develop a homeowner's guide to earthquake preparedness techniques

Mitigation Project Title	Develop a homeowner's guide to earthquake preparedness techniques
Project Description, Issue/Background	The City will develop a homeowner's guide that educates and encourages property owners in the City to remain safe during and after earthquake events. The guide will summarize non-structural retrofits homeowners can implement to protect appliances and furniture in their home, such as large free-standing cabinets, appliances, and water heaters. The guide may also summarize structural retrofits homeowners can implement to protect their home, such as foundation and floor improvements and wood-framed wall and garage upgrades.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Earthquake
Goals(s) Addressed	Goal 5
Priority (High, Medium, Low)	Medium
Responsible Office/ Agency	Fire Department, Development Services Department
Partners	County of El Dorado, CAL FIRE
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	A homeowner's guide to earthquake preparedness techniques can educate homeowners on earthquake preparedness.
Timeline	1-3 years

E-2 Inspect all City buildings and, where applicable, upgrade structures to withstand earthquake events.

Mitigation Project Title	Inspect all City buildings and, where applicable, upgrade structures to withstand earthquake events.
Project Description, Issue/Background	The City will conduct a comprehensive survey of the structural conditions of all public-owned buildings and critical facilities owned by the City. This will include the identification of soft-story structures, if present. Once the inspection survey is completed, the City will upgrade, retrofit, or replace structures, as needed. These upgrades will better prepare the City to withstand future earthquake events and any risk of collapse or damage.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Earthquake
Goals(s) Addressed	Goals 2 and 5
Priority (High, Medium, Low)	Medium
Responsible Office/ Agency	Development Services Department, Public Works Facilities Division
Partners	County of El Dorado
Potential Funding	General Fund, HMGP Grants
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	Upgrading structures to withstand earthquake events can reduce or even avoided property losses caused by potential earthquake hazards.
Timeline	3-5 years

ES-1 South Tahoe Zero Energy District (STZED) Connected Community Partnership

Mitigation Project Title	South Tahoe Zero Energy District (STZED) Connected Community Partnership
Project Description, Issue/Background	The STZED Connected Community Partnership involves securing infrastructure for energy generation and storage with public agencies and project partners to minimize the impacts from climate change and energy shortages and to offset costs related to power purchase agreements (PPA) with local utility providers. The STZED will share and coordinate resources, strategies, technologies, and expertise with a goal to achieve zero net energy and zero carbon, where possible, for existing and new buildings within a combined energy generation portfolio. The STZED will partner with industry energy providers for utilization of PPA financing models for efficiency, electrification, load flexibility, energy management, and renewable implementation. The STZED involves optimizing building and zero energy cluster-level energy/load management systems, including integration and coordination with participating jurisdictions and project partners. The STZED will be implemented by building upon an existing pilot project at the City of South Lake Tahoe's Public Works campus. The STZED will also involve enhancing the energy efficiency of demonstration projects planned for construction in 2022 through 2024. The City of South Lake Tahoe Recreation and Aquatics Center and Sugar Pine Village are both anticipated to be designed and constructed as demonstration buildings within the STZED, with a goal of achieving zero energy while constructing energy-efficient buildings, generating on-site power, and encouraging active transportation. The vision for the project is the development of a network of grid-interactive efficient buildings and strategically deployed distributed energy resources (DERs) that create a substation-level community clean energy system that aims to meet all energy needs of the STZED entities at all time periods, thereby reducing energy shortages and increasing the resilience of the South Lake Tahoe distribution grid. The partnership will be designed to be scaled and replicated as a model, particularly in similar high alpine and rural environments and will lay the foundation for all properties in the City of South Lake Tahoe to be powered by locally-generated, renewable sources of energy, 24/7, in a community clean energy microgrid by 2030. This project is integrated with goals and projects noted in the City's Strategic Plan and 2020 CAP.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Energy Shortage, Energy, Communications
Goals(s) Addressed	Goals 1, 2, 3, 4 and 5

Priority (High, Medium, Low)	High
Responsible Office/ Agency	City Manager's Office
Partners	STPUD, LTUSD, Lake Tahoe Community College (LTCC), Barton Hospital, STR, Sugar Pine Village
Potential Funding	General Fund, HMGP Grants, Department of Energy (DOE) Office of Energy Efficiency and Renewable Energy (EERE) Connected Communities Grant Funds
Cost Estimate	$3,000,000 to $7,000,000
Benefits (Avoided Losses)	This action can mitigate the impacts caused by climate change and energy shortages and offset costs related to external PPAs.
Timeline	1-3 years

F-1 Within new permit applications applicable to existing parcels, remove existing development from recognized flood-prone areas or require appropriate construction and methods to minimize impacts from flooding

Mitigation Project Title	Within new permit applications applicable to existing parcels, remove existing development from recognized flood-prone areas or require appropriate construction and methods to minimize impacts from flooding.
Project Description, Issue/Background	The City will work on promoting appropriate land uses on parcels located within recognized flood-prone areas. This will also be accomplished during site plan review on a case-by-case basis in accordance with enforcement of the City's Floodplain Ordinance.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Flood
Goals(s) Addressed	Goals 1, 2, 4, and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Development Services
Partners	TRPA
Potential Funding	General Funds
Cost Estimate	<$10,000
Benefits (Avoided Losses)	This will help mitigate flood hazard and reduce or even avoid property losses
Timeline	1-3 years

F-2 Floodplain management ordinance update

Mitigation Project Title	Floodplain management ordinance update
Project Description, Issue/Background	The City's Floodplain Management Ordinance is part of Chapter 6.65, Floodplain Management of the City's Municipal Code under Title 6 Development Services. The current code specifies the NFIP requirements from Title 44, Code of Federal Regulations, Section 60.3 and adopts by reference the 2019 Edition of the California Building Standards Code, Title 24 of the California Code of Regulations in Chapter 6.15 Building Regulations. This action involves a comprehensive update of the City's Floodplain Management Ordinance by updating the regulations and referencing a higher BFE requirement in the 2019 California Building Standards Code. Section 6.65.170 Standards of Construction currently references the minimum NFIP BFE. As part of the update, the City would amend Chapter 6.65, Floodplain Management to reflect the adopted 2019 CBC requirements. Ongoing collaboration with the TRPA would also promote higher floodplain management requirements for new development.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Flood
Goals(s) Addressed	Goals 1, 2, 3, 4, and 5
Priority (High, Medium, Low)	Medium
Responsible Office/ Agency	Development Services
Partners	CA DWR, TRPA
Potential Funding	HMA/HMGP Funds, Floodplain Management, Protection, and Risk Awareness Grant Program (Proposition 6 Funds)
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	Avoided property losses
Timeline	1 year

F-3 Master storm drainage project

Mitigation Project Title	Master storm drainage project
Project Description, Issue/Background	The City's Stormwater Management Program aims to control and reduce the discharge of find sediment, nutrients, and other pollutants from private lands and City streets and facilities into Lake Tahoe. The Program accomplishes this goal through the Stormwater and Grading Ordinances. The City also identified drainage problem areas and potential restoration projects in the 2008 Drainage Master Plan. Prioritized projects address flooding, property damage, and clarity of Lake Tahoe. Past projects included the Al Tahoe Erosion Control Project, Colorado Court Pump Station, Sierra Tract Erosion Control Projects, and Bijou Commercial Core Erosion Control Project. This action involves the identification of a new master storm drainage project that will upsize and upgrade the entire stormwater system in the City based on the existing inventory of culverts that need upgrades. While watershed-level restoration projects that reduce localized flooding are noted in the City's current CIP and integrated into this LHMP update, City-wide upgrades to the existing stormwater system will protect critical facilities, reduce flooding and soil erosion, and minimize the impacts of climate change associated with increased precipitation, more frequent rain-on-snow events, and prolonged heavy rainfall and high peak flows that result in large volume runoff.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Flood
Goals(s) Addressed	Goals 1, 2, 3, 4, and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Public Works Department
Partners	TRPA, Caltrans, County of El Dorado
Potential Funding	General Fund, HMGP Grants
Cost Estimate	$100,000 – $1,000,000
Benefits (Avoided Losses)	This action will help mitigate flood hazard and reduce or even avoid property losses
Timeline	3-5 years

F-4 Maintenance of storm drainage system

Mitigation Project Title	Maintenance of storm drainage system
Project Description, Issue/Background	This action involves the regular maintenance and clearing of City storm drains of sediment and debris and ice and snow during winter months to prevent back-up and impacts to nearby infrastructure.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Flood
Goals(s) Addressed	Goals 1, 2, 3, 4, and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Public Works Department
Partners	Caltrans, County of El Dorado
Potential Funding	General Fund
Cost Estimate	$10,000 – $1,000,000
Benefits (Avoided Losses)	This action will help mitigate flood hazard and reduce or avoid potential damage to the property and infrastructure.
Timeline	1-3 years

F-5 Inspect all bridges within the City to ensure they are structurally safe from failure during peak flow scenarios

Mitigation Project Title	Inspect all bridges within the City to ensure they are structurally safe from failure during peak flow scenarios
Project Description, Issue/Background	Caltrans inspects all bridges within the City including State Highway bridges, such as Lakeview boat ramp and Venice Drive bridge. Caltrans will notify the City in writing of any defects which require repair or mitigation. The City maintains two bridges: Lakeview Commons and Venice Drive.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Flood
Goals(s) Addressed	Goals 1, 2, 4, and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Public Works Department
Partners	Caltrans
Potential Funding	General Fund
Cost Estimate	$10,000 – $1,000,000
Benefits (Avoided Losses)	This action will help mitigate flood hazard and reduce or avoid potential damage to the property and infrastructure.
Timeline	3-5 years

L-1 Inspect road cuts and fills for signs of erosion or failure and stabilize slopes

Mitigation Project Title	Inspect road cuts and fills for signs of erosion or failure and stabilize slopes
Project Description, Issue/Background	The City completed an extensive inspection of the City road system in 2021. As part of the inspection, areas were prioritized for improvements and slope stabilization. As part of routine road maintenance, the City Street Crews will continue to inspect road cuts and fills and retaining slopes and drainage maintenance infrastructure for signs of slope failure. Ongoing inspections will allow the City to identify unstable slopes and areas for improvement. With the exception of the upper Heavenly area near the southern portion of the City, there are no other known landslide or soil erosion hazards.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Landslide
Goals(s) Addressed	Goal 1, 2 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Public Works Department
Partners	Caltrans
Potential Funding	General Fund, HMGP Funds
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will help mitigate landslide hazard and reduce or avoid potential danger from landslide hazard to property and infrastructure.
Timeline	3-5 years

L-2 Review and adapt measures that limit construction on steep slopes where extensive cut and fill would be necessary.

Mitigation Project Title	Review and adapt measures that limit construction on steep slopes where extensive cut and fill would be necessary.
Project Description, Issue/Background	Within City zoning ordinance, review and adapt measures that limit construction on steep slopes where extensive cut and fill would be necessary. This action is carried over from the 2008 HMP.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Landslide
Goals(s) Addressed	Goal 1, 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Development Services Department
Partners	TRPA
Potential Funding	General Fund
Cost Estimate	$50,000
Benefits (Avoided Losses)	This action will help mitigate landslide hazard and reduce or even avoid potential danger from landslide hazard to property and infrastructure.
Timeline	3-5 years

SW-1 Continue to coordinate with El Dorado County and Caltrans to conduct snow removal and maintain roadway operations to promote winter public safety.

Mitigation Project Title	Continue to coordinate with El Dorado County and Caltrans to conduct snow removal and maintain roadway operations to promote winter public safety
Project Description, Issue/Background	This action involves ongoing coordination with the County of El Dorado and Caltrans on snow removal operations within and outside the City. State Highway 50 is a four-lane highway that traverses the City of South Lake Tahoe. Snow removal along this major corridor is conducted by Caltrans. The City conducts snow removal of adjacent City roads and streets. Better coordination with the State and County will promote ongoing winter public safety.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Severe Weather: Heavy Snow and Winter Storm
Goals(s) Addressed	Goal 1, 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Public Works Department
Partners	County of El Dorado, Caltrans
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will help mitigate landslide hazard and reduce or even avoid potential danger from landslide hazard to property and infrastructure.
Timeline	1-3 years

SW-2 Designate accessible public warming shelters during severe storm events with adequate capacity; heat, food; and water supplies; and on-site permanent back-up power generation that can serve vulnerable populations, residents, and visitors.

Mitigation Project Title	Designate accessible public warming shelters during severe storm events with adequate capacity; heat, food, and water supplies; and on-site permanent back-up power generation that can serve vulnerable populations, residents, and visitors.
Project Description, Issue/Background	The severe winter snow storms in the Lake Tahoe often result in frequent cold temperatures, heavy snow, and severe weather conditions. An accessible and public warming shelter will provide a safe place for people and visitors in the City to stay during the colder days and nights in the City. The designation and opening of shelters can be based on severe weather forecasts by the City's Fire Department. The shelters can also be designated with input from the County of El Dorado OES. The program will serve the community, those experiencing homelessness, and those that live in homes that loose heat due to unintentional power outages.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Severe Weather: Winter Storms and Heavy Snow, Energy Shortages
Goals(s) Addressed	Goal 1, 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	City Manager's Office
Partners	Fire Department, El Dorado County
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will help mitigate the impacts on people, particularly sensitive and vulnerable populations that lack resources during severe winter weather.
Timeline	1-3 years

SW-3 Develop a Winter Response Plan for vulnerable populations in the City.

Mitigation Project Title	Develop a Winter Response Plan for vulnerable populations in the City.
Project Description, Issue/Background	This action addresses the needs of those most vulnerable to severe weather and energy shortages due to power outages. The action involves the development of a Winter Response Plan that minimizes impacts to populations most vulnerable to severe weather, energy shortages due to power outages, and wildfire impacts. The Winter Response Plan would focus on primary and secondary impacts associated with winter storms and heavy snow and loss of power. The Plan would address the needs of populations most vulnerable to severe winter weather in the City including individuals residing in senior homes or convalescent/nursing homes or younger children at child care facilities, schools, or other facilities. Vulnerable populations may consist of elderly, young, sensitive, or individuals with special medical needs that may need additional emergency response support during severe winter storms.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Severe Weather: Winter Storms and Heavy Snow, Energy Shortages
Goals(s) Addressed	Goal 1, 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	TRPA
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will reduce the impacts to sensitive and vulnerable populations in the City from severe winter weather.
Timeline	1-3 years

SW-4 Build community awareness about severe winter snow storm preparedness

Mitigation Project Title	Build community awareness about severe winter snow storm preparedness.
Project Description, Issue/Background	This action consists of creating a public awareness campaign focused on winter weather hazards. The purpose of the campaign is to build community awareness about severe winter snow storms, heavy snow, and extreme cold temperatures and how to avoid these hazards by staying indoors and traveling safety when there is ice and snow on the roads. The campaign can kick-off in early November around the same time as Winter Hazard Awareness Week and continue through the winter season. Awareness informational resources may include tips and fact sheets about winter storms, outdoor winter safety, winter fire safety, and winter driving.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Severe Weather: Winter Storms and Heavy Snow, Energy Shortages
Goals(s) Addressed	Goal 1, 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	NWS
Potential Funding	General Fund
Cost Estimate	<$10,000
Benefits (Avoided Losses)	This action will reduce the impacts to sensitive and vulnerable populations in the City from severe winter weather.
Timeline	1-3 years

W-1 Enforce City ordinance relating to road construction to facilitate emergency vehicle ingress and egress

Mitigation Project Title	Enforce City ordinance relating to road construction to facilitate emergency vehicle ingress and egress.
Project Description, Issue/Background	New construction in the City must contain adequate emergency vehicle ingress and egress. The City Fire Marshal conducts site plan review to ensure new development complies with code requirements related to ensuring emergency vehicles can safely enter, turn around, and exit commercial and industrial properties in the City.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire, Safety and Security
Goals(s) Addressed	Goal 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	None identified.
Potential Funding	General Fund
Cost Estimate	<$10,000
Benefits (Avoided Losses)	This action will help mitigate urban and wildfire hazards and minimize the time it takes the City to respond to an emergency.
Timeline	1-3 years

W-2 Forest Fuel Reduction and Defensible Space Program

Mitigation Project Title	Forest Fuel Reduction and Defensible Space Program
Project Description, Issue/Background	The City shall develop a comprehensive hazardous fuel reduction program to improve forest health and reduce the risk of catastrophic wildfire. The program shall include two components: 1) fuel reduction projects to reduce the natural build-up of fuel in the forest properties within and surrounding the City, and 2) continuation of the City-wide Defensible Space Program for private properties in the City. The fuel reduction projects would occur on large City-owned properties. The City's Defensible Space Program is managed by the City's Fire Inspector. The Defensible Space Program includes continuing routine inspections on lots in the City. This program would also include the production of educational materials to educate homeowners and property owners on ways to mitigate wildfire hazards. The City wants to enhance the program to mitigate potential wildfire threats more effectively in and near the City. The City would add staff capacity to manage a seasonal crew of 25 individuals as part of a workforce development program earning a living wage. The seasonal crews would implement defensible space projects on public and private lands in the City.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire, Safety and Security
Goals(s) Addressed	Goals 1, 2 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	Nevada Fire Safe Council, TRPA, California Conservation Corps, California Tahoe Conservancy
Potential Funding	HMGP Funds
Cost Estimate	$100,000 – $1,000,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to property, people and infrastructure.
Timeline	1-3 years

W-3 Promote forest health within the National Forests and State lands of the City by reducing fuel loading

Mitigation Project Title	Promote forest health within the National Forests and State lands of the City by reducing fuel loading.
Project Description, Issue/Background	The City will promote continued cooperation between the U.S. Forest Service LTBMU and California Tahoe Conservancy (Conservancy) on how to best continue fuels reduction and maintain the urban lot properties in the City. Fuels reduction work needs to be completed on these urban lots owned and managed by the LTBMU and Conservancy to reduce wildfire threat, minimize adjacent and neighborhood concerns, and promote safety.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire, Safety and Security
Goals(s) Addressed	Goal 1, 2 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	USFS LTBMU, CTC
Potential Funding	HMGP Funds
Cost Estimate	$500,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to property, people and infrastructure.
Timeline	1-3 years

W-4 Hazardous fuel treatment and Reduction at Airport and Recreation Center

Mitigation Project Title	Hazardous fuel treatment and reduction and Airport and Recreation Center
Project Description, Issue/Background	The City submitted a grant application for funding associated with the Lake Restoration Act that will support the completion of hazardous fuel treatment projects on City-owned properties at the airport and recreation center. The City may allow firewood sales on these properties in coordination with the tree removal contractor. This action is related to a previous existing action that endorsed "firewood sales" on LTBMU property.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	USFS LTBMU
Potential Funding	Southern Nevada Public Land Management Act (SNPLMA) Grant
Cost Estimate	$100,000 – $1,000,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to property, people and infrastructure.
Timeline	3-5 years

W-5 Develop a homeowner guide for reducing the threat of wildland fire to private homes

Mitigation Project Title	Develop a homeowner guide for reducing the threat of wildland fire to private homes
Project Description, Issue/Background	Educational materials such as the homeowner guide were made available by the TFFT and the Tahoe Resource Conservation District (TRCD) in past hazard mitigation efforts. These outreach materials and the State requirements are evolving as wildfire risk across the region increases. As a result, the California Fire Safe Council, LVFPD, TFFT, and TRCD continually update and annually distribute new materials in the community. The homeowner guides and outreach materials acknowledge the City is a Fire Adapted Community and take responsibility for its wildfire risk by implementing actions to address safety, homes, neighborhoods, infrastructure, forests, and community assets. The homeowner guide will be complemented by neighborhood-scale efforts that prepare people and property for wildfires through defensible space awareness. It will promote the Tahoe Living with Fire website and encourage neighborhood leaders to prepare for wildfire through evacuation drills.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire
Goals(s) Addressed	Goal 1, 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	TFFT, TRCD
Potential Funding	HMGP Funds
Cost Estimate	<$10,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to property, people and infrastructure by raising people's awareness.
Timeline	1-3 years

W-6 Develop partnerships with concerned citizen groups to identify and implement neighborhood-specific fire safety programs

Mitigation Project Title	Develop partnerships with concerned citizen groups to identify and implement neighborhood-specific fire safety programs
Project Description, Issue/Background	The City continues to collaborate with the TFFT formed in 2008. The Fire Safe Communities, TFFT, and LVFPD partnership together implement various fire safety programs. This action was updated from the 2008 HMP to support the development of neighborhood groups and leaders that collaborate with program fire staff to protect communities from wildfire threat. Partnerships include educating neighborhoods, hosting block parties, and coordinating defensible space days. Two neighborhoods in the City have recently been designated Firewise Communities.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire
Goals(s) Addressed	Goal 1, 2, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	TFFT, LVFPD, TRCD, California Fire Safe Council
Potential Funding	General Fund
Cost Estimate	$50,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to property, people and infrastructure.
Timeline	1-3 years

W-7 Fire hazard defense - Home Hardening Program

Mitigation Project Title	Fire hazard defense - Home Hardening Program
Project Description, Issue/Background	The Fire Hazard Defense Program will be a home hardening financial incentive program that will track state funding opportunities through the California Wildfire Home Hardening Program to provide financial incentives to homeowners for home hardening and defensible space upgrades to existing structures. Financial assistance is anticipated to become available to Californians who take specific steps to ensure their property has the best chance of surviving a wildfire. The program will focus on hardening communities at extreme risk to wildfires, such as South Lake Tahoe and will prioritize those with high social vulnerability. It will provide direct financial assistance for low- and moderate- income households, in addition to education and outreach to entire communities. Fire science shows if more homes are "hardened," communities are better protected from fire dangers. The program will take a whole community approach with the goal of hardening entire neighborhoods to increase their resilience to wildfires. The program will cover home retrofits with ignition-resistant materials, creating defensible space, and home modifications that include roof replacements, and upgrading to dual-paned windows and tempered glass. Information on home hardening can be found at: www.readyforwildfire.org.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Development Services Department
Partners	
Potential Funding	HMGP Funds
Cost Estimate	$100,000 – $1,000,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to property, people and infrastructure.
Timeline	1-3 years

W-8 Enhance reliability and availability of water distribution system for fire flow and ensure appropriate water pressure

Mitigation Project Title	Enhance reliability and availability of water distribution system for fire flow and ensure appropriate water pressure
Project Description, Issue/Background	
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	
Potential Funding	HMGP Funds
Cost Estimate	$10,000 – $1,000,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to property, people and infrastructure.
Timeline	1-3 years

W-9 Routine updates to City Evacuation Plan including the development of procedures that identify and address the needs of socially vulnerable populations in the City

Mitigation Project Title	Routine updates to City Evacuation Plan including the development of procedures that identify and address the needs of socially vulnerable populations in the City
Project Description, Issue/Background	The City improved their emergency response capabilities by developing an interactive evacuation map and updated alert system in 2019. The 2018 wildfire season prompted public safety officials across California to reevaluate emergency response measures communities have in place for dealing with large-scale emergencies. These wildfires demonstrated the need to move from neighborhood-scale evacuations to regional evacuations. This action involves continuing to reevaluate, update, and implement the City's Evacuation Plan. This action also involves identifying the socially vulnerable populations in the City, including seniors, children, persons with access and functional needs (AFN), medically-dependent, non-English speaking residents and workers, those experiencing homelessness, and those that are geographically isolated. Once socially vulnerable communities are identified, this action involves collaborating with these groups to identify and plan for their needs during an evacuation. This action can be integrated into the next EOP update.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Wildfire
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	City Manager's Office
Partners	Fire Department, Development Services Department, Family Centers, Food Banks, Tahoe Coalition for the Homeless
Potential Funding	General Fund
Cost Estimate	$50,000
Benefits (Avoided Losses)	This action will help mitigate wildfire hazard and reduce the potential danger from wildfire hazard to vulnerable populations.
Timeline	1-3 years

PH-1 Pandemic Response Plan

Mitigation Project Title	Pandemic Response Plan
Project Description, Issue/Background	The City shall develop a clear strategy that enhances the City's pandemic and public health procedures in accordance with the CDC Guidelines. The strategy will be integrated into an updated Pandemic Response Plan that can be integrated into the EOP and Disaster Preparedness Plan. The Pandemic Response Plan will continue existing public health programs put in place during the COVID-19 pandemic, such as trace analytics and City staff health and safety protocols. The Pandemic Response Plan will identify vulnerable populations. It will also develop a framework for coordination among emergency management and public health agencies, such as the California Department of Public Health (CDPH), County of El Dorado, and Barton Memorial Hospital. A Pandemic Response Plan can cover ways to improve access to healthcare, internet, and other public health needs.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Public Health
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	City Manager's Office
Partners	CDPH, County of El Dorado, Barton Memorial Hospital
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will help mitigate public health hazard.
Timeline	1-3 years

MH-1 Reverse 911 System

Mitigation Project Title	Reverse 911 System
Project Description, Issue/Background	The City shall maintain a reverse 911 system (i.e., automated phone system) to notify residents, employees, and visitors about emergencies and provide instructions. The City shall also study the feasibility of adding cellular telephone and email addresses to the system, in addition to listed and unlisted home telephone numbers. This action is an implementation program from the General Plan Health and Safety Element.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Multi-Hazard: Avalanches, Dam Incidents, Drought, Earthquakes, Flood, Landslide and Debris Flows, Severe Weather, Wildfire, Energy Shortages, Public Health Hazards
Goals(s) Addressed	Goal 1, 2, 3, and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Police Department
Partners	County of El Dorado, LVFPD
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will help notify civilians about emergencies timely.
Timeline	1-3 years

MH-2 Routine Local Hazard Mitigation Plan updates

Mitigation Project Title	Routine LHMP updates
Project Description, Issue/Background	The City shall regularly update the LHMP to incorporate the latest wildland fire and urban interface standards, identify hazards, minimize or eliminate their effects, and reduce prospective costs of reparations before any natural hazard takes place. This action is an implementation program from the General Plan Health and Safety Element.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Multi-Hazard: Avalanches, Dam Incidents, Drought, Earthquakes, Flood, Landslide and Debris Flows, Severe Weather, Wildfire, Energy Shortages, Public Health Hazards
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	
Potential Funding	HMGP Funds
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action will ensure the ongoing process of the City's hazard mitigation efforts.
Timeline	3-5 years

MH-3 Local Emergency Operations Plan review

Mitigation Project Title	Local EOP review
Project Description, Issue/Background	The City shall continue to periodically review and update the City's Local EOP. The City EOP was last updated in 2021. The next update should occur before 2026. This action is an implementation program from the Health and Safety Element.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Multi-Hazard: Avalanches, Dam Incidents, Drought, Earthquakes, Flood, Landslide and Debris Flows, Severe Weather, Wildfire, Energy Shortages, Public Health Hazards
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action is an important component to ensure the ongoing process of the City's hazard mitigation and emergency preparedness efforts.
Timeline	1-3 years

MH-4 Disaster Preparedness Plan

Mitigation Project Title	Disaster Preparedness Plan
Project Description, Issue/Background	The City shall maintain and regularly update, when necessary, the Disaster Preparedness Plan. This action is an implementation program from the General Plan Health and Safety Element.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Multi-Hazard: Avalanches, Dam Incidents, Drought, Earthquakes, Flood, Landslide and Debris Flows, Severe Weather, Wildfire, Energy Shortages, Public Health Hazards
Goals(s) Addressed	Goal 1, 2, 3, 4 and 5
Priority (High, Medium, Low)	High
Responsible Office/ Agency	Fire Department
Partners	
Potential Funding	General Fund
Cost Estimate	$10,000 – $100,000
Benefits (Avoided Losses)	This action is an important component to ensure the ongoing process of the City's hazard mitigation and emergency preparedness effort.
Timeline	1-3 years

MH-5 Examine Retrofitting Utilities to Below Ground Level and Analyzing Options with Local Utility Providers

Mitigation Project Title	Examine Retrofitting Utilities to Below Ground Level and Analyzing Options with Local Utility Providers
Project Description, Issue/Background	The City will examine retrofitting and undergrounding utilities, specifically electrical transmission and distribution line infrastructure by analyzing the options with the local utility providers.
Hazards Mitigated/ Lifelines Addressed (include all that apply)	Multi-Hazard: Severe Weather, Wildfire, Energy Shortages
Goals(s) Addressed	Goal 1, 2, and, 4
Priority (High, Medium, Low)	Medium
Responsible Office/ Agency	City Manager's Office
Partners	Liberty Utilities, Other Utility Providers
Potential Funding	General Fund
Cost Estimate	$50,000
Benefits (Avoided Losses)	This action may result in increased reliability of service during severe weather events, high winds, or increased wildfire threat and enhances overall safety.
Timeline	1-3 years

6 Plan Implementation and Maintenance

6.1 Adoption

DMA Requirements §201.6(c)(3):
[The local hazard mitigation plan shall include] documentation that the plan has been formally approved by the governing body of the jurisdiction requesting approval of the plan (e.g., City Council, county commissioner, Tribal Council).

The purpose of formally adopting this plan is to secure buy-in from City, raise awareness of the plan, and formalize the plan's implementation. The adoption of this plan completes Planning Step 9 of the 10-step planning process: Adopt the Plan. The South Lake Tahoe City Council has adopted this LHMP plan by passing a resolution.

Implementation and maintenance of the plan is critical to the overall success of hazard mitigation planning. This is Planning Step 10 of the 10-step planning process. This section provides an overview of the overall strategy for plan implementation and maintenance, and outlines the method and schedule for monitoring, updating, and evaluating the plan. The section also discusses incorporating the plan into existing planning mechanisms and how to address continued public involvement.

6.2 Implementation

Once adopted, the plan faces the truest test of its worth: implementation. While this plan contains many worthwhile actions, the City will need to decide which action(s) to undertake first. Two factors will help with making that decision: the priority assigned the actions in the planning process, and funding availability. Low or no-cost actions most easily demonstrate progress toward successful plan implementation.

Implementation will be accomplished by adhering to the schedules identified for each action (see Section 5 for City mitigation actions), and through constant, pervasive, and energetic efforts to network and highlight the multi-objective, win-win benefits of each project to the City community and its stakeholders. These efforts include the routine actions of monitoring agendas, attending meetings, and promoting a safe, sustainable community. The three main components of implementation are:

- Implement the action plan recommendations of this plan;
- Utilize existing rules, regulations, policies and procedures already in existence; and
- Communicate the hazard information collected and analyzed through this planning process so that the community better understands what can happen where, and what they can do themselves to be better prepared. Also, publicize the "success stories" that are achieved through the HMPC's ongoing efforts.

During implementation of these efforts, it is important to maintain a constant monitoring of funding opportunities that can be leveraged to implement some of the more costly recommended actions. This will include creating and maintaining a bank of ideas on how to meet local match or participation requirements, should grants be pursued. When funding becomes available, the City will be in a position to capitalize on the opportunity. Funding opportunities to be monitored include special pre- and post-disaster funds, special district budgeted funds, state and federal earmarked funds, and other grant programs, including those that can serve or support multi-objective applications.

6.2.1 Role of the HMPC in Implementation and Maintenance

With adoption of this plan, the City will be tasked with plan implementation and maintenance. The HMPC agrees to:

- Act as a forum for hazard mitigation issues;
- Disseminate hazard mitigation ideas and activities to all stakeholders;
- Pursue the implementation of high-priority, low/no-cost recommended actions;
- Keep the concept of mitigation in the forefront of community decision making by identifying plan recommendations when other community goals, plans, and activities overlap, influence, or directly affect increased community vulnerability to disasters;
- Maintain a vigilant monitoring of multi-objective cost-share opportunities to help the community implement the plan's recommended actions for which no current funding exists;
- Monitor and assist in implementation and update of this plan;
- Report on plan progress and recommended changes to the City Council and the governing boards of the other participating jurisdictions; and
- Inform and solicit input from the public.

The primary duty of the City is to see the plan successfully carried out and to report to their community governing boards and the public on the status of plan implementation and mitigation opportunities. Other duties include reviewing and promoting mitigation proposals, considering stakeholder concerns about hazard mitigation, passing concerns on to appropriate entities, and posting relevant information on the City's main website and LHMP webpage (and others as appropriate).

6.3 Maintenance and Monitoring

DMA Requirement §201.6(c)(4)(i):
The plan maintenance process shall include a] section describing the method and schedule of monitoring, evaluating, and updating the mitigation plan within a five-year cycle.

Plan maintenance implies an ongoing effort to monitor and evaluate plan implementation and to update the plan as required or as progress, roadblocks, or changing circumstances are recognized. This section describes how public participation will be integrated throughout the plan maintenance and implementation process. It also explains how the mitigation strategies outlined in this plan will be incorporated into existing planning mechanisms and programs, such as comprehensive land use planning processes, CIP project planning and building code enforcement and implementation. The plan's format allows sections to be reviewed and updated when new data become available, resulting in a plan that will remain current and relevant.

6.3.1 Maintenance Schedule

In order to track progress and update the mitigation strategies identified in the action plan, the HMPC will revisit this plan at the following times or occurrences:

- Annually, to assess if mitigation actions/projects have been completed;
- Following a significant-hazard event;
- Following a disaster declaration; or
- Any other time the HMPC sees it is prudent or necessary.

Annual Reviews: The HMPC will meet annually or after a disaster to assess progress on plan implementation. The City's Fire Department (South Tahoe Fire Rescue) will facilitate these reviews and

associated meetings. The timing of the annual meeting is recommended for the first or second quarter of each year to identify potential mitigation grants, some of which have a submittal period in the fourth quarter. A template for the annual meeting and a summary report is provided in Appendix E. Another tool developed during the 2021-2022 process to facilitate regular review and implementation and make the plan more of a "living document" is the City's LHMP webpage that include the plan, risk assessment highlights, public announcements and updates, and links to the City's GIS Webviewer and hazard maps.

Critical Facility Database Maintenance: Moving forward the City will maintain the critical facility database that was prepared during the 2021-2022 update. This database currently includes all City-owned buildings and infrastructure, in addition to key water and wastewater infrastructure owned and operated by two of the four utility providers in the City, including STPUD. The City's GIS Manager will lead periodic reviews of the database and assess the need for updates, leveraging the LHMP webpage and GIS Webviewer.

Five-Year Update: This plan will be updated, approved, and adopted within a five-year cycle as per Requirement §201.6(c)(4)(i) of the DMA of 2000. Efforts to begin the update should begin no later than September 2025. The City will monitor planning grant opportunities from the Cal OES and FEMA for funds to assist with the update. This may include submitting a HMA planning grant application. This grant should be submitted in 2024, as there is a three-year performance period to expend the funds, and there is no guarantee that the grant will be awarded when initially submitted. This allows time to resubmit the grant in subsequent years, if needed. Updates to this plan will follow the most current FEMA and Cal OES planning guidance. The next plan update should be completed and reapproved by Cal OES and FEMA Region VIII by December 2026.The City can also update or revise the LHMP at anytime depending on annual reviews and changing priorities, not only every 5 years.

6.3.2 Maintenance and Evaluation Process

The HMPC will continually observe the incorporation process, evaluation method, updating method, continued public participation, and completion of the action/projects to assure that the HMPC and the plan itself are performing as anticipated. By monitoring these processes, the HMPC will then be able to evaluate them at the time of the plan update, determining if any changes are needed.

The LHMP plan update every five years provides an opportunity to determine whether there have been any significant changes in the City that may, in turn, necessitate changes in the types of mitigation actions proposed. New development in identified hazard areas, an increased exposure to hazards, the increase or decrease in capability to address hazards, and changes to federal or state legislation are examples of factors that may affect the necessary content of the LHMP.

The plan review provides City officials with an opportunity to evaluate those actions that have been successful and to explore the possibility of documenting potential losses that were avoided due to the implementation of specific mitigation measures. The plan review also provides the opportunity to address mitigation actions that may not have been successfully implemented as assigned.

During the five-year plan update process, the following questions will be considered as criteria for assessing the effectiveness and appropriateness of the Plan:

- Do the goals address current and expected conditions?
- Are the goals and objectives consistent with changes in State and Federal policy?
- Complete status update on all mitigation projects. What strategies should be revised?
- Has the nature or magnitude of risks changed (current and expected conditions)?
- Are the current resources appropriate for implementing the LHMP?

- Are there implementation problems, such as technical, political, legal or coordination issues with other agencies?
- Have the outcomes occurred as expected?
- Did the City and other partners participate in the plan implementation process as assigned?

The City is committed to involving the public in the continual reshaping and updating of the LHMP, as discussed in Section 6.3.4.

6.3.3 Incorporation into Existing Planning Mechanisms

Another important implementation mechanism that is highly effective and low-cost is incorporation of the LHMP recommendations and their underlying principles into other City plans and mechanisms. Where possible, the City and participating stakeholders in the region will use existing plans and/or programs to implement hazard mitigation actions. This plan should also be cross-referenced when related planning mechanisms are updated. As previously stated above, mitigation is most successful when it is incorporated into the day-to-day functions and priorities of government and development. As described in this plan's capability assessment and jurisdictional annexes, the City already implement policies and programs to reduce losses to life and property from hazards. This plan builds upon the momentum developed through previous and related planning efforts and mitigation programs and recommends implementing actions, where possible, through these other program mechanisms.

These existing mechanisms include (but are not limited to) the following:

- City of South Lake Tahoe General Plan Health and Safety Element (2011)
- Community service district area plans and master plans
- City EOP
- City Ordinances (Floodplain Ordinance, Stormwater Ordinance, Grading Ordinance)
- Flood/stormwater management/master plans (2013 Stormwater Management Plan 2008 Drainage Master Plan)
- Community wildfire protection plans (2015 Lake Tahoe Basin CWPP)
- GSPs
- IRWMPs
- Stormwater Resource Plans
- UWMPs
- CIPs
- Other plans and policies outlined in the capability assessments in the jurisdictional annexes
- Other plans, regulations, and practices with a mitigation focus

HMPC members involved in the updates to the planning mechanisms will be responsible for integrating the findings and recommendations of this plan with these other plans, programs, etc., as appropriate. As an action step to ensure integration with other planning mechanisms, at the annual meeting of the HMPC described above in subsection 6.3.1 the City's Fire Department Battalion Chief or designee will discuss where there are opportunities to incorporate the plan into other planning mechanisms and who would be responsible for leveraging those opportunities. HMPC members representing local stakeholders that represent state or regional agencies can also work with their planning teams, as appropriate to integrate identified mitigation actions into their own local plans and programs. For example, the Conservancy and TRPA may be able to integrate related wildfire and forest resiliency actions into their related plans. Efforts to integrate the hazard mitigation plan into City local plans, programs, and policies will be reported on at the annual HMPC plan review meeting, and a record of successful integration efforts will be kept.

Efforts should continuously be made to monitor the progress of mitigation actions implemented through these other planning mechanisms and, where appropriate, their priority actions should be incorporated into updates of this LHMP.

Examples of a process for incorporation of the LHMP update into specific existing or upcoming planning mechanisms include:

- Adoption by reference or incorporation of this LHMP into the Health and Safety Element of the 2011 General Plan, as encouraged by AB 2140. Evidence of such adoption (by formal, certified resolution) shall be provided to Cal OES and FEMA to become eligible or maintain eligibility for California Disaster Assistance Act (CDAA) funding.
- Reference into the County of El Dorado LHMP.
- Incorporation into the City of South Lake Tahoe EOP.

6.3.4 Continued Public Involvement

Continued public involvement is imperative to the overall success of the plan's implementation. Efforts will be made to involve the public in the plan maintenance, evaluation, and review process. This includes maintaining a digital version of the plan on the City Fire Department LHMP webpage for public review. In addition, information on who to contact within the OES will be posted with the plan. The City's Fire Department staff will maintain a file of comments received for reference during the next five-year update. Any revisions to the plan that may occur as a result of a disaster will also be made public and posted on the City's LHMP webpage.

The next five-year update process also provides an opportunity to solicit participation from new and existing stakeholders and to publicize success stories from the plan implementation and seek additional public comment. A public hearing(s) or survey to receive public comment on the plan will be held during the plan update period. When the HMPC reconvenes for the update, they will coordinate with all stakeholders participating in the planning process, including those who joined the HMPC after the initial effort, to update and revise the plan. Public notice will be posted and public participation will be invited, at a minimum, through available website postings and press releases to the local media outlets as well as email and social media announcements.

Public involvement strategies that were used during the 2021-2022 planning process are captured in the Outreach Strategy in Appendix F. The appendix can serve as a reference for continued public involvement over the next several years and lays the foundation for outreach associated with the next formal five-year update.

7 Plan Adoption

DMA Requirement §201.6(c)(5):
[The plan shall include...] Documentation that the plan has been formally adopted by the governing body of the jurisdiction requesting approval of the plan (e.g., City Council, County commissioner, Tribal Council).

7.1 Element E.1 Formal Adoption Documentation

Adoption by the local governing body demonstrates the community's commitment to implementing the mitigation strategy and authorizes responsible agencies to execute their actions. The final plan is not approved until the City adopts the plan and FEMA receives documentation of the formal adoption. The City will submit this plan to the City Council upon successful completion of state and federal review and following the issuance of an Approved Pending Adoption (APA) designation from FEMA. This provides an efficient approval process if FEMA determines the LHMP update requires revisions because the City can make these revisions prior to initiating the local plan adoption process.

Once FEMA issues APA notification, adoption by the City must take place within one year to become or remain eligible for FEMA HMA program funding. Once the City records and submits the adoption documentation to Cal OES and FEMA, FEMA will issue an official approval letter stating the City has adopted and is approved and eligible for FEMA HMA program funding. The approval letter will include the expiration date five years from the date of the letter and attached to the approval letter will be a final FEMA Local Mitigation Plan Review Tool that provides feedback on the strengths of the plan, recommendations for plan improvements during future plan updates, and suggestions for implementing the mitigation strategy.

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Appendix A: Hazard Mitigation Planning Committee

Appendix B: Planning Process Documentation

Appendix C: Mitigation Strategy Meeting

Appendix D: Approval and Adoption Documentation

Appendix E: Annual Progress Meeting and Report Template

Appendix F: Community Engagement Strategy

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Resolution 2022-018

Adopted by the City of South Lake Tahoe Planning Commission

October 13, 2022

Recommending that the City Council Adopt the South Lake Tahoe Local Hazard Mitigation Plan update as an Amendment by Incorporation by Reference into the Health and Safety Element of the City of South Lake Tahoe General Plan

BACKGROUND

A. The City of South Lake Tahoe recognizes the threat that natural hazards pose to people and property within our community; and

B. Undertaking hazard mitigation actions will reduce the potential for harm to people and property from future hazard occurrences; and

C. The U.S. Congress passed the Disaster Mitigation Act of 2000 ("Disaster Mitigation Act") emphasizing the need for pre-disaster mitigation of potential hazards; and

D. The Disaster Mitigation Act made available hazard mitigation grants to state and local governments; and

E. An adopted Local Hazard Mitigation Plan (LHMP) is required as a condition of future funding for mitigation projects under multiple Federal Emergency Management Agency (FEMA) pre- and post-disaster hazard mitigation assistance grant programs; and

F. The City of South Lake Tahoe has met all federal requirements of the Stafford Act and applicable amendments, and has further met all the requirements of the Disaster Mitigation Act through stakeholder engagement by establishing a Hazard Mitigation Planning Committee and through public participation from online surveys and public workshops; and

G. The City of South Lake Tahoe fully participated in the FEMA-prescribed mitigation planning process to prepare this LHMP update; and

H. The California Office of Emergency Services (Cal OES) and FEMA Region IX officials have reviewed the City of South Lake Tahoe LHMP update and approved it contingent upon this official adoption of the participating governing body;

I. The City of South Lake Tahoe desires to comply with the requirements of the Disaster Mitigation Act and to augment its emergency planning efforts by formally adopting the City of South Lake Tahoe LHMP update; and

J. The City of South Lake Tahoe's Strategic Plan 2021-2026 includes priorities related to the Built Environment, Community for All, and Continuous Improvement that focus on carbon neutrality, inclusion and diversity, public safety, infrastructure and maintenance, and fiscal sustainability and resiliency; and

K. The City of South Lake Tahoe's General Plan Health and Safety Element includes Policy HS-1.9 Natural Hazard Mitigation Plan to "maintain and implement the Natural Hazard Mitigation Plan to identify natural hazards, minimize or eliminate their effects and reduce prospective costs of reparations before any natural hazard takes place."; and

L. Adoption by the governing body for the City of South Lake Tahoe, demonstrates the jurisdiction's commitment to fulfilling the mitigation goals and objectives outlined in this LHMP update; and

M. Assembly Bill (AB) 2140 provides cities the authority to adopt by reference their respective LHMP as part of the Safety Element of its General Plan and by doing so, a city becomes eligible for additional funding from the Cal OES under the California Disaster Assistance Act, and absent adoption of the LHMP into the Safety Element, maximum State funding from the OES is limited to 75% of the total cost of mitigation for qualifying events; and

N. Additional funding from Cal OES made available through this General Plan Amendment is in the public interest; and

O. The potential impacts and proposed changes due to the General Plan Amendment are not detrimental to the public health, safety, or welfare; and

P. LHMP adoption legitimacies the plan and authorizes responsible agencies to carry out their responsibilities under the plan; and

Q. The adoption of the City of South Lake Tahoe LHMP update and as an amendment to the City of South Lake Tahoe General Plan Health and Safety Element incorporating the LHMP update is exempt from the California Environmental Quality Act (CEQA) pursuant to the following CEQA Guidelines sections each on a separate and independent basis: 15061(b)(3) (common sense exemption), 15183 (projects consistent with a community plan, general plan, or zoning), and 15162 (feasibility and planning studies). The common sense exemption applies only to projects which have the potential for causing a significant effect on the

environment, and it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment. Section 15183 categorically exempts projects that are consistent with the City's General Plan, Community Plans, and Zoning Ordinance; the adoption of the LHMP update and its incorporation into the General Plan by reference will not have a significant effect on the environment. Section 15162 exempts feasibility and planning studies; the LHMP update is a planning study that informs the City of vulnerabilities to natural hazards and develops potential future actions to mitigation risks. The adoption of the LHMP update and related Health and Safety Element Policy HS-1.9 is not a commitment to any future action, nor is it a decision to approve, adopt, or fund any of the potential mitigation actions identified in the plan.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the Planning Commission of the City of South Lake Tahoe:

1. Finds that the action taken on this matter and recommendations made after consideration of the whole administrative record are consistent with Government Code Section 65853 et seq.; and

2. Recommends the City Council find that adoption of the LHMP is not a project subject to the requirements of the California Environmental Quality Act (CEQA) given the LHMP itself is a continuing administrative or maintenance activity, such as general policy and procedure making (i.e., Health and Safety Element Policy HS-1.9), or governmental administrative activity, and will not result in direct or indirect physical changes in the environment in accordance with Section 15378(b); and

3. Recommends the City Council also finds that adoption of the LHMP is categorically exempt based on the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment, and it can be seen with certainty that there is no possibility that the current activity may affect the environment, in accordance with Section 15061(b)(3). Adoption of the LHMP is also exempt from CEQA in accordance with Section 15183 as a project that is consistent with the City's General Plan, Community Plans, and Zoning Ordinance; and/or categorically exempt from CEQA in accordance with Section 15162 as a feasibility and planning study that informs the City of vulnerabilities to natural hazards and develops potential future actions to mitigation risks; and

4. Recommends the City Council adopt the South Lake Tahoe LHMP update as an official plan; and

5. Recommends that the City Council amend the City General Plan Health and Safety Element Policy HS-1.9 to reference the adopted LHMP:

Policy HS-1.9 ~~Natural~~ Local Hazard Mitigation Plan

Maintain and implement the ~~Natural~~ Local Hazard Mitigation Plan to identify natural hazards, minimize or eliminate their effects and reduce prospective costs of reparations before any natural hazard takes place.

6. Recommends that the City Council authorize city staff to submit this adoption resolution to the Cal OES and FEMA Region IX officials to enable the plan's final approval in accordance with the requirements of the Disaster Mitigation Act of 2000 and to establish conformance with the requirements of AB 2140.

7. This resolution is effective immediately upon adoption

Adopted by the City of South Lake Tahoe Planning Commission on October 13, 2022 by the following vote:

Yes: Feiger, Roberts and Willliams

Absent: Rahbeck and Wieczorek

Douglas williams
Douglas williams (Oct 14, 2022 15:22 PDT)

Date: Oct 14, 2022

Doug Williams, Vice Chair

Attest:

Sue Blankenship (Oct 14, 2022 13:22 PDT)

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe Planning Commission.

Resolution 2022-018 Safety Element Incoporation

Final Audit Report 2022-10-14

Created:	2022-10-14
By:	jo Mcdonough (jmcdonough@cityofslt.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAA5RUg8ms6Ws7nm2JiGF_XXuCMmFy6Hz7b

"Resolution 2022-018 Safety Element Incoporation" History

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2022-10-14 - 8:05:59 PM GMT

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2022-10-14 - 8:22:08 PM GMT- IP address: 128.92.136.146

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Signature Date: 2022-10-14 - 8:22:22 PM GMT - Time Source: server- IP address: 128.92.136.146

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Signer dwilliams@cityofslt.us entered name at signing as Douglas williams
2022-10-14 - 10:22:06 PM GMT- IP address: 47.36.118.94

Document e-signed by Douglas williams (dwilliams@cityofslt.us)
Signature Date: 2022-10-14 - 10:22:08 PM GMT - Time Source: server- IP address: 47.36.118.94

Agreement completed.
2022-10-14 - 10:22:08 PM GMT

Adobe Acrobat Sign

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

Adopting the South Lake Tahoe Local Hazard Mitigation Plan update as an Amendment by Incorporation by Reference into the Health and Safety Element of the City of South Lake Tahoe General Plan

BACKGROUND

A. The City of South Lake Tahoe recognizes the threat that natural hazards pose to people and property within our community; and

B. Undertaking hazard mitigation actions will reduce the potential for harm to people and property from future hazard occurrences; and

C. The U.S. Congress passed the Disaster Mitigation Act of 2000 ("Disaster Mitigation Act") emphasizing the need for pre-disaster mitigation of potential hazards; and

D. The Disaster Mitigation Act made available hazard mitigation grants to state and local governments; and

E. An adopted Local Hazard Mitigation Plan (LHMP) is required as a condition of future funding for mitigation projects under multiple Federal Emergency Management Agency (FEMA) pre- and post-disaster hazard mitigation assistance grant programs; and

F. The City of South Lake Tahoe has met all federal requirements of the Stafford Act and applicable amendments, and has further met all the requirements of the Disaster Mitigation Act through stakeholder engagement by establishing a Hazard Mitigation Planning Committee and through public participation from online surveys and public workshops; and

G. The City of South Lake Tahoe fully participated in the FEMA-prescribed mitigation planning process to prepare this LHMP update; and

H. The California Office of Emergency Services (Cal OES) and FEMA Region IX officials have reviewed the City of South Lake Tahoe LHMP update and approved it contingent upon this official adoption of the participating governing body;

I. The City of South Lake Tahoe desires to comply with the requirements of the Disaster Mitigation Act and to augment its emergency planning efforts by formally adopting the City of South Lake Tahoe LHMP update; and

J. The City of South Lake Tahoe's Strategic Plan 2021-2026 includes priorities related to the Built Environment, Community for All, and Continuous Improvement that focus on carbon neutrality, inclusion and diversity, public safety, infrastructure and maintenance, and fiscal sustainability and resiliency; and

K. The City of South Lake Tahoe's General Plan Health and Safety Element includes Policy HS-1.9 Natural Hazard Mitigation Plan to "maintain and implement the Natural Hazard Mitigation Plan to identify natural hazards, minimize or eliminate their effects and reduce prospective costs of reparations before any natural hazard takes place."; and

L. Adoption by the governing body for the City of South Lake Tahoe, demonstrates the jurisdiction's commitment to fulfilling the mitigation goals and objectives outlined in this LHMP update; and

M. Assembly Bill (AB) 2140 provides cities the authority to adopt by reference their respective LHMP as part of the Safety Element of its General Plan and by doing so, a city becomes eligible for additional funding from the Cal OES under the California Disaster Assistance Act, and absent adoption of the LHMP into the Safety Element, maximum State funding from the OES is limited to 75% of the total cost of mitigation for qualifying events; and

N. Additional funding from Cal OES made available through this General Plan Amendment is in the public interest; and

O. The potential impacts and proposed changes due to the General Plan Amendment are not detrimental to the public health, safety, or welfare; and

P. LHMP adoption legitimacies the plan and authorizes responsible agencies to carry out their responsibilities under the plan; and

Q. The adoption of the City of South Lake Tahoe LHMP update and as an amendment to the City of South Lake Tahoe General Plan Health and Safety Element incorporating the LHMP update is exempt from the California Environmental Quality Act (CEQA) pursuant to the following CEQA Guidelines sections each on a separate and independent basis: 15061(b)(3) (common sense exemption), 15183 (projects consistent with a community plan, general plan, or zoning), and 15162 (feasibility and planning studies). The common sense exemption applies only to projects which have the potential for causing a significant effect on the environment, and it can be seen with certainty that there is no possibility that the

activity may have a significant effect on the environment. Section 15183 categorically exempts projects that are consistent with the City's General Plan, Community Plans, and Zoning Ordinance; the adoption of the LHMP update and its incorporation into the General Plan by reference will not have a significant effect on the environment. Section 15162 exempts feasibility and planning studies; the LHMP update is a planning study that informs the City of vulnerabilities to natural hazards and develops potential future actions to mitigation risks. The adoption of the LHMP update and related Health and Safety Element Policy HS-1.9 is not a commitment to any future action, nor is it a decision to approve, adopt, or fund any of the potential mitigation actions identified in the plan.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Finds that the action taken on this matter and recommendations made after consideration of the whole administrative record are consistent with Government Code Section 65853 et seq.; and

2. Finds that adoption of the LHMP is not a project subject to the requirements of the California Environmental Quality Act (CEQA) given the LHMP itself is a continuing administrative or maintenance activity, such as general policy and procedure making (i.e., Health and Safety Element Policy HS-1.9), or governmental administrative activity, and will not result in direct or indirect physical changes in the environment in accordance with Section 15378(b); and

3. Further finds that adoption of the LHMP is categorically exempt based on the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment, and it can be seen with certainty that there is no possibility that the current activity may affect the environment, in accordance with Section 15061(b)(3). Adoption of the LHMP is also exempt from CEQA in accordance with Section 15183 as a project that is consistent with the City's General Plan, Community Plans, and Zoning Ordinance; and/or categorically exempt from CEQA in accordance with Section 15162 as a feasibility and planning study that informs the City of vulnerabilities to natural hazards and develops potential future actions to mitigation risks; and

4. Adopts the South Lake Tahoe LHMP update as an official City plan; and

5. Amends the City General Plan Health and Safety Element Policy HS-1.9 to reference the adopted LHMP:

   Policy HS-1.9 ~~Natural~~ Local Hazard Mitigation Plan

Maintain and implement the ~~Natural~~ Local Hazard Mitigation Plan to identify natural hazards, minimize or eliminate their effects and reduce prospective costs of reparations before any natural hazard takes place.

6. Authorizes city staff to submit this adoption resolution to the Cal OES and FEMA Region IX officials to enable the plan's final approval in accordance with the requirements of the Disaster Mitigation Act of 2000 and to establish conformance with the requirements of AB 2140.

7. This resolution is effective immediately upon adoption

Adopted by the City of South Lake Tahoe City Council on November 1, 2022 by the following vote:

Yes:

No:

Absent:

Abstain:

_____ Date:_____

Devin Middlebrook, Mayor

Attest:

_____

Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe
Local Hazard Mitigation Plan Update

City Council Hearing

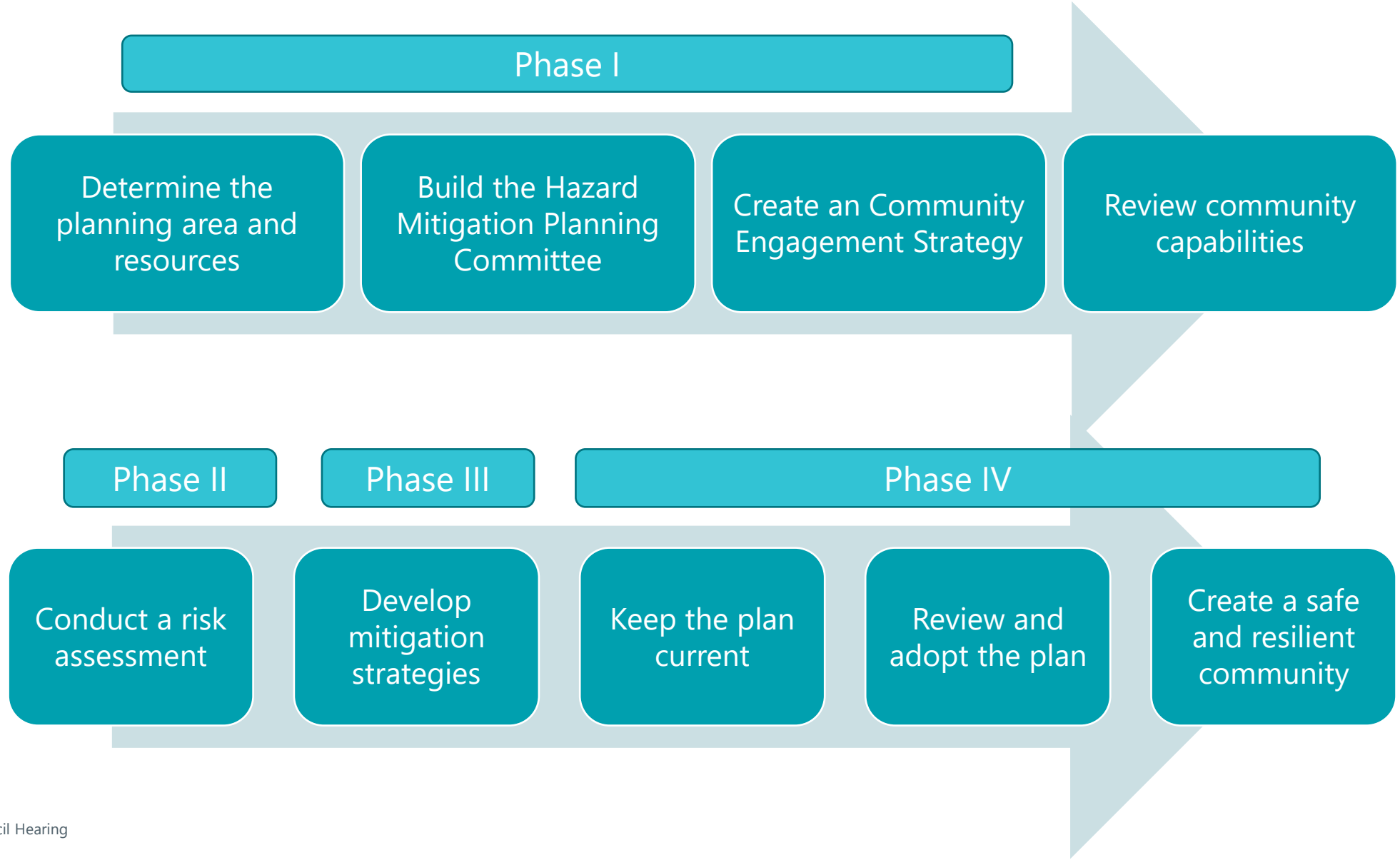
November 1, 2022 – 9:00 AM

Mitigation Planning and Disaster Mitigation Act

What is Hazard Mitigation?

- Any sustained action taken to reduce or eliminate long-term risk to human life and property from natural and human-caused hazards.

Planning Process: FEMA's 4-Phase Framework



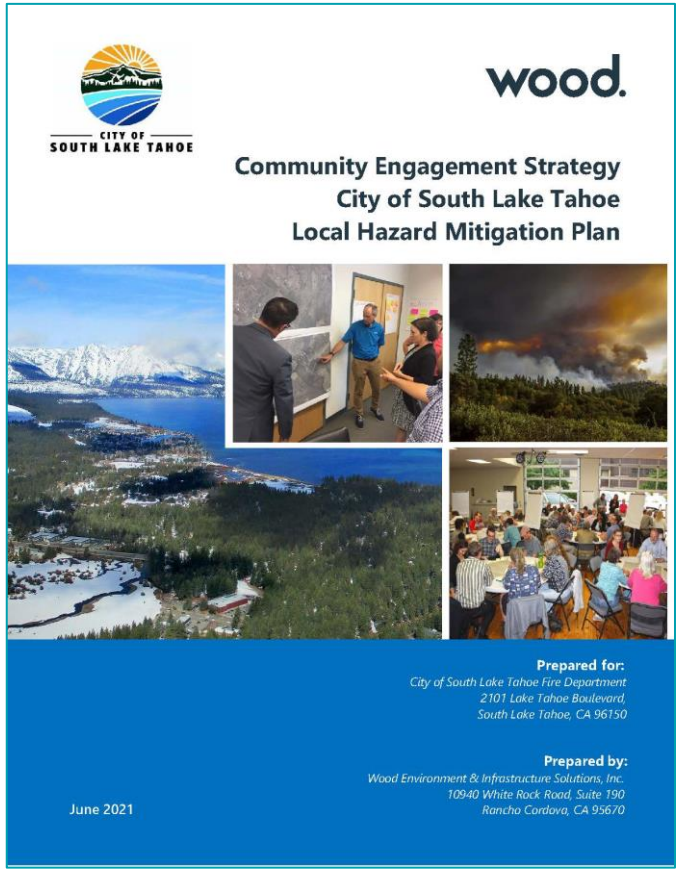
Phase I: Create Planning Team and Community Engagement Strategy

Requirement: Two Opportunities

- During drafting stage
- Prior to approval

Outreach Tools:

- City's LHMP Webpage: https://www.cityofslt.us/LHMP
- Press Releases, Social Media Posts, TV Coverage
- "Community Conversations" – 2 Public Workshops
- Online Survey (English and Spanish versions)
- 30-day Public Review Draft LHMP
- Electronic Comment Form
- Coordination with the City's Public Information Officer



Phase II: Risk Assessment

Hazard	Geographic Extent	Probability of Future Occurrences	Magnitude/Severity	Overall Significance
Avalanche	Extensive	Highly Likely	Limited	Low
Dam Incident	Limited	Unlikely	Negligible	Low
Drought	Significant	Likely	Limited	Medium
Earthquake	Significant	Likely	Catastrophic	High
Flood	Significant	Likely	Limited	High
Landslide and Debris Flows: Soil Hazards	Limited	Highly Likely	Limited	Medium
Severe Weather: Heavy Rain/Thunderstorms/Hail/Lighting/High Winds	Extensive	Highly Likely	Limited	Medium
Severe Weather: Heavy Snow/Winter Storms	Extensive	Highly Likely	Critical	High
Wildfires	Extensive	Highly Likely	Catastrophic	High
Public Health Hazards: Epidemics/Pandemics	Extensive	Occasional	Critical	High
Energy Shortages and Energy Resiliency	Extensive	Highly Likely	Limited	High

Phase III: Mitigation Strategy

- 5 Goals, 9 Objectives, 31 Mitigation Actions organized by Hazard Type
  - 5 Multi-Hazard
  - 1 Dam Incidents
  - 1 Drought
  - 2 Earthquake
  - 1 Energy Shortages
  - 5 Flood
  - 2 Landslide
  - 4 Severe Weather
  - 9 Wildfire
  - 1 Pandemic

Phase IV: Plan Adoption and Implementation and Maintenance

Review and Adopt the Plan

- Cal OES Review - complete
- FEMA Plan Review – underway
- Planning Commission Recommendation
- City Council Adoption – following “approvable pending adoption” letter from FEMA

Keep the Plan Current

- Establish Plan Maintenance procedures
- Continue public involvement

Create a Safe and Resilient Community

- Implementing the plan to achieve mitigation goals
- Securing funding and assistance

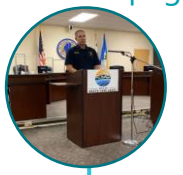
Snapshot of Schedule: Key Milestones

Months 1-3

- Kick-Off Meeting
- Develop Planning Team
- Organize Resources
- HMPC Meeting #1
- Define Planning Area
- Engagement Strategy
- Online Survey

Months 4-6

- Public Workshop #1
- Risk Assessment
- HMPC Meeting #2
- Advertise Webpage and Plan Update



Months 7-9

- HMPC Meeting #3
- Finalize Goals and Objectives
- Mitigation Action Development
- 1st Administrative Draft LHMP

Months 10-12

- 2nd Administrative Draft LHMP
- Public Review Draft LHMP
- Notice of Availability of Draft LHMP

Months 13-14

- Public Workshop #2
- FEMA Region IX Mitigation Plan Review Tool
- Cal OES Review

Months 15-16

- FEMA Review
- Planning Commission Hearing
- City Council Adoption
- Project & Grant Close-Out

LHMP Format: Organization

1 Introduction

2 City Profile and Capability Assessment

3 Planning Process

4 Hazard Identification and Risk Assessment

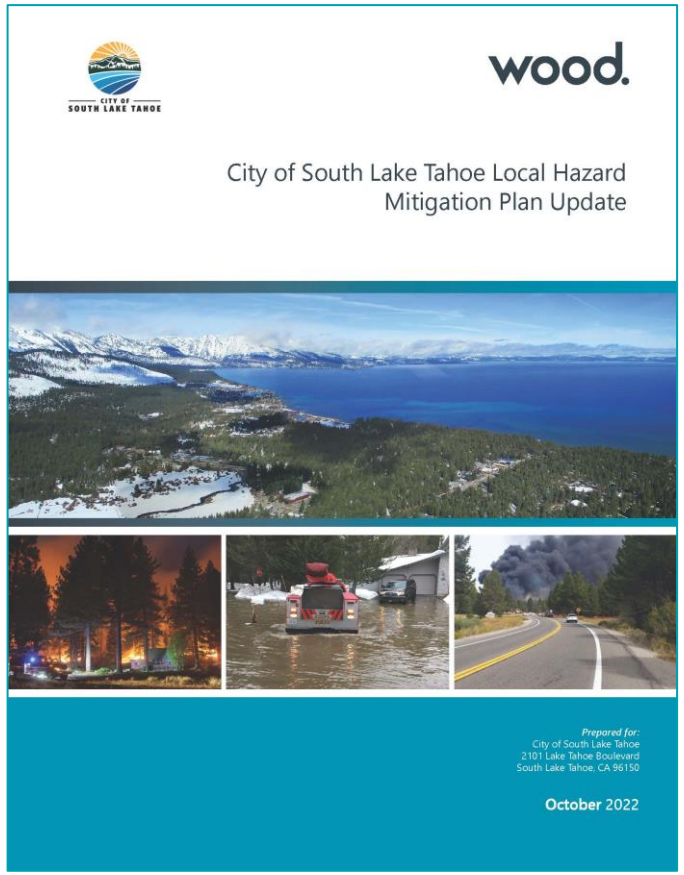
- Hazard Identification
- Asset Summary
- Hazard Profiles and Risk Assessment
- Human-Caused, Human-Health, and Climate-Related Hazard Profiles and Risk Assessment

5 Mitigation Strategy

6 Plan Implementation and Maintenance

7 Plan Adoption

8 References



Questions? Thank you!

Jim Drennan
Fire Chief/Project Manager
South Lake Tahoe Fire Rescue
jdrennan@cityslt.us
(530) 542-6164

Juliana Prosperi, AICP
Project Manager
WSP USA
juliana.prosperi@wsp.com
(916) 636-3200

Notice of Public Hearing
City of South Lake Tahoe
City Council

NOTICE IS HEREBY GIVEN that in accordance with Sections 65090, 65091 and 65856 (Planning and Zoning Law) of the Government Code: the City of South Lake Tahoe City Council will conduct a public hearing on November 1, 2022, at 9:00 a.m., or as soon thereafter as possible, at City Hall, City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe, to consider the following agenda item:

The City has prepared an updated Local Hazard Mitigation Plan (LHMP) to assess vulnerabilities and identify and prioritize mitigation projects to reduce risk and increase resiliency. The proposed LHMP has been developed with participation from stakeholders and the general public. The City Council will consider adoption of the LHMP and amending the General Plan Health and Safety Element to incorporate the LHMP by reference.

All interested persons are invited to attend and speak on this item or may write their comments to the City Council. Pursuant to Government Code Section 65009(b)(2), if you challenge the application in court, you may be limited to raising only those items you or someone else raised at the Public Hearings described in this notice, or in written correspondence delivered to the City Council at, or prior to, the Public Hearing. Any written correspondences should be directed to the City Clerk via email to publiccomment@cityofslt.us or at the address listed below.

A copy of the proposed item will be available for public review by no later than Thursday, October 17, 2022. A public agenda packet will be available for review at City Hall, 1901 Lisa Maloff Way, on the City's Website at www.cityofslt.us, or by contacting the City Clerk's Office.

For any questions, please contact Hilary Roverud, Director of Development Services at
(530) 542-6024 or hroverud@cityofslt.us

Susan Blankenship, City Clerk
City of South Lake Tahoe
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, CA 96150
(530) 542-6005
sblankenship@cityofslt.us
Published: October 21. 2022

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 15

Agenda Item: Presentation - Gun Laws and School Safety

Executive Summary: City Council will receive a presentation on existing gun laws at the local, state, and federal level including laws restricting the ability to legally purchase or possess a gun, and local programs adopted by other cities that place extra requirements and/or restrictions on gun ownership. The presentation will include discussion of local school safety measures as it relates to active shooter response and the Student Resource Officer (SRO) program in South Lake Tahoe.

Requested Action / Suggested Motions: Receive presentation on existing gun laws at the local, state, and federal level, and local school safety measures, and provide direction to staff.
Responsible Staff Member: Dan Bardzell, Assistant City Attorney and David Stevenson, Chief of Police

Responsible Staff Member: Dan Bardzell, Asst. City Attorney
David Stevenson, Police Chief
Nick Carlquist, Police Sgt.

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01 - Staff Report - Gun Laws and School Safety.docx
02 - Cal. Dep't of Justice Firearm Prohibition Summary.pdf
03 - Presentation - School Active Shooter Response

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: Gun Laws and School Safety

Location: Citywide

Responsible Staff Members: Dan Bardzell and David Stevenson

Background: On June 7, 2022, City Council requested a presentation on gun laws and school safety. City Council asked that the presentation include existing laws, local ordinances adopted in other cities, and school safety measures.

Issue and Discussion: There are many state and federal laws in place that regulate a person's ability to purchase and possess a firearm. In summary, anyone convicted of a felony, a few select misdemeanors, or who is the subject of certain restraining orders (including a gun violence restraining order – "GVRO") is prohibited from purchasing or possessing a firearm. The GVRO statute is a type of "red flag law" that allows a court to temporarily remove firearms and ammunition from individuals who have threatened gun violence to themselves or others (Cal. Penal Code § 18150 *et seq.*). See attached California Department of Justice "Firearms Prohibiting Categories" document for a comprehensive summary of state and federal laws that make it unlawful for certain persons to own and/or possess firearms.

In addition to restricting a person's right to purchase or possess a firearm, there are many types of firearms that, in general, are illegal to possess. These firearms are generally referred to "assault weapons."

In addition to the restrictions listed above, there are local jurisdictions in California that have passed ordinances adding requirements and restrictions on firearms with the intent of gun violence prevention. Examples are ordinances to establish safe gun storage requirements to deter thefts, stricter firearm loss and theft reporting time periods, and gun buyback programs. Additionally, some jurisdictions, such as San Jose, have created gun registration and insurance programs. Another local option is to establish a GVRO program under existing state law, in which the Police Department and City Attorney's Office could work together to petition the court to temporarily remove firearms and ammunition from individuals who have threatened gun violence in appropriate cases.

Concerning school safety, the Police Department has maintained a good working relationship with the Lake Tahoe Unified School District ("LTUSD") and surrounding law enforcement agencies. For over 20 years we have been training on active shooter incident responses with the schools. During that time, we

have updated our training to reflect best practices. In the past two months, City administration, area law enforcement, and LTUSD administration have met twice to discuss school safety responses including an active shooter “table top” exercise.

The Police Department currently has one School Resource Officer (“SRO”) assigned to the schools. This officer spends most of their time at South Tahoe Middle School and South Tahoe High School. School safety is a major piece of the SRO’s duties.

Financial Implications: Current enforcement of gun safety laws and the SRO program are funded through existing Police Department approved budget.

Environmental Considerations: Receiving a report on gun violence and providing direction to staff is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(5) (organizational or administrative activities that will not result in direct or indirect physical changes to the environment).

Policy Implications: The Police Department conforms to current federal and state guns laws.

CALIFORNIA DEPARTMENT OF JUSTICE
BUREAU OF FIREARMS
FIREARMS PROHIBITING CATEGORIES

State and federal law make it unlawful for certain persons to own and/or possess firearms, including:

- Any person who has been convicted of, or has an outstanding warrant for, a felony under the laws of the United States, the State of California, or any other state, government, or country, or of an offense enumerated in subdivision (a), (b), or (d) of Section 23515, or who is addicted to the use of any narcotic drug
- Any person who has been convicted of an offense enumerated in Penal Code sections 29900 or 29905
- Any person who is ordered to not possess firearms as a condition of probation or other court order listed in Penal Code section 29815, subdivisions (a) and (b)
- Any person who has been convicted of, or has an outstanding warrant for, a misdemeanor listed in Penal Code section 29805 (refer to List of Prohibiting Misdemeanors)
- Any person who is adjudged a ward of the juvenile court because he or she committed an offense listed in Welfare and Institutions Code section 707(b), an offense described in Penal Code section 1203.073(b), or any offense enumerated in Penal Code section 29805
- Any person who is subject to a temporary restraining order or an injunction issued pursuant to Code of Civil Procedure sections 527.6 or 527.8, a protective order as defined in Family Code section 6218, a protective order issued pursuant to Penal Code sections 136.2 or 646.91, a protective order issued pursuant to Welfare and Institutions Code section 15657.03, or by a valid order issued by an out-of-state jurisdiction that is similar or equivalent to a temporary restraining order, injunction, or protective order, as specified above, that includes a prohibition from owning or possessing a firearm
- Any person who is subject to a Gun Violence Restraining Order (GVRO)
- Any person who is found by a court to be a danger to himself, herself, or others because of a mental illness
- Any person who is found by a court to be mentally incompetent to stand trial
- Any person who is found by a court to be not guilty by reason of insanity
- Any person who is adjudicated to be a mentally disordered sex offender
- Any person who is placed on a conservatorship because he or she is gravely disabled as a result of a mental disorder, or an impairment by chronic alcoholism
- Any person who communicates a threat to a licensed psychotherapist against a reasonably identifiable victim that has been reported by the psychotherapist to law enforcement
- Any person who is taken into custody as a danger to self or others under Welfare and Institutions Code section 5150, assessed under Welfare and Institutions Code section 5151, and admitted to a mental health facility under Welfare and Institutions Code sections 5151, 5152, or certified under Welfare and Institutions Code sections 5250, 5260, and 5270.15
- Any person who is addicted to the use of narcotics (state and federal)
- Any person who has been convicted of, or is under indictment or information in any court for a crime punishable by imprisonment for a term exceeding one year (federal)
- Any person who has been discharged from the military under dishonorable conditions (federal)
- Any person who is an illegal alien (federal)
- Any person who has renounced his or her US Citizenship (federal)
- Any person who is a fugitive from justice (federal)

CALIFORNIA DEPARTMENT OF JUSTICE
BUREAU OF FIREARMS
FIREARMS PROHIBITING CATEGORIES

MISDEMEANORS

Convictions of, or outstanding warrants for, a misdemeanor violation of any the offenses listed below will generally result in a firearm prohibition for ten years. All statutory references are to the California Penal Code, unless otherwise indicated.

- Threatening public officers, employees, and school officials (Pen. Code, § 71.)
- Threatening certain public officers, appointees, judges, staff or their families with the intent and apparent ability to carry out the threat (Pen. Code, § 76.)
- Intimidating witnesses or victims (Pen. Code, § 136.1.)
- Possessing a deadly weapon with the intent to intimidate a witness (Pen. Code, § 136.5.)
- Threatening witnesses, victims, or informants (Pen. Code, § 140.)
- Attempting to remove or take a firearm from the person or immediate presence of a public or peace officer (Pen. Code, § 148(d).)
- A person who reports to a person that a firearm has been lost or stolen, knowing the report to be false (Pen. Code, § 148.5(f).)
- Unauthorized possession of a weapon in a courtroom, courthouse, or court building, or at a public meeting (Pen. Code, § 171b.)
- Bringing into or possessing a loaded firearm within the state capitol, legislative offices, etc. (Pen. Code, § 171c.)
- Taking into or possessing loaded firearms within the Governor's Mansion or residence of other constitutional officers (Pen. Code, 171d.)
- Supplying, selling or giving possession of a firearm to a person for participation in criminal street gangs (Pen. Code, § 186.28.)
- Assault (Pen. Code, §§ 240, 241.)
- Battery (Pen. Code, §§ 242, 243.)
- Sexual Battery (Pen. Code, § 243.4.)
- Assault with a stun gun or taser weapon (Pen. Code, § 244.5.)
- Assault with a deadly weapon other than a firearm, or with force likely to produce great bodily injury (Pen. Code, § 245.)
- Assault with a deadly weapon or instrument; by any means likely to produce great bodily injury or with a stun gun or taser on a school employee engaged in performance of duties (Pen. Code, § 245.5.)
- Discharging a firearm in a grossly negligent manner (Pen. Code, § 246.3.)
- Shooting at an unoccupied aircraft, motor vehicle, or uninhabited building or dwelling house (Pen. Code, § 247.)
- Inflicting corporal injury on a spouse or significant other (Pen. Code, § 273.5.) (Convictions on or before 12/31/2018.)
- Willfully violating a domestic protective order (Pen. Code, § 273.6.)
- Drawing, exhibiting, or using a deadly weapon other than a firearm (Pen. Code, § 417.)
- Inflicting serious bodily injury as a result of brandishing (Pen. Code, § 417.6.)
- Making threats to commit a crime which will result in death or great bodily injury to another person (Pen. Code, § 422.)
- Interference with the exercise of civil rights because of actual or perceived characteristics of the victim (Pen. Code, § 422.6.)
- Bringing into or possessing firearms upon or within public schools and grounds (Pen. Code, § 626.9.)
- Stalking (Pen. Code, § 646.9.)

CALIFORNIA DEPARTMENT OF JUSTICE
BUREAU OF FIREARMS
FIREARMS PROHIBITING CATEGORIES

MISDEMEANORS

- Carrying a concealed or loaded firearm or other deadly weapon or wearing a peace officer uniform while picketing (Pen. Code, §§ 830.95, 17510).
- Possessing a deadly weapon with intent to commit an assault (Pen. Code, § 17500.)
- Criminal possession of a firearm (Pen. Code, § 25300.)
- Armed criminal action (Pen. Code, § 25800.)
- Possession of ammunition designed to penetrate metal or armor (Pen. Code, § 30315.)
- Unauthorized possession/transportation of a machine gun (Pen. Code, § 32625.)
- Driver of any vehicle who knowingly permits another person to discharge a firearm from the vehicle or any person who willfully and maliciously discharges a firearm from a motor vehicle (Pen. Code, § 26100, subd. (b) or (d).)
- Firearms dealer who sells, transfers, or gives possession of any firearm to a minor or a handgun to a person under 21 (Pen. Code, § 27510.)
- Purchase, possession, or receipt of a firearm or deadly weapon by a person receiving in-patient treatment for a mental disorder, or by a person who has communicated to a licensed psychotherapist a serious threat of physical violence against an identifiable victim (Welf. & Inst. Code, § 8100.)
- Providing a firearm or deadly weapon to a person described in Welfare and Institutions Code sections 8100 or 8103 (Welf. & Inst. Code, § 8101.)
- Purchase, possession, or receipt of a firearm or deadly weapon by a person who has been adjudicated to be a mentally disordered sex offender or found to be mentally incompetent to stand trial, or not guilty by reason of insanity, and individuals placed under conservatorship (Welf. & Inst. Code, § 8103.)
- Bringing firearm related contraband into juvenile hall (Welf. & Inst. Code, § 871.5.)
- Bringing firearm related contraband into a youth authority institution (Welf. & Inst. Code, § 1001.5.)
- Theft of a firearm (Pen. Code, § 487)
- Criminal storage of a firearm (Pen. Code, §§ 25100, 25135 or 25200)
- Various violations involving sales and transfers of firearms (Pen. Code, § 27590, subd. (c).)

The following misdemeanor conviction results in a five year prohibition:

- Every person who owns or possesses a firearm or ammunition with knowledge that he or she is prohibited from doing so as a result of a gun violence restraining order (Pen. Code, § 18205).

The following misdemeanor convictions result in a lifetime prohibition:

- Inflicting corporal injury on a spouse or significant other (Pen. Code, § 273.5 for convictions on or after 1/1/2019, per Pen. Code, § 29805(b), and a "misdemeanor crime of domestic violence" (18 U.S.C., § 921(a)(33)(A), 922(g)(9).)
- Assault with a firearm (Pen. Code, §§ 29800, subd. (a)(1), 23515, subd. (a).)
- Shooting at an inhabited or occupied dwelling house, building, vehicle, aircraft, housecar, or camper (Pen. Code, §§ 246, 29800, subd. (a)(1), 17510, 23515, subd. (b).)
- Brandishing a firearm in presence of a peace officer (Pen. Code §§ 417, subd. (c), 23515, subd. (d), 29800, subd. (a)(1).)
- Two or more convictions of Penal Code section 417, subdivision (a)(2) (Pen. Code § 29800, subd. (a)(2).)

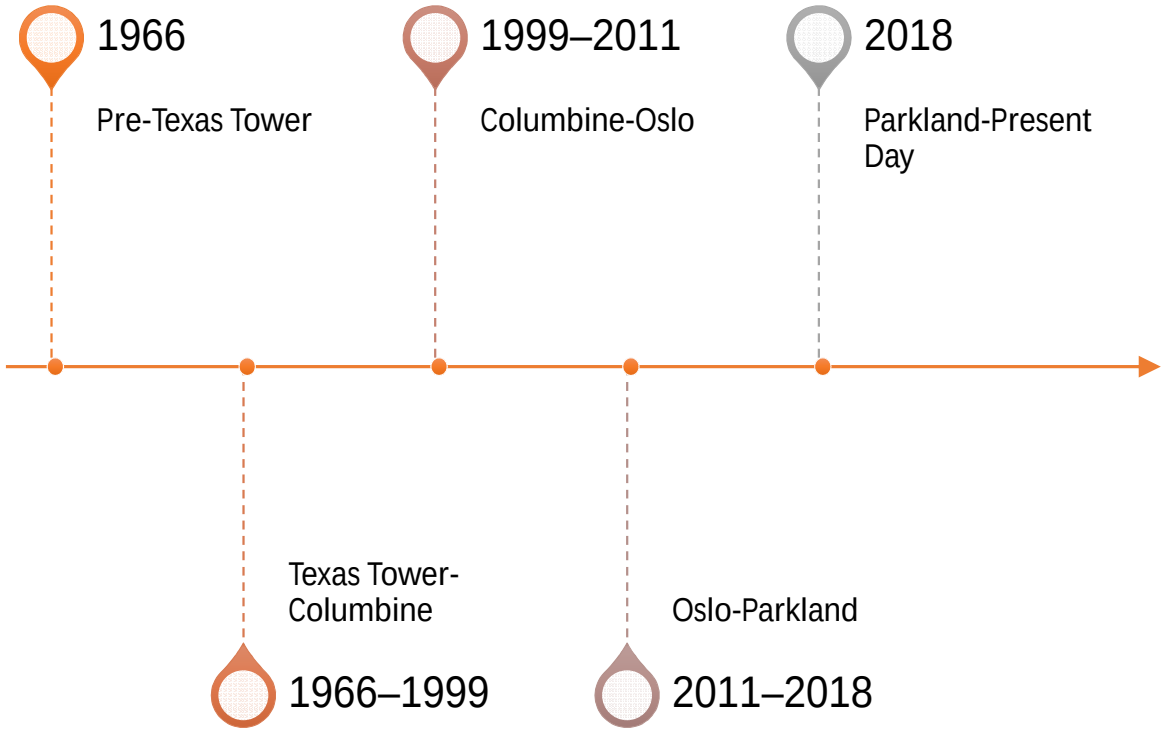
Note: The Department of Justice provides this document for informational purposes only. This list may not be inclusive of all firearms prohibitions. For specific legal advice, please consult with an attorney licensed to practice law in California.

School Safety
Active Shooter Response

South Lake Tahoe City Council

November 1, 2022

Evolution of Tactics



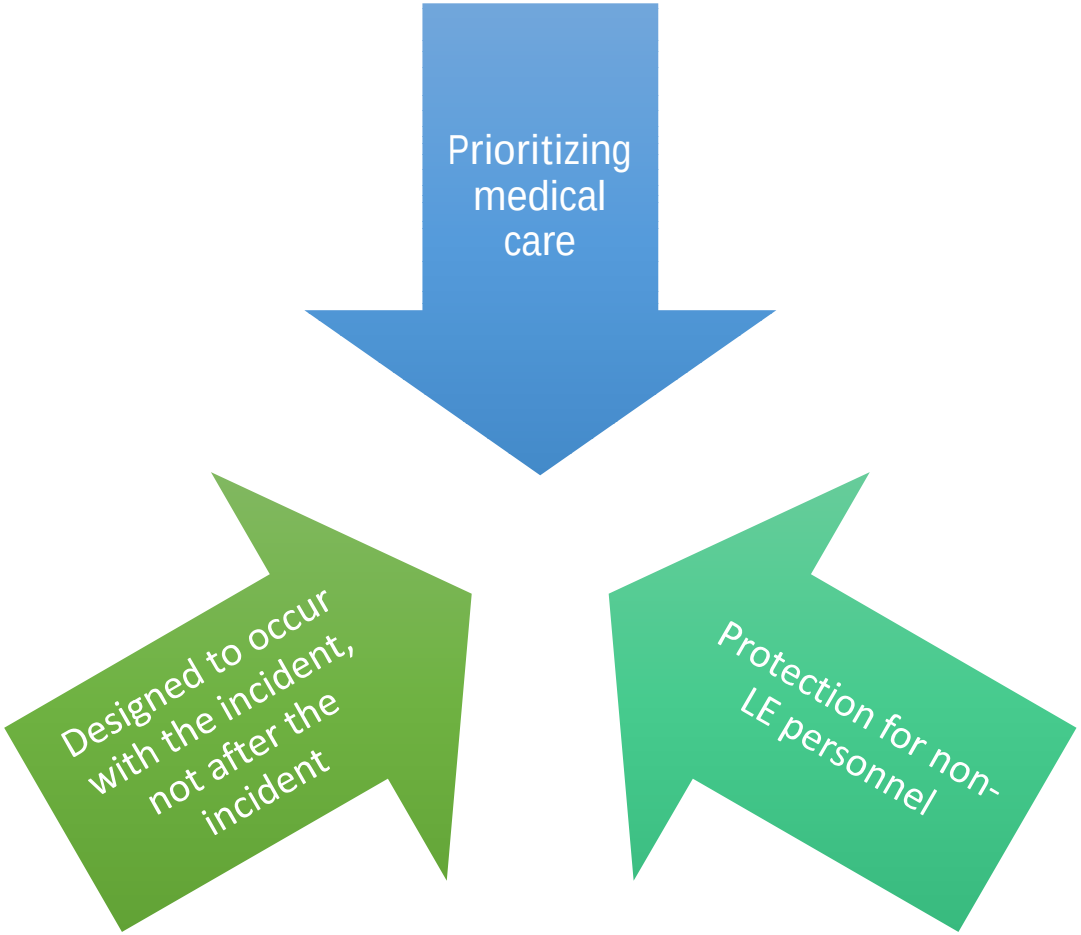
Law Enforcement Training

- 5/4/3/2 Officer Team Movement Techniques and Tactics
- Solo Officer Movement Techniques and Tactics
- Pistol & Patrol Rifle Deployment and Handling Skills
- Room Clearing and Building Security
- Integrated Tactics

Law Enforcement Training

- 3 ALERRT trainers
- Agency wide training
- Focus on individual agency readiness before FTX
- Multi-agency coordination and planning meetings
- Full scale scenarios to test tactics and models

Rescue Task Force Model



Commonalities & Foreseeable Issues

ACCESS COMPLICATIONS

PERSONNEL

COMMUNICATIONS ISSUES

SLTPD Policy & Roles

Designed for speed

Accommodates rapid medical care

Considers extrication

Emphasizes command, control and coordination

Officer Responsibilities

- Consider reasonable options to reduce, prevent or eliminate the threat.
- Officers must decide, often under a multitude of difficult and rapidly evolving circumstances, whether to advance on the suspect, take other actions to deal with the threat or wait for additional resources.
- If a suspect is actively engaged in the infliction of serious bodily harm or other life-threatening activity toward others, officers should take immediate action, if reasonably practicable, while requesting additional assistance.
- Officers should remain aware of the possibility that an incident may be part of a coordinated multi-location attack that may require some capacity to respond to other incidents at other locations.
- Advance on or engage a suspect who is still a possible or perceived threat to others. Any advance or engagement should be based on information known or received at the time.
- Consider whether to wait for additional resources or personnel. This does not preclude an individual officer from taking immediate action.
- Consider is individuals who are under imminent threat can be moved or evacuated with reasonable safety.
- Determine if the suspect can be contained or denied access to victims.
- Consider the ability to effectively communicate with other personnel or resources.
- Determine which planned tactics can be effectively deployed.
- Determine the availability of rifles, shotguns, shields, breaching tools, control devices and any other appropriate tools, and whether the deployment of these tools will provide a tactical advantage.
- In a case of a barricaded suspect with no hostages and no immediate threat to others, officers should consider summoning and waiting for additional assistance (special tactics and/or hostage negotiation team response).
- Assess the immediate situation and take reasonable steps to maintain operative control of the incident.
- Obtain, explore and analyze sources of intelligence and known information regarding the circumstances, location and suspect involved in the incident.
- Attempt to attain a tactical advantage over the suspect by reducing, preventing or eliminating any known or perceived threat.
- Attempt, if feasible and based upon the suspect's actions and danger to others, a negotiated surrender of the suspect and release of the hostages.

START HERE

LE First arriving
- [ ] Size up report
- [ ] Identify Hot Zone
- [ ] Establish COMMAND (mobile)
- [ ] Radio ID: CONTACT 1
- [ ] Engage

LE 2nd-4th arriving
- [ ] Communicate with CONTACT 1
- [ ] Link-up

LE 5th arriving (5th Man)
- [ ] Radio ID: TACTICAL
- [ ] Get briefing (verbal)
- [ ] Assume COMMAND
- [ ] Set STAGING location
- [ ] Request additional resources
- [ ] Assign more CONTACT TEAMs

First LE Supervisor
- [ ] Get briefing (verbal)
- [ ] Assume COMMAND
- [ ] Set COMMAND POST location
- [ ] Assign STAGING manager
- [ ] Assign PERIMETER GROUP
- [ ] Assign MEDICAL BRANCH to FD/EMS

Second LE Supervisor
- [ ] Get briefing (verbal)
- [ ] Assume COMMAND
- [ ] Request additional resources
- [ ] Designate First LE Supervisor as LAW ENFORCEMENT BRANCH
- [ ] Assign INTELLIGENCE SECTION
- [ ] Assign LEAD PIO to establish JOINT INFORMATION CENTER

First FD/EMS Supervisor
- [ ] Go to COMMAND POST
- [ ] Request MEDICAL BRANCH assignment

Law Enforcement

LAW ENFORCEMENT BRANCH
- [ ] Get briefing (verbal)
- [ ] Co-locate with MEDICAL BRANCH
- [ ] Coordinate with INTELLIGENCE SECTION

TACTICAL GROUP
- [ ] Coordinate CONTACT TEAM(s)
- [ ] Prioritize 1Threat, 2Rescue, 3Clear
- [ ] Update Hot and Warm Zones
- [ ] Update casualty information to Triage Group

CONTACT TEAM
- [ ] Contain or neutralize threat
- [ ] Update location as moving
- [ ] Report casualty locations, numbers
- [ ] Establish Casualty Collection Point(s)

PERIMETER GROUP
- [ ] Separate radio channel*
- [ ] Establish INNER PERIMETER
- [ ] Establish OUTER PERIMETER

INTELLIGENCE / INVESTIGATIONS SECTION
- [ ] Get briefing (verbal)
- [ ] Separate radio channel*
- [ ] Coordinate with Communications Center
- [ ] Collect incoming information, tips, leads
- [ ] Brief COMMAND
- [ ] Consider REUNIFICATION BRANCH
- [ ] Assign INVESTIGATIVE OPERATIONS GROUP
- [ ] Assign INTELLIGENCE GROUP

*Leader monitors two channels, their channel and the assigned BRANCH / COMMAND channel.
†Target minimum staffing 2 LE, 2 Medical for each RTF.

Fire / EMS

MEDICAL BRANCH
- [ ] Get briefing (verbal)
- [ ] Request additional resources
- [ ] Assign TRIAGE GROUP
- [ ] Assign TRANSPORT GROUP
- [ ] Co-locate with LAW ENFORCEMENT BRANCH
- [ ] Consider TREATMENT GROUP

TRIAGE GROUP
- [ ] Get briefing (verbal)
- [ ] Stand-up RESCUE TASK FORCE(s)
- [ ] Co-locate with TACTICAL GROUP
- [ ] Get operable areas, routes, and Casualty Collection Point location(s)
- [ ] Deploy RESCUE TASK FORCE(s)

RESCUE TASK FORCE†
- [ ] Assemble team and equipment
- [ ] Notify TACTICAL when deploying
- [ ] If not done, establish Casualty Collection Point(s)
- [ ] Rapidly assess casualties
- [ ] Report counts to TRIAGE GROUP
- [ ] Identify Ambulance Exchange Point and confirm with TACTICAL
- [ ] Coordinate casualty evacuation

TRANSPORT GROUP
- [ ] Get briefing (verbal)
- [ ] Co-locate with TACTICAL GROUP
- [ ] Determine routes
- [ ] Separate radio channel*
- [ ] Get Hospital capacity count
- [ ] Transport casualties from Ambulance Exchange Point(s)
- [ ] Target 3 per ambulance (1ea Red/Yel/Grn)
- [ ] Distribute to Hospitals
- [ ] Keep Transport Log

Multi-Discipline

STAGING
- [ ] Check-in and list resources
- [ ] Give resources assignment, location, and channel
- [ ] Prioritize assignments as directed
- [ ] Maintain minimum resources as directed

LEAD PIO (JOINT INFORMATION CENTER)
- [ ] Establish JOINT INFORMATION CENTER
- [ ] Establish Media Staging Area
- [ ] Clear all messaging and releases with COMMAND
- [ ] Announce Reunification site when authorized

REUNIFICATION BRANCH
- [ ] Get briefing (verbal)
- [ ] Select Reunification Location
- [ ] Location approved by INTELLIGENCE SECTION
- [ ] Notify DISPATCH of Location Not for public release
- [ ] Assign REUNIFICATION STAGING MANAGER
- [ ] Request additional resources
- [ ] Assign SERVICES GROUP
- [ ] Assign ACCOUNTABILITY GROUP
- [ ] Assign ASSEMBLY GROUP
- [ ] Notify INTELLIGENCE SECTION when ready to announce Location to public

REUNIFICATION SERVICES GROUP
- [ ] Assign Set-up Unit
- [ ] Assign Law Enforcement Unit
- [ ] Assign Transportation Unit
- [ ] Assign Medical Unit
- [ ] Establish Family Assistance Center

REUNIFICATION ACCOUNTABILITY GROUP
- [ ] Assign Accountant Unit
- [ ] Assign Checker Unit
- [ ] Assign Greeter Unit
- [ ] Assign Reunifier Unit
- [ ] Assign Exit Control Unit

REUNIFICATION ASSEMBLY GROUP
- [ ] Assign Class Leader Unit
- [ ] Assign Nutritional Support Unit
- [ ] Consider Entertainment Unit

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ACTIVE SHOOTER INCIDENT MANAGEMENT CHECKLIST

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Endorsed by
National Tactical Officers Association

Improvised Explosive Device (IED)

DISCOVERY or DETONATION
- [ ] Announce "Bomb Cover" or "Bomb Go"
- [ ] Secondary threat scan (device, 5ft, 25ft)
- [ ] Maintain 540° scan
- [ ] NEVER TOUCH Bombs
- [ ] Bombers are Bombs

CONTACT and RESCUE
- [ ] Consider threat to life and alternate route
- [ ] Mark (Chem Lights) and bypass
- [ ] Provide security element if possible

EXPOSED SURVIVOR RESCUE
- [ ] Direct survivor movement explicitly
- [ ] View area for secondary threats
- [ ] Establish narrow cordon in/out of area
- [ ] Provide Direct Threat Care only
- [ ] Evacuate to standoff / Isolate / Barricade

FROM RADIO SAFE DISTANCE (300ft or standoff)
- [ ] Report IED location, description, size
- [ ] Report action taken
- [ ] Request Bomb Squad

NO SURVIVORS THREATENED
- [ ] View area for secondary threats
- [ ] Reposition personnel to safe standoff
- [ ] Report impact to assignment and priority
- [ ] Cordon off 360° device kill zone
- [ ] Control cordon security awaiting Bomb Squad

Standoff Distance[1]

IED	Size	Minimum with Cover	Preferred
Pipe Bomb	5 lb	**70 ft**	**1200 ft**
Suicide Bomber	20	**110**	**1700**
Briefcase/Suitcase	50	**150**	**1850**
SUV / Van	1000	**400**	**2400**

[1]See Help Guide and DHS reference for IMPORTANT information.

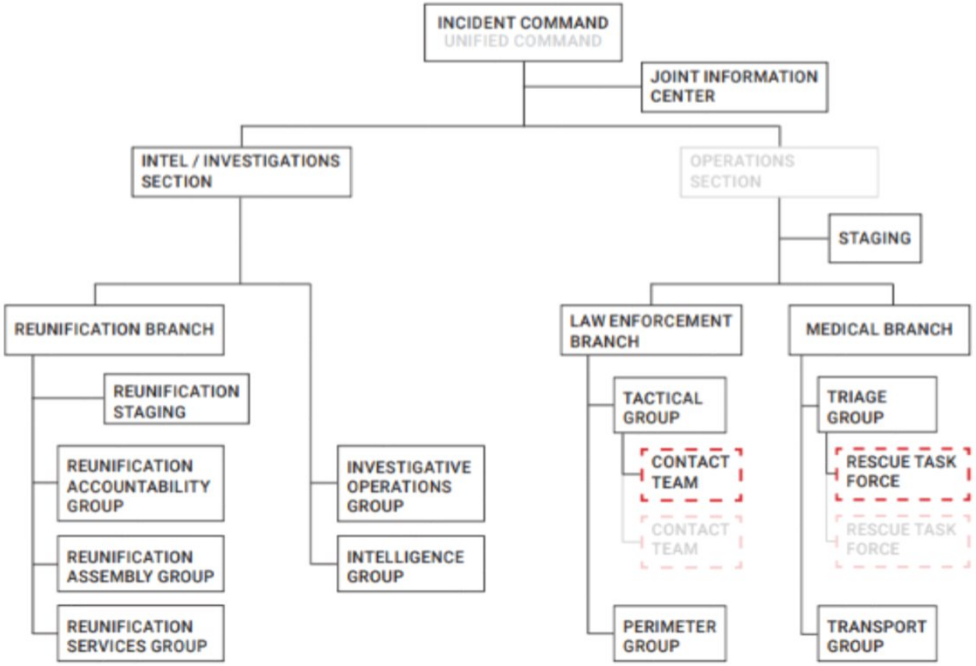

Fig 1. Active Shooter Incident Command Organizational Chart

WARNING! Rev 3.0 7/2019

DO NOT USE UNLESS AUTHORIZED. USER ASSUMES ALL RISK. FOR USAGE REQUIREMENTS AND WRITTEN PERMISSION, VISIT http://c3.cm/asc

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START ON OTHER SIDE

Debrief Process

- Personnel & Participation optional
- Consideration for post-incident stress
- Inclusive to other responding agencies, Fire/EMS, etc.
- May break into working groups
  - Tactics
  - Medical
  - Command & Control
  - Communication
- Major incident independent reviews

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 16

Agenda Item: Financial Policy - Granting Funds for Community Benefit and Enhancement Grant Program

Executive Summary: On September 6, 2022, City Council asked staff to research the feasibility of creating a policy to provide funding to nonprofit and governmental agencies serving the South Lake Tahoe community. The City recognizes there is benefit in providing supplemental funding to eligible entities to help increase efficiency and impact of programs, projects and services provided to the community. As a government agency with stewardship of public funds, the City of South Lake Tahoe is subject to the California Constitution Article XVI, section 6 which prohibits the giving or lending of public funds to any person or entity, public or private. Therefore, all expenditures and disbursement of public funds must be documented and appropriated for public purpose, benefitting the residents and the community served. To support the City Council in providing funding to nonprofit organizations and/or other governmental agencies, staff recommends the adoption of a policy enabling the City to provide grant funding, when available, to eligible organizations providing direct benefit within the city limits.

Requested Action / Suggested Motions: Pass a Resolution adopting Financial Policy - Granting Funds for Community Benefit and Enhancement Grant Program.
Responsible Staff Member: Lori Marino, Principal Management Analyst

Responsible Staff Member: Lori Marino, Principal Management Analyst, (530) 542-7410

Reviewed and Approved By:
Susan Blankenship, City Clerk
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01-Staff Report - New Financial Policy Granting Funds for Community Benefit and Enhancement.docx
02-Resolution - New Financial Policy Granting Funds for Community Benefit and Enhancement.docx
03-Financial Policies- Granting Funds for Community Benefit and Enhancement (Exhibit to Reso).pdf
04-Community Benefit and Enhancement Grant Program Application.pdf

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: New Financial Policy- Granting Funds for Community Benefit and Enhancement Grant Program.

Location: Citywide

Responsible Staff Member: Lori Marino, Principal Management Analyst (530) 542- 7410

Background: On September 6, 2022, City Council asked staff to research the feasibility of creating a policy to provide funding to Nonprofit and Governmental Agencies serving the South Lake Tahoe community, separate and in addition to the Cannabis Revenue Grant Program.

Issue and Discussion: The City recognizes there is benefit in providing supplemental funding to eligible nonprofit organizations and other governmental agencies to help increase efficiency and impact of programs, projects and services provided to the community. Contributions to these agencies from outside sources can reduce direct expenses and aid in providing public benefit as well as enabling additional leverage for other types of revenues.

As a government agency with stewardship of public funds, the City of South Lake Tahoe is subject to Federal and State laws and regulations as well government accounting standards. Specifically, the California Constitution Article XVI, section 6 which prohibits the giving or lending of public funds to any person or entity, public or private, stating, in part, the following:

"Legislature shall have no power to give or to lend, or to authorize the giving or lending, of the credit of the State, or of any county, city and county, city, township or other political corporation or subdivision of the State now existing, or that may be hereafter established, in aid of or to any person, association, or corporation, whether municipal or otherwise, or to pledge the credit thereof, in any manner whatever, for the payment of the liabilities of any individual, association, municipal or other corporation whatever; nor shall it have power to make any gift or authorize the making of any gift, of any public money or thing of value to any individual, municipal or other corporation whatever".

Therefore, all expenditures and disbursement of public funds must be documented and appropriated for public purpose, benefitting the residents and the community served. To this end, the City may expend funds directly for public services, programs, projects, and administration in providing direct benefit to the city of South Lake Tahoe. To support the City Council in providing funding to nonprofit organizations and/or other governmental agencies, staff recommends the adoption of a policy enabling the City to provide grant funding when available, to eligible organizations providing direct benefit within the city limits.

A *Grant* is a financial award, provided to fund specific expenditures, used for beneficial goals, and objectives serving a public purpose through a contractual grant agreement. Providing funding through an application process in this manner, provides fair and equitable opportunity, as well as

transparency and accountability of the public funds and how they are expended.

The attached policy outlines the procedures and establishes a framework for providing funding to eligible non-profit organizations and governmental agencies through City-funded grant program(s).

Financial Implications: Prior to awarding grant funding, the City Council must follow legislative law to appropriate budget prior to funds being spent. Therefore, to implement this policy, funds for this program must be appropriated either during the fiscal year budget cycle or during mid-year budget approvals through Resolution of the City Council.

City Financial Policies that are up to date with current laws, governmental accounting standards and compliance are essential to the prudent financial management of the City's assets and resources. Creation of this policy to establish guidelines for granting funds to eligible entities can enhance the ability for organizations and agencies to fund project, programs, and activities for the benefit of the City and its residents in an accountable and transparent manner.

Environmental Considerations: Addition of a new financial policy is exempt from CEQA under State CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption). Section 15061(b)(3) of the CEQA Guidelines states that an activity is covered by the commonsense exemption that CEQA only applies to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA review.

Policy Implications: The overall impact of financial policies is to strengthen and preserve the City's financial position and fiscal health as well as maintain the highest level of ethics in the stewardship of public funds.

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

Adopting New Financial Policy – Granting Funds for Community Benefit and Enhancement Grant Program

BACKGROUND

A. The City of South Lake Tahoe City Council approves and adopts Financial Policies to support the City's financial operations and ensure its fiscal health; and

B. The City Council recognizes the benefit in partnering with Nonprofit Organizations and other Governmental Agencies serving the community, to fund Citywide programs, projects, events, and services; and

C. This policy establishes processes for granting funds in a manner consistent with Government Accounting Standards, State and Federal Law, as well as the City's values, priorities, and Strategic Plan; and

D. Funding for this policy is subject to available budget appropriation; and

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED that the City Council of the City of South Lake Tahoe:

1. Adopts the New Financial Policy – Granting Funds for Community Benefit and Enhancement Grant Program (attached hereto) dated November 1, 2022.

Adopted by the City of South Lake Tahoe City Council on November 01, 2022 by the following vote:

Yes:
No:
Abstain:
Absent:

_____ Date: _____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

Financial Policies
Granting Funds for Community Benefit and Enhancement Grant Program

PURPOSE

The purpose of this policy is to establish a framework for providing funding to non-profit organizations, and/or governmental agencies, through city-funded grant program(s). This policy establishes the standards for application, review, and approval in providing funding in a responsible, transparent, and accountable manner consistent with Federal and State laws and regulations as well as City strategic goals and priorities. Providing supplemental grant funding to eligible organizations can help increase the efficiency and impact of programs, projects, and services provided to the community.

ADOPTION AND IMPLEMENTATION

The City Council is responsible for adopting the City's Financial Policies and approving significant policy revisions. The City Manager, or his/her designee, is responsible for developing administrative procedures to implement this policy. In this role, the City Manager is authorized to make minor administrative changes in the guidelines without significant policy impacts.

DEFINITIONS

A *Grant* is a financial award, provided to fund specific expenditures, used for beneficial goals, and objectives serving a public purpose through a contractual grant agreement. This policy will outline the procedures in providing grant funding to eligible non-profit agencies.

A Nonprofit Organization is a legal entity organized and operated for a collective, public, or social benefit for purposes other than generating profit. Nonprofit organizations must be designated as nonprofit when created and may only pursue purposes permitted by statues for nonprofit organizations.

A *Governmental Agency* means an executive, legislative, or judicial agency, department, board, commission, authority, institution, or instrumentality of the federal government or of a state or a county, municipality, or other political subdivision of a state.

A Donation is a *gift,* contribution for charity, or to benefit a cause with no expectations or contractual obligation of services in return. The California Constitution prohibits public agencies, from making a “gift of public funds”. Therefore, this policy **prohibits** “*donations of public funds*”.

*Subrecipient i*s an entity that receives a subaward from a pass-through entity (City) to carry out part or all of a grant program and its requirements. This policy does not pertain to subrecipient or subaward grant agreements.

PROCEDURES

The City must have available appropriated funding, to provide funds to organizations through a grant program.

Depending on budget availability and priorities and in the sole discretion of City Council, grant funding may be budgeted during annual fiscal year, or mid-year budget process, where appropriate.

Following budget appropriation by City Council, the application period will be announced on the City of South Lake Tahoe website, City Council meetings, City social media accounts, and other media outlets.

The City Manager and/or designee will accept, and review grant applications received in response to the application period announcement and will present the eligible awards to City Council for approval.

Grant funding will not be provided without an approved grant application, appropriated budget, and executed grant award.

Applications will be available on the City of South Lake Tahoe website, or available by hard copy at City Administration offices, 1901 Lisa Maloff Way, South Lake Tahoe, CA.

Deadline & Timeline

Application period will be determined by the City Council contingent upon Council priorities and available budget appropriation timelines.

1. Applications will be reviewed within 20 business days from date the application period closes.
2. During this period of time the City may contact the applicant if additional information is required to process the application or if the applicant does not meet the eligible criteria.
3. Potential grant award notifications will be sent upon conclusion of application review period; advising the applicant of the City Council meeting date for potential grant contract award.
4. Projects should be complete within timeframe outlined in grant award.

Eligibility

To be eligible for city grant funding, agencies must at a minimum meet the following criteria:

1. Be located in or serve the City of South Lake Tahoe.
2. Meet the definition of a nonprofit and can provide the organization's IRS 501(c) tax designation letter.
3. Meet the definition of a governmental agency, providing services to the City of South Lake Tahoe.
4. Have the ability to provide the organization's 990 or 990-PF federal tax return, and/or audited financial statements.
5. Possess a valid City of South Lake Tahoe Business License.
6. Provide a proposal which will benefit those living in the City of South Lake Tahoe.
7. Meet all criteria outlined in the grant application.
8. Entities may submit only one application annually.

Program and Project Criteria

1. Address an impact imposed upon the community,
2. Solve a problem or deficiency within the community,
3. Provide a solution or increased benefit to the community,
4. Align with City Strategic goals and objectives,
5. Consistent with City Council priorities and funding initiatives,
6. Focus resources on disadvantaged areas of the community,
7. Comply with local land use, City Code, and other permit/license requirements,
8. Provide identified funding sources showing the ability to leverage other funds if applicable.

Eligible Expense

Eligible costs are only those costs incurred to perform the scope of work detailed in the grant application as approved, which are necessary and reasonable for the performance of the grant award. The following are eligible uses of grant funds:

1. Direct employee expenses incurred for the implementation of the program/project including payroll costs and fringe benefits with detailed documentation provided.
2. Direct operating costs associated with implementation of the program/project as detailed in the approved application.
3. Direct contractual services associated with implementation of the program/project as detailed in the approved application
4. No more than a 10% de minimis in-direct cost rate; unless the organization can provide a separate approved federal cognizant agency in-direct cost rate.

Grant Payments

Grant payments are based on an applicant's ability to meet performance goals. Failure to meet goals may result in a reduction of grant payment.

Grant payments will be based on actual expenditures incurred by the grantee that are necessary and reasonable to the accomplishment of the work as outlined in the grant application.

Grantees will be required to provide documentation of project-related costs, including submission of copies of invoices, cancelled checks, payroll documentation and any other documentation necessary to substantiate costs prior to receiving final payment.

1. The City shall make initial disbursement of grant funds up to 90% of the grant award, upon receipt of executed Grant Agreement.
2. Final ten percent 10% will be withheld until the City receives all cost documentation to substantiate the initial 90% payment, completion of the scope of work in its entirety and final report approved by the City.
3. Costs incurred by the Grantee in excess of the authorized grant funds shall be at the Grantee's sole cost and expense.

GRANT COMPLIANCE

Grant compliance means following the standards set forth in this policy, the application requirements, the awarded grant agreement, City Code and State and Federal laws and regulations as required.

Non-compliance can result in loss of final payment, terminating the grant agreement, repayment of funds, suspension or debarment from receiving future grants, and/or implementation of grant special conditions.

Deliverables

Grantees will be required to submit a summary of expenses as well as all expense documentation to substantiate the expenses detailed in the grant application, to include:

1. Personnel- payroll documentation, timesheets, ledgers, detailed work orders, fringe benefit documentation and calculations.
2. Consultants/ Contracts – detailed contracts, agreements, paid invoices and proof of payment for all paid consultants/contractors including subconsultant/subcontract documentation.
3. Procurement of goods – detailed itemized receipts, proof of payment, purchase orders.
4. Any other documentation the city feels necessary to substantiate grant related expenses.

Grantees will be required to submit a Final Report and Progress Reports, where necessary, depending on period of performance and/or scope of work to include:

1. Project Activities- brief narrative outlining types of activities being funded by the grant, how those activities fit into program objectives.

2. Financial Summary- overview of all funds expended on the project/program/service.
3. Results and Impact- brief explanation how the grant funding made a difference. Highlight key outcomes, data, and community benefit.
4. Future Plans and Sustainability- brief description if this was one-time event/activity or if the grant funding was a contribution towards a sustainable program/project. Include future projections or plans for longevity.
5. Any other report or documentation necessary to highlight the benefit received to the community through this grant award.

Falsification of Documentation

California Penal Code 115 PC - Submitting fraudulent receipts, falsifying an application, or submitting a falsified report in any public office within the state is a criminal felony offense, punishable by up to three years in jail or prison.

California Penal Code Section 424- Misappropriation of public funds criminalizes the act of using public funds for an unrelated public benefit or personal use. Misappropriation of public funds is a felony crime punishable up to 4 years in state prison and a fine up to $10,000 as well as repayment of funds misused. Additional criminal charges can also be added to the sentence.

CITY OF
SOUTH LAKE TAHOE

COMMUNITY BENEFIT AND ENHANCEMENT GRANT PROGRAM
Application

Applicant Organization's Legal Name:	**Eligibility Status**:
	☐ Nonprofit Organization ☐ IRS 501(C) documentation attached or ☐ Governmental Agency ☐ Federal TIN documentation ☐ Federal tax return 990/990-PF attached or ☐ Previous year audited financial statement attached
Applicant Principal Place of Business: ***Address, City, State, Zip***	**Service provided within the City of South Lake Tahoe**:
Primary Contact Name/ Authorized Signatory:	**Number of years providing service:**
Primary Contact Title/Role:	**Employer Identification Number (EIN):**
Primary Contact Phone Number:	**Current Business License Number:**
Primary Contact Email Address:	**Alternate Contact Name Phone/Email:**
City of South Lake Tahoe Strategic Priority Addressed by the Project: ☐ Built Environment ☐ Recreation & Equitable Access ☐ Economic Development ☐ Continuous Improvement ☐ Community For All ☐ Other:_____ **Does this project meet Carbon Neutrality Goals?** Yes_____ No_____	**Grant Amount Requested:** $_____ Must match amount requested in the budget page. *Minimum amount of $1,000* *Maximum amount of $50,000*

Application Questions
1. **Please describe the Organization's mission statement and provide a brief overview of the organizational structure. (officers, board members, trustees, major donors, key staff, number of employees, staff authorized to sign this agreement).** *Maximum 500 characters*
2. **Please provide a brief summary of how this funding would be used to benefit the community.** *Maximum 500 characters*
3. **The City's Strategic Priorities are Built Environment, Recreation and Equitable Access, Community for All, Economic Development and Continuous Improvement. Please describe how funding could help the City advance one or more of its strategic priorities. The Strategic Plan can be found here: https://www.cityofslt.us/DocumentCenter/View/15828/City-of-SLTStrategic-Plan-web-version.** *Maximum 500 characters*

4. The City has robust goals to achieve 100% local, renewable energy for all entities by 2025. Does this project contain elements of Carbon Neutrality and/or Renewable Energy? If so, explain. *Maximum 300 characters*
5. Please Describe the Target Population served with this request (demographics, disadvantaged, number of beneficiaries), and what impact this funding will have on this population. *Maximum 500 characters*
6. Please provide a sustainability plan. What steps will your organization take to ensure the future success of the proposed project beyond the completion of the City grant award (future financial support, continued community interest, staff requirements, or one-time project). *Maximum 500 characters*

GRANT REQUEST SCOPE OF SERVICES

Please provide the following information in narrative format; providing enough detail to formulate a Scope of Services. **Maximum of one 8 ½ x 11 page**, no minimum, no special font or spacing required.

- Project Details (title, start and end dates)
- Project/Program summary
- Describe the benefit to the community and/or the need the project addresses
- Brief History- is this on-going project, previous program, or one-time need?
- Project objectives and how they'll be met
- Project deliverables and expected outcomes
- Volunteer opportunities
- Can this project serve as a model for other nonprofits?

BUDGET NARRATIVE

Please provide a brief narrative describing the budget provided in the table below. **Maximum of one 8 ½ x 11 page**, no minimum, no special font or spacing required. Include the following:

- Requested amount
- Line-item costs to support amount in budget table
- Type of support included in project costs (program support, operating support, planning, implementation, capital expenditures)
- Description of how the funds will be spent and how the requested amount was determined
- Other supporting funds

BUDGET WORKSHEET
(must match total request and description in narrative)

BUDGET CATEGORIES	**City Funding Request**	**Other Funding Sources**	**Total Costs**
Personnel			
Fringe Benefits			
Equipment			
Supplies			
Contractual			
Construction			
Other:			
Total Direct Costs (lines 1-7)			
Indirect Costs* ** Maximum 10% or approved federal rate.*			
TOTAL COSTS (lines 8 + 9)			

Certifications and Authorizations: Applicant must certify in good faith to all of the below by initialing the box next to each one. By initialing the box to the left of the statement, I certify that:	
	I have read the statements included in this form, together with the document titled Financial Policies- Granting Funds for Community Benefit and Enhancement Program and attached proposed Grant Agreement. I understand them and will comply with the requirements.
	My organization is a non-profit organization or a governmental agency conducting activities within South Lake Tahoe city limits and/or directly serves the South Lake Tahoe community.
	I will be using the Grant Funds for projects/initiatives focused on benefiting the community, and/or mitigating negative impacts within the City of South Lake Tahoe and promoting the priorities of the City's Strategic Plan.
	I recognize that I may be required to provide additional documentation.
	I accept that, in the interest of transparency, the City of South Lake Tahoe will post a list on the City's website showing all grant recipients and the amount received.
	I understand that a Grant Award is subject to budget availability and appropriation and applying does not guarantee an award.

Program Compliance:	
	Has your organization received other grant funding?
	If yes, have you complied with all required reporting requirements?
	I understand the compliances required with grant application submittal.

Supporting Documentation: Please check the box to indicate if you have attached:	
☐	An IRS Form W-9 showing your taxpayer ID
☐	An IRS 501 (C) designation letter showing tax exempt status
☐	A screen shot of the Secretary of State Business Search Website showing ACTIVE status
☐	A copy of Federal tax return 990/990-PF or previous year audited financial statement attached

By Signing Below, You Make the Following Representations:

- I have read the statements included in this form and in the policy, and I understand them.
- I am not engaged in any activity that is illegal under federal, state or local law.
- I further certify that the information provided in this application and the information provided in all supporting documents and forms is true and accurate in all material respects.
- I certify that I am authorized to sign this application and all grant documentation on behalf of my organization.

Name of Applicant (Print Name)	*Signature of Applicant*
Title of Applicant	*Date Signed*

Additional Information:
Please print, sign, scan, upload and email the application form with the supporting documentation, to:
Grantprogram@cityofslt.us OR Bring to the Finance drop-box at the City Hall building or mail to the listed address: *City of South Lake Tahoe City Hall* *Attn: Community Benefit and Enhancement Grant Program* *1901 Lisa Maloff Way, Suite 210* *South Lake Tahoe, CA 96150*
To be considered in the annual round of Grant Applications, your materials must be in by 5:00 p.m. on the application deadline date (TBD). Please know that the City's intent is to consider grants for as many as fiscally possible, provided a complete packet is submitted before the deadline. • **Grant funding is contingent upon available budget appropriation approved by the City Council. Submittal of an application does not guarantee available funding.**

ATTACHMENT A

ALL GRANT AWARDEES WILL BE REQUIRED TO ENTER INTO THE FOLLOWING AGREEMENT

GRANT AGREEMENT BETWEEN THE CITY OF SOUTH LAKE TAHOE AND [INSERT GRANTEE]

t Community Enhancement Grant Program

This Grant Agreement ("Agreement") is dated for reference this [DAY] of [MONTH], [YEAR], by and between the CITY OF SOUTH LAKE TAHOE, a municipal corporation, hereinafter referred to as "City" and [Grantee], a [California 501(c)(3) organization / type of government agency] hereinafter referred to as "Grantee," who agree as follows:

1. Grant Funds. The City agrees to provide Grantee with a sum not to exceed [Dollar Amount in Words] ([Dollar Amount in Numbers]) ("Grant Funds") to be used solely for the services described in Grantee's application ("Grant Request Scope of Work") in accordance with the terms and conditions set forth in this Agreement. Grantee shall expend the Grant Funds in accordance with the Budget submitted in the Grantee Application and attached hereto as Exhibit A, Scope of Services and Budget. Grantee shall obtain the written approval of City at least fifteen (15) days before transferring expenditures from one line item to another within the Budget. At the termination of the Agreement, Grantee must return to City any unexpended Grant Funds.

2. Disbursement Procedures. Grant Funds shall be disbursed to Grantee as follows:

   A. The City shall make all disbursements of Grant Funds pursuant to this Section by check payable to Grantee, sent via U.S. mail. The City shall make disbursements of the first 90 percent (90%) of Grant Funds upon receipt of this executed Agreement.

   B. Ten percent (10%) of Grant Funds will be withheld until completion of Grant Services and receipt, review, and approval by City of the expenditure documentation and Closeout Report, due by term date TBD. The City will disburse the remaining ten percent (10%) of Grant Funds within 30 days of receipt of a Closeout Report meeting the requirements of this Agreement.

3. Grant Services.

   A. Grantee shall perform the services described in the Grant Application, which is attached hereto as Exhibit A. Grantee shall obtain the written approval of City at least fifteen (15) days before making changes to the services to be provided pursuant to this Agreement.

   B. Grantee shall use Grant Funds only to provide the Grant Services authorized by this

Agreement and any Grant Funds used for any other purpose must be returned to the City.

C. Any costs incurred by Grantee in excess of the authorized Grant Funds shall be at its sole cost and expense.

4. Grant Term. This Agreement shall commence on the date it is fully executed and shall continue in full force and effect for a term of TBD.

5. Termination. In event of Grantee's noncompliance with any provisions of this Agreement, the City may cancel, terminate, or suspend this Agreement and withhold any disbursement of remaining Grant Funds.

6. Hold Harmless: Grantee hereby irrevocably and unconditionally agrees to defend, indemnify, and hold harmless the City and its officials, employees, agents, and volunteers from and against any and all claims, losses, damages, expenses (including reasonable attorneys' fees and costs), and liabilities directly, indirectly, wholly, or partially arising from or related to any act or omission of Grantee or its officers, directors, trustees, employees, or agents in applying for or accepting the Grant, in expending or applying the Grant, in furtherance of the Grant Services, or in carrying out the program to be funded or financed by this Grant. This provision shall survive termination of this Agreement.

7. Official Notices. All notices or instruments required to be given or delivered by law or this Agreement shall be in writing and shall be effective upon receipt thereof and shall be by personal service or delivered by depositing the same in any United States Post Office, registered or certified mail, postage prepaid, addressed to:

If to City:	If to Grantee:
City Manager 1901 Lisa Maloff Way South Lake Tahoe, CA 96150	[NAME] [TITLE] [ORGANIZATION] [ADDRESS] [CITY, STATE, ZIP]

Either party may change its address for receiving notices by giving written notice of such change to the other party in accordance with this section.

8. Closeout Report. By date TBD, Grantee shall provide the City with a closeout report summarizing all expenditures of the Grant Funds during the entirety of the grant term, including any deviations from the scope of work and budget set forth in the Grant Application, and a detailed narrative report stating what was accomplished with the Grant Funds.

9. Record Retention and Access. The City, or any of its duly authorized representatives, shall have access to any books, documents, papers, and records of Grantee that are directly pertinent to this Agreement for undertaking an audit and/or examination, and/or for preparing excerpts, and/or transcriptions. Grantee shall maintain all required records for five (5) years after City makes final payments and all other pending matters are closed.

10. Relationship of the Parties. It is understood that this is an Agreement by and between independent entities and is not intended to, and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever.

11. Conflict of Interest. Grantee warrants and represents that no persons under its employ who presently exercise any functions or responsibilities in connection to this Agreement have any personal financial interests with the City and will not enter into any contract or agreement during the performance of this Agreement that will create a conflict of interest with Grantee's duties to City under this Agreement.

12. Non-discrimination. Grantee will provide its services without regard to race, religion, color, national origin, ancestry, disability, medical status, age, sex or sexual orientation of any person.

13. Acknowledgement of City. Grantee shall acknowledge the support of City, where appropriate, in written documents, outreach materials, and informational materials regarding the receipt of funds under this Agreement.

14. Successors and Assigns. Grantee shall not, either directly or indirectly assign, transfer, subcontract or delegate all or any portion of this Agreement or any rights, duties or obligations of Grantee hereunder without the prior written consent of City. This Agreement shall not, nor shall any interest herein, be assignable as to the interest of Grantee involuntarily or by operation of law without the prior written consent of City. A change of ownership or control of Grantee or a sale or transfer of substantially all of the assets of Grantee shall be deemed an assignment for purposes of this Agreement.

15. Law Governing. This Agreement shall in all respects be governed by the law of the State of California without regard to its conflicts of law rules. Litigation arising out of or connected with this Agreement shall be instituted and maintained in the courts of El Dorado County, South Lake Tahoe Division, in the State of California, and the parties consent to jurisdiction over their person and over the subject matter of any such litigation in such courts, and consent to service of process issued by such courts.

16. Waiver. Waiver by either party of any default, breach or condition precedent shall not be construed as a waiver of any other default, breach or condition precedent or any other right hereunder.

17. Compliance with Laws. Grantee will comply with all statutes, regulations and ordinances in the performance of all services under this Agreement.

18. Entire Agreement. This Agreement, including all Exhibits, constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement, and correctly states the rights, duties and obligations of each party as of the date of this Agreement. Any prior agreements, promises, negotiations or representations between the parties not expressly stated in this Agreement are not binding.

19. Severability Clause. Should any provision of this Agreement ever be deemed to be legally void or unenforceable, all remaining provisions shall survive and be enforceable.

20. Ambiguity. The parties acknowledge that this is a negotiated agreement, that they have had the opportunity to have this Agreement reviewed by their respective legal counsels and that the terms and conditions of this Agreement are not to be construed against any party on the basis of such party's draftsmanship thereof.

21. Organization Authorization. Grantee is a nonprofit grantee, duly organized and validly existing and in good standing under the laws of the jurisdiction in which it was formed. Grantee has established and maintains valid nonprofit status under Section 501(c) (3) of the United States Internal Revenue Code of 1986, as amended, and all rules and regulations promulgated under such section. Grantee has been duly authorized by all necessary action the execution, delivery and performance of this Agreement. Grantee has duly executed and delivered this Agreement, and this Agreement constitutes a legal, valid and binding obligation of Grantee, enforceable against Grantee in accordance with the terms of this Agreement.

22. California Public Records Act. Grantee acknowledges and agrees that this Agreement, including any attachments and/or exhibits thereto, is a public record and subject to the disclosure requirements of the California Public Records Act, California Government Code Section 6250 et. seq.

23. Exhibits. The following exhibits are attached hereto and incorporated herein by reference:

    Exhibit A, entitled "Scope of Services and Budget," including any attachments.

[Signatures on Next Page]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year shown below the name of each of the parties.

CITY OF SOUTH LAKE TAHOE,
a municipal corporation

By:_____

Mayor

Date:_____

[NAME OF GRANTEE].

By:_____
[NAME]
[TITLE]

Date:_____

APPROVED AS TO FORM:

_____
Heather L. Stroud
City Attorney

ATTEST:

_____
Susan Blankenship
City Clerk

EXHIBIT A:
SCOPE OF SERVICES/ BUDGET

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 17

Agenda Item: City Clerk Compensation

Executive Summary: At the March 2, 2021 Council Meeting, Council set the City Clerk's compensation at step 3.

Pursuant to City Code 2.05.040(B), "Salaries and benefits of all other elected and appointed officers [besides the City Council] shall be as set forth by separate resolution of the city council." Staff is recommending Council pass a resolution setting the City Clerk Salary at step 4 ($9,156) Monthly of the City Clerk Salary Table.

Requested Action / Suggested Motions: Pass a Resolution establishing the City Clerk compensation at $9,156 monthly, effective back to the first full pay period after March 2, 2022.
Responsible Staff Member: Tom Stuart, Assistant to the City Manager II

Responsible Staff Member: Tom Stuart Assistant to the City Manager II (530) 542-6052

Reviewed and Approved By:
Olga Tikhomirova, Director of Finance
Heather Stroud, City Attorney

Attachments:

01-Staff Report - City Clerk Compensation.docx
02-Resolution - City Clerk Compensation.docx

City of South Lake Tahoe
Report to **City Council**

Meeting Date: November 1, 2022

Title: City Clerk compensation

Location: Citywide

Responsible Staff Member: Tom Stuart, Human Assistant to the City Manager II (530) 542-6052

Background:
Pursuant to City Code 2.05.040(B), "Salaries and benefits of all other elected and appointed officers [besides the City Council] shall be as set forth by separate resolution of the city council." City Code 2.05.060(B) states in part "The City Clerk shall be exempt from the merit system."

The current salary table for the City Clerk is listed on the City's Salary Table with 5 steps.

CITY CLERK

Index Key Value	Hourly	Monthly
1100/1138/01	45.6366	7,910
1100/1138/02	47.9134	8,304
1100/1138/03	50.3133	8,720
1100/1138/04	52.8269	9,156
1100/1138/05	55.4737	9,615

At the March 2, 2021 Council Meeting, Council set the City Clerk's compensation at step 3.

Issue and Discussion:

Since the time Council set the compensation for the City Clerk, the City Clerk has achieved the following:

February 24, 2021 earned admission into to the International Institute of Municipal Clerks, Master Municipal Clerks (MMC) Program

November 27, 2021 earned Notary Public Commission from the California Secretary of State

Between March 2021-March 2022 earned certificates of completion for eleven educational courses (90 hours) toward MMC Designation

Participated in RFP process and selection of Broadcasting, Media, and Video Production Services (SoSu TV)

Began publication of all City Commission Agendas through Granicus Agenda Management System
and

October 2022 - City Clerk received a favorable performance review by the City Manager.

Based on the accomplishments and the positive performance review, staff is recommending setting the City Clerks compensation at Step 4, $9,156 monthly effective back to the first full pay period after March 2, 2022.

Financial Implications:

No financial implication as this increase was anticipated in the 2022-2023 adopted budget, no additional budget is required.

Resolution 2022-XXX

Adopted by the City of South Lake Tahoe
City Council

November 1, 2022

Amending City Clerk Compensation

BACKGROUND

A. City Code section 2.05.040(B) states, “Salaries and benefits of all other elected and appointed officers [besides the City Council] shall be as set forth by separate resolution of the city council.”
B. Staff recommends setting City Clerk compensation at Step 4, $9,156 monthly, effective back to the first full pay period after March 2, 2022.
C. By way of this resolution, Council establishes the City Clerk compensation at $9,156 monthly, effective back to the first full pay period after March 2, 2022.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED, that the City Council of the City of South Lake Tahoe:

1. Establishes compensation for the position for the City Clerk at $9,156 monthly retroactively effective the first full pay period after March 2, 2022.
2. Action be taken to implement the above is hereby authorized.

Adopted by the City of South Lake Tahoe City Council on November 1, 2022 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Devin Middlebrook, Mayor

Attest:

_____
Susan Blankenship, City Clerk

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager

Meeting Date: November 1, 2022
Agenda Item #: 18

Agenda Item: Agenda Planning Calendar

Executive Summary:

Requested Action / Suggested Motions: A Councilmember may request that an item be placed on a future agenda. Upon the support of one (1) additional Council Member, direction shall be given to the City Manager to calendar the item for a convenient future agenda, but no sooner than the second meeting after the request was made, and/or modify the Agenda Planning Calendar as desired.
Responsible Staff Member: Joseph Irvin, City Manager

Responsible Staff Member:

Reviewed and Approved By:

Attachments:

APC - 10 19 2022.pdf

2022 Agenda Planning Calendar (Updated 10 19 2022)

Department		Agenda Item	Agenda Section
Nov. 15, 5:30	**PD/CM/PR/DS**	Commission Annual Reports	Consent
	City Attorney	Liberty Utilities Franchise Agreement	NB
	City Manager	Energy Goals Update	
	Dev Svs/Fire	California Building Code (Second Reading)	Consent
	Finance	TID Annual Report	NB
		Investment Portfolio Report – September 30, 2022	Consent
	Fire	DSI/Prevention Chip Crew - CTC MOU	NB
	Public Works	Airport Landing Fee Rate Adjustment	UB
		Budget Correction for LTB Class 1 Bicycle Trail	Consent
		Award Contract for Bellamy Garage Custodial Services	Consent
		Surplus Vehicles	Consent
Dec.13, 9 a.m.	**City Clerk**	Resolution Certification of Election Results	
		City Council Re-Organization	
		Oath of Office	
		2023 Meeting Schedule	

2022 Agenda Planning Calendar (Updated 10 19 2022)

		City Council Assignments to Boards and Commissions	
		League - New Mayors and Council Members Attendance	
		City Employee Recognitions	
	Finance	FY 2021-22 Quarterly Fin. Status Report – Quarter Ending 9/2022	
	Pub Works	California Tahoe Conservancy Proposition 1 Grant Funding	Consent
		STR Rate Adjustment	NB
		Bijou Area Erosion Control Project CFD Annual Report	Consent
		Renewal of EDC License Agreement for stormwater basin	Consent
1/10/2023	**City Attny**	City Code Update For Design/Build Contracts	
		Liberty Franchise Agreement	PH
		Wellness Contract for Public Safety	
	Dev Services	Housing Fund Revenue Feasibility Study	
		Event permitting guidelines	
		3900/3908 Lake Tahoe Blvd DDA	UB
	Pub Works	Bijou Creek Park Project Update	
Unscheduled/Pending			

2022 Agenda Planning Calendar (Updated 10 19 2022)

City Attorney	Parking Garage License Agreement with Verizon
City Attny/PW	Amendments to Small Cell Policy
City Clerk	Records Management Policy (Updated)
	Policy - Use of Personal Devices for City Business
	City Council Protocol Updates
City Manager	SW Gas Prestentation Renewable Energy Goals
	Joint Council/TTD Board Mtg
	Tesla Charging Station Contract
	Customer satisfaction survey(s)
	SEED Solar Photovoltaic Project PPA
Dev Services	Amendment to PLHA Grant Use
	TCAP Amendment – Montreal
	Plan Area Statement Update for Tourist Accommodation Uses
	Plan Area Statement 111 amendment
	Single Room Occupancy Program Amendments
Fire	Weed abatement/nusance Program - Defensable Space Policy

2022 Agenda Planning Calendar (Updated 10 19 2022)

Parks & Rec	Parks Foundation MOU
	Bijou Golf Course "Rock the Lake" Event and Review
Public Works	Award Contract PD - Community Recource Center Renovations
	Broadband Master Plan Draft Recommendations